

TRANSPORT ASSESSMENT

Mowbray, North Horsham, West Sussex
Employment Land



Prepared for: Legal & General (Strategic Land North Horsham) Limited
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1.0 Introduction

- 1.1 This Transport Assessment has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Limited to support a new outline planning application for the proposed flexible use of the employment land within the Mowbray development, North Horsham, West Sussex as well as commercial leisure facilities and a health centre.
- 1.2 Outline planning permission was granted in March 2018 for the following development on Land North of Horsham (planning application reference: DC/16/1677):
- "Outline planning application with all matters reserved except access for a mixed use strategic development to include housing (up to 2,750 dwellings), business park (up to 46,450m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure."*
- 1.3 Whilst outline planning permission has previously been granted for the wider Mowbray development, which includes a business park of up to 46,450m², commercial leisure facilities of 5,100m² and a health centre of 2,000m², a new outline application is required due to a need to seek permission for the more flexible use of the employment land in response to changing market demand as well as revised proposals for a commercial leisure facility and a health centre. Permission is sought for a range of employment uses, including office, light industrial and warehousing to provide future flexibility.
- 1.4 The description of development for which outline planning permission is now sought is as follows:
- "Outline planning application (all matters reserved) to provide an Employment Park comprising flexible commercial, industrial and logistics uses (Use Classes E(g), B2, B8), healthcare (Class E(e) including pharmacy) and commercial leisure"*
- 1.5 A full planning application has recently been submitted for the extension of the primary road eastwards from the A264 left-in / left-out junction and through the employment land (planning application reference: DC/25/1543) described as follows:
- "Construction of Primary Road from the Left-In, Left-Out junction with the A264 (constructed pursuant to Outline Planning Permission DC/16/1677) to Bush Lane (Bridleway 1585), footpaths and cycleways, foul and surface water drainage including a SUDS basin and foul pumping station, landscaping, substations and associated infrastructure."*
- 1.6 Whilst the above application is undecided at the time of writing, West Sussex County Council's consultation response in its capacity as local Highway Authority has raised no objection to the proposed extension of the primary road.
- 1.7 Pre-application discussions have been held with West Sussex County Council as local Highway Authority to agree the trip generation rates for the range of employment uses now proposed under the new outline planning application for the employment land.

2.0 Existing Situation

Site Context

- 2.1 The wider Mowbray development at North Horsham is currently under construction with various applications for the approval of reserved matters for individual infrastructure elements and sub-phases, both under consideration and determined. Prior to development commencing, the wider Mowbray site had a mix of uses, including agricultural land and associated buildings, and dwellings.
- 2.2 The application site is located to the north of the A264 and currently comprises previously undeveloped land used in the past for agricultural purposes. A location plan showing the extent of the application site edged in red is provided in Appendix A.

Outline Planning Permission (DC/16/1677)

- 2.3 Outline planning permission has been granted for the wider Mowbray development (reference: DC/16/1677) for the wider Mowbray development, which includes a business park of up to 46,450m², commercial leisure facilities of 5,100m² and a health centre of 2,000m².

Local Highway Network / Employment Land Road

- 2.4 The principal access to the employment land and Phase 2 of the Mowbray development is taken from the A264 dual carriageway, roughly midway between the Rusper Road roundabout, to the west, and the Moorhead roundabout, to the east. A new left-in / left-out signal-controlled junction has recently been constructed on the A264 together with a short section of primary road that will provide access to the employment land. A plan showing the left-in / left-out junction and the extent of primary road that has been constructed is provided at Appendix B. These works were constructed under a combined Section 38 / 278 agreement with West Sussex County Council as local highway authority, with the primary road to be offered for future adoption as public highway.
- 2.5 A full planning application has recently been submitted for the extension of the primary road eastwards from the A264 left-in / left-out junction and through the employment land (planning application reference: DC/25/1543). General arrangement drawings showing the extent and layout of the proposed primary road included in this application are provided at Appendix C.
- 2.6 The main road through the employment land is classed as a primary road in accordance with the hierarchy defined for the Mowbray development and is also a bus route. The road will be subject to a speed limit of 30mph and has a minimum carriageway width of 6.5m. The primary road will provide access to the Sports Hub, proposed health centre, commercial leisure facility and the employment land. In time, it will be extended through Phase 2, providing access to the residential development parcels on either side of the road, and ultimately connect into Bailey Road that lies within Phase 1 of the Mowbray development, providing a loop that connects Rusper Road with the A264.
- 2.7 Two four-arm roundabouts are proposed on the primary road to provide access to the employment land parcels to the north and south of the primary road. A priority ghost island junction with central right turning lane is proposed to serve the health centre land parcel towards the western end of the employment land area and on the north side of the proposed primary road, west of the westernmost roundabout. Similarly, a priority ghost island junction with central right turning lane is proposed to serve the land parcel towards the western end of the employment land and on the south side of the proposed primary road, west of the westernmost roundabout where the commercial leisure facility is proposed to be located.

- 2.8 Between the two roundabouts, four bellmouth junctions are proposed on the south side of the primary road to provide access to two car parking areas at the northern end of the southern employment land development parcels, if required when the development layout of the employment land is considered at a later stage in the planning process. Each parking area would have a separate entry and exit connected by an internal one-way loop road.
- 2.9 To the east of the easternmost roundabout, a simple T-junction is proposed to provide access to a small residential land parcel on the north side of the primary road. A second simple T-junction is proposed to provide access to the future station land on the south side of the primary road.
- 2.10 To the west of the secondary road leading northwards from the westernmost roundabout is a proposed adoptable foul water pumping station. A sub-station is proposed on the east side of the primary road, towards the northern end of the application site. A second sub-station is proposed on the north side of the primary road to the west side of the westernmost roundabout.

Public Rights of Way

- 2.11 A public footpath (Footpath 1586) runs from south-west to north-east through the employment land. It crosses the A264 dual carriageway at-grade to the east of the newly constructed left-in / left-out junction that provides access to the employment land and Phase 2 from the A264. At this point, the A264 is raised above the adjacent land on an embankment and there are steps on the footpath leading up the embankment on both the north and south sides of the A264.
- 2.12 Some 500m or so to the north, the public footpath joins a public bridleway called Bush Lane (Bridleway 1585) that runs on an east to west alignment through Phase 2, connecting Wimland Road, to the east, with Rusper Road, to the west. The public footpath will be improved and a section of it will need to be diverted through the employment land. Further details are provided in Section 3 of this report.
- 2.13 There is an alternative signed route for pedestrians across the A264 dual carriageway that avoids the steps and the at-grade crossing of the A264 that is not a public right of way but is within the public highway. It follows a route at the bottom of the road embankment on the south side of the A264 eastwards for around 300m and then crosses under the A264 via an underpass on the immediate west side of the railway. This route then continues westwards as a private footpath within the Mowbray development, parallel with the north side of the A264, and then reconnects with Footpath 1586.
- 2.14 Improvements are proposed to this alternative route, known as the A264 Woodland Walk as part of the Underpass Works Scheme, in compliance with the obligations set out in the Section 106 agreement for the Mowbray development. These improvements include surfacing to ensure the route is useable in all weathers, and the provision of street lighting, so it is useable at night. Technical Approval has been obtained from West Sussex County Council for the improvements, which will be delivered via an agreement under Section 278 of the Highways Act. The works are scheduled to be undertaken in summer 2026 and in any event completed in compliance with the associated obligations in the Section 106 agreement, i.e. prior to occupation of any housing unit in sub-phase 2C or occupying more than 20,000 sqm of employment floorspace.

Pedestrian & Cycle Facilities on Employment Land Road

- 2.15 The site-wide cycling strategy document (reference PH/BC/ITL15764-002E, July 2022) was approved under the condition discharge application for Condition 19 of the outline planning permission (reference DISC/22/0232). This document indicates that the primary road through the employment land should include dedicated cycle facilities, i.e. mandatory / advisory / stepped cycle lanes, or segregated two-way cycle lanes.
- 2.16 In addition, the site-wide cycling strategy requires a cycle and pedestrian route to run parallel with and on the north side the A264 and the railway line between the primary road at the access to the employment land and Phase 2 via the left-in / left-out signal-controlled junction and Wimland Road, as shown on the plan extracted from the site-wide cycling strategy that is provided at Appendix D.
- 2.17 In compliance with the site-wide cycling strategy, a 2.5m wide segregated, two-way cycleway is proposed on the north side of the primary road through the full extent of the employment land, which will provide cyclists with a dedicated cycle route in accordance with the approved site-wide cycling strategy.
- 2.18 Where the cycle route crosses side roads, for example at the access to the development land parcels and on the northern arms of the two roundabouts, it is proposed to raise the carriageway to the level of the cycleway and give priority to cyclists on the cycleway over vehicle turning to and from the primary road. A full set back priority junction is proposed at the access to the health centre land parcel. At the access to the small residential land parcel on the northern side of the primary road, to the east of easternmost roundabout, a partial set back priority junction is proposed as traffic flows to/from this land parcel will be low.
- 2.19 The crossings on the northern arms of the two roundabouts have been set back beyond the splitter islands, away from the roundabout, to provide space for vehicles to exit the roundabouts and give-way to pedestrians and cyclists using the crossings without obstructing the free-flow of traffic on the primary road. In the case of very large vehicles, such as a full-size articulated lorry, there would be sufficient space to the rear of the lorry's trailer for eastbound vehicles to pass through the roundabout.
- 2.20 A 2m wide footway is proposed on the northern side of the primary road, adjacent to the cycleway, for the full extent of primary road eastwards from the Sports Hub access. A 2.5m wide footway is proposed on the southern side of the road eastwards from a point roughly midway between the development accesses on either side of the primary road, to the west of the westernmost roundabout.
- 2.21 Uncontrolled crossings for pedestrians and cyclists are proposed at several locations on the primary road to cater for the anticipated movements on the various north to south desire lines.
- 2.22 Where the southern footway terminates towards the western extent of the proposed primary road through the employment land, an uncontrolled crossing is proposed with a refuge island located in the central hatching of the ghost island junction at the access to the health centre land parcel, prior to the start of the right turn lane. Just to the west of the westernmost roundabout, another uncontrolled crossing with a refuge island is proposed in the central hatching of the ghost island junction at the access to the development parcel to the south, beyond the right turn lane.
- 2.23 Roughly midway between the two roundabouts, an uncontrolled crossing is proposed with a refuge island located in the central hatched area, located on the desire line between the northern and southern employment land parcels.

- 2.24 Uncontrolled pedestrian crossings are proposed via some of the splitter islands on the arms of the two roundabouts on the primary road, as shown on the general arrangement drawings provided.
- 2.25 An existing public right of way (Footpath 1586) will be diverted to facilitate the future development of the commercial leisure facility to the south of the primary road and to the west of the westernmost roundabout. Discussions have been held with the Rights of Way Officer at West Sussex County Council who has advised that the diversion would be processed under Section 257 of the Town and Country Planning Act and will be led by the local Planning Authority (Horsham District Council). Planning permission must already be in place before this process can commence, which will be after the granting of full planning permission for the primary road.
- 2.26 The applicant, Legal & General, propose to grant permissive rights to enable cyclists to use the section of this public footpath south of the primary road, between the road and the private footpath that continues eastwards, parallel with the north side of the A264 and connects with the Woodland Walk and proposed Underpass Works Scheme and then alongside the railway line to Wimland Road. Permissive rights will also be granted on the section of public footpath north of the primary road through to the connection with the existing bridleway to the east. This will enable the route to become a cycle path in accordance with the site-wide cycle strategy. An appropriate agreement will be put in place to formalise this arrangement. The sections of public and private footpaths that will be used by cyclists will be hard surfaced.
- 2.27 It is proposed to enhance the walking route from Wimland Road, westwards on the north side of the railway line and A264, providing a connection to the Woodland Walk that crosses under the A264, and to the existing public footpath that crosses the A264 at-grade.
- 2.28 Early discussions have been held with the Horsham Society, and it has been agreed, in principle, to divert the Riverside Walk (a 13-mile circular walk around Horsham) through the Mowbray development and employment land to Wimland Road. Three different routes have been considered, and the final alignment will be agreed through further discussions between Legal & General, the Horsham Society and Horsham District Council.

Public Transport

- 2.29 In accordance with the obligations in the Section 106 agreement for the Mowbray development, the first bus service (Route 71) commenced in 2024, triggered by the occupation of the 100th dwelling in Phase 1. This service currently operates hourly through Phase 1 of the development, via Rusper Road and Bailey Road, serving Bohunt School, with buses turning at the existing eastern extent of Bailey Road where a turning facility is provided.
- 2.30 In time, the bus service will be extended progressively eastwards, into Phase 2, via Bailey Road, and westwards into Phase 3, via Moat Road and across Old Holbrook. The frequency will increase to half-hourly on the occupation of the 840th dwelling, currently scheduled for late 2027. The bus service will operate on a loop through Phase 2 and the employment land, arriving and departing via Bailey Road within Phase 1 and U-turning at the westernmost roundabout proposed on the employment land road.
- 2.31 The bus stop serving the employment land will be located on the north side of the primary road, immediately to the east of the westernmost roundabout. This is likely to be the most heavily used stop within the employment land as it would be used by passengers to board and alight and serve not only the employment uses but other nearby facilities, such as the Sports Hub and health centre. Consistent with all new bus stops within the Mowbray development, the bus stop that will serve the employment land will be equipped with a shelter and real-time information display.

Travel Plan

- 2.32 A site-wide Framework Travel Plan was submitted with the original outline planning application (reference: DC/16/1677). Condition 34 attached to the outline planning permission requires a phase-specific Travel Plan to be submitted to and approved in writing by the Local Planning Authority that accords with the approved site-wide Framework Travel Plan prior to the first occupation of any phase. A phase-specific Travel Plan has not yet been prepared that covers Phase 2 or the employment land but will be prepared and submitted for approval in due course, in compliance with Condition 34. The phase-specific Travel Plan will aim to promote sustainable travel alternatives via measures aimed at reducing the reliance on the private car in line with national and local government guidance.
- 2.33 A site-specific Travel Plan will be prepared by each occupier of the employment land, commercial leisure facilities and health centre that complies with the aims and objectives of both the site-wide Framework Travel Plan and the phase-specific Travel Plan. It is anticipated that these site-specific Travel Plans will be submitted with the relevant applications for the approval of reserved matters.

3.0 Proposed Development

3.1 Outline planning permission has been granted for the wider Mowbray development (reference: DC/16/1677), which includes a business park of up to 46,450m², commercial leisure facilities of 5,100m² and a health centre of 2,000m². However, a new outline application is required due to a need to seek permission for the more flexible use of the employment land in response to changing market demand, as well as a commercial leisure facility and a health centre. Permission is sought for a range of employment uses, including office, light industrial and warehousing.

3.2 The description of development for which outline planning permission is now sought is as follows:

"Outline planning application (all matters reserved) to provide an Employment Park comprising flexible commercial, industrial and logistics uses (Use Classes E(g), B2, B8), healthcare (Class E(e) including pharmacy) and commercial leisure"

3.3 Three masterplan options are proposed to provide flexibility in terms of the quantum and mix of commercial floor space, as shown on the drawings and described in the accommodation schedules provided at Appendix E and described below. Common to all three options is a commercial leisure facility with a floor area of 5,491m² and a health centre with a floor area of 2,058m².

- Option 01 – commercial office approach
- Option 02 – warehousing and light industrial masterplan approach
- Option 03 – warehousing, commercial office and light industrial masterplan approach

3.4 The table below summaries the various masterplan options compared with the outline planning permission (DC/16/1677).

Table 1: Consented & Proposed Uses (Gross Internal Floor Areas)

Use / Use Class	Outline Planning Permission	Option 01 Commercial Office	Option 02 Warehousing	Option 03 Commercial Office & Warehousing
Business Park (B1 under OPP; now E(g))	46,450m ²	46,450m ² E(g)(i) office	4,306m ² E(g)(iii) light industrial / office	22,384m ² comprising; 18,078m ² E(g)(i) office 4,306m ² E(g)(iii) light industrial / office
B2/B8 Industrial Logistics (Warehouses)	0m ²	0m ²	42,452m ²	26,615m ²
Commercial Leisure	5,100m ²	5,300m ²	5,300m ²	5,300m ²
Health Centre	2,000m ²	2,000m ² with an additional 70m ² pharmacy	2,000m ² with an additional 70m ² pharmacy	2,000m ² with an additional 70m ² pharmacy
	Total	53,820m²	54,128m²	56,369m²

Movement Framework

The parameter plan for access and movement that will be submitted with the outline planning application and is provided at Appendix F. Vehicle access, pedestrian and cycle facilities, and public transport access are described in detail later in this section.

Vehicle Access

- 3.5 As described in Section 2, a full application has recently been submitted for the extension of the primary road through the employment land (reference: DC/25/1543) and general arrangement drawings showing the proposed primary road are provided at Appendix C.
- 3.6 Two four-arm roundabouts are proposed on the primary road to provide access to the employment land to the north and south of the primary road.
- 3.7 A priority ghost island junction with central right turning lane is proposed to serve the health centre towards the western end of the employment land and on the north side of the proposed primary road, west of the westernmost roundabout.
- 3.8 Similarly, a priority ghost island junction with central right turning lane is proposed to serve the land towards the western end of the employment land, on the south side of the proposed primary road and west of the westernmost roundabout where the commercial leisure facility is proposed to be located.
- 3.9 Between the two roundabouts, four bellmouth junctions are proposed on the south side of the primary road to provide access to two car parking areas at the northern end of the southern employment land development parcels, if required when the development layout of the employment land is considered at a later stage in the planning process. Each parking area would have a separate entry and exit connected by an internal one-way loop road.
- 3.10 To the east of the easternmost roundabout, a simple T-junction is proposed to provide access to a small residential land parcel on the north side of the primary road. A second simple T-junction is proposed to provide access to the future station land on the south side of the primary road.
- 3.11 South of the proposed primary road, a secondary road is proposed to connect to two roundabouts on the primary road via a loop arrangement that will provide access to the employment land development parcels and a separate access to the future station land.

Pedestrian & Cycle Facilities

- 3.12 Pedestrian and cycle facilities are proposed for the extension of the primary road through the employment land (application reference: DC/25/1543).
- 3.13 A 2.5m wide segregated, two-way cycleway is proposed on the north side of the primary road through the full extent of the employment land. Where the cycle route crosses side roads, the carriageway will be raised to the level of the cycleway and give priority to cyclists on the cycleway over vehicle turning to and from the primary road and the crossings will be set back to provide space for vehicles to exit the primary road and give-way to pedestrians and cyclists using the crossings without obstructing the free-flow of traffic on the primary road.
- 3.14 A 2m wide footway is proposed on the northern side of the primary road, adjacent to the cycleway, for the full extent of primary road eastwards from the Sports Hub access. A 2.5m wide footway is proposed on the southern side of the road eastwards from a point roughly midway between the development accesses on either side of the primary road, to the west of the westernmost roundabout.
- 3.15 Uncontrolled crossings for pedestrians and cyclists are proposed at several locations on the primary road to cater for the anticipated movements on the various north to south desire lines. Further uncontrolled pedestrian crossings are proposed via some of the splitter islands on the roundabouts.

- 3.16 An existing public right of way (Footpath 1586) will be diverted to facilitate the future development of one of the employment land parcels to the south of the primary road and to the west of the westernmost roundabout. The diversion would be processed under Section 257 of the Town and Country Planning Act after the granting of full planning permission for the primary road.
- 3.17 Legal & General will grant permissive rights to enable cyclists to use the section of this public footpath south of the primary road, between the road and the private footpath that continues eastwards, parallel with the north side of the A264 and connects with the Woodland Walk and proposed Underpass Works Scheme and then alongside the railway line to Wimland Road. Permissive rights will also be granted on the section of public footpath north of the primary road through to the connection with the existing bridleway to the east. This will enable the route to become a cycle path in accordance with the site-wide cycle strategy. The sections of public and private footpaths that will be used by cyclists will be hard surfaced.
- 3.18 It is proposed to enhance the walking route from Wimland Road, westwards on the north side of the railway line and A264, providing a connection to the Woodland Walk that crosses under the A264, and to the existing public footpath that crosses the A264 at-grade.
- 3.19 Pedestrian access to the employment land development parcels will be provided directly from the primary road via the vehicle accesses described above or via the network of secondary roads that lead north and south from the two roundabouts on the primary road which will have 2m wide footways to both sides.
- 3.20 Cyclists on the secondary road network will share the road space with motor vehicles in accordance with the site-wide cycle strategy.

Public Transport

- 3.21 The nearest stop for public bus services will be located within the employment land area on the north side of the primary road, immediately to the east of the westernmost roundabout. This stop will be served by Route 71 that currently operates hourly but will operate half-hourly on the occupation of the 840th dwelling, currently scheduled for late 2027. Consistent with all new bus stops within the Mowbray development, the bus stop will be equipped with a shelter and real-time information display.

Car Parking

- 3.22 West Sussex County Council's provides guidance for car parking demand for residential and non-residential land uses in its publication '*Guidance on Parking at New Developments (September 2020)*'. The following parking demand standards are relevant to the mix of non-residential land uses proposed:

Class B2 General Industrial	1 space per 40sqm
Class B8 Storage	1 space per 100sqm
Class E Commercial, Business and Service – Business (office, research and development and light industrial process)	1 space per 30sqm
Class E Commercial, Business and Service – Assembly and Leisure (indoor sport, recreation or fitness, gyms)	1 space per 22sqm
Class E Commercial, Business and Service – Non-residential institutions (medical or health services, crèches, day nurseries and centres)	Site-specific assessment based on travel plan and needs

- 3.23 The illustrative masterplans and associated accommodation schedules provided at Appendix E indicate the level of car parking proposed. In respect of the employment elements of the proposals, the car parking provision is broadly in accordance with the Council's parking demand standards for the mix and quantum of development proposed.
- 3.24 Car parking for the employment uses is proposed, as follows:
- Option 01 (commercial office) – 1,689 spaces
 - Option 02 (warehousing and light industrial) – 632 spaces
 - Option 03 (warehousing, commercial office and light industrial) – 1,059 spaces
- 3.25 In addition, in all masterplan options proposed, there would be a total of 80 car parking spaces for the health centre and 327 spaces for the leisure facility.
- 3.26 The masterplans are illustrative at this stage so further details on car parking will be provided at a later stage in the planning process when layout is considered at the approval of reserved matters stage.

Cycle Parking

- 3.27 West Sussex County Council publication 'Guidance on Parking at New Developments (September 2020)' also provides guidance on cycle parking, as follows:

Class B2 General Industrial	1 space per 200sqm for staff 1 space per 500sqm for visitors
Class B8 Storage	1 space per 500sqm for staff 1 space per 1000sqm for visitors
Class E Commercial, Business and Service – Business (office, research and development and light industrial process)	1 space per 150sqm for staff 1 space per 500sqm for visitors
Class E Commercial, Business and Service – Assembly and Leisure (indoor sport, recreation or fitness, gyms)	1 space per 4 staff plus visitor/customer cycle parking
Class E Commercial, Business and Service – Non-residential institutions (medical or health services, crèches, day nurseries and centres)	Site-specific assessment based on travel plan and needs

- 3.28 The illustrative masterplans and associated accommodation schedules provided at Appendix E indicate the level of cycle parking proposed. Again, further details will be provided at the approval of reserved matters stage.

Electric Vehicle Charging

- 3.29 Charging facilities for electric vehicles will be provided in accordance with the relevant standards and further details will be provided at the approval of reserved matters stage.

Servicing

- 3.30 The primary road network through the employment land area has been designed to accommodate HGVs, including full size articulated lorries, and public buses.
- 3.31 The secondary road network south of the primary road that connects the two roundabouts on the primary road via a loop arrangement has also been designed to accommodate HGVs, including full size articulated lorries.
- 3.32 West Sussex County Council publication '*Guidance on Parking at New Developments (September 2020)*' also provides guidance on commercial vehicle parking. Service yards will also be designed to accommodate HGVs. Further details will be provided when layout is considered at the approval of reserved matters stage.

Travel Plan

- 3.33 As described in Section 2 of this report, a site-wide Framework Travel Plan was submitted with the original outline planning application. Condition 34 of the outline planning permission requires a phase-specific Travel Plan to be approved by the Local Planning Authority prior to the first occupation of any phase. A phase-specific Travel Plan has not yet been prepared that covers Phase 2 or the employment land but will be prepared and submitted for approval in due course, in compliance with Condition 34. The phase-specific Travel Plan will aim to promote sustainable travel alternatives via measures aimed at reducing the reliance on the private car in line with national and local government guidance.
- 3.34 Site-specific Travel Plans will be prepared by each occupier of the employment land, leisure facilities and health centre that comply with the aims and objectives of both the site-wide Framework Travel Plan and the phase-specific Travel Plan. It is anticipated that these site-specific Travel Plans will be submitted with the relevant applications for the approval of reserved matters.

4.0 Traffic Generation & Highway Impact

- 4.1 The Transport Assessment prepared in support of the original outline planning permission (reference: DC/16/1677) specifically tested the impact of 46,450m² of commercial employment floorspace but not other land uses, including the commercial leisure facility and health centre as these were considered ancillary to the main elements of the development and would not generate significant external trips.
- 4.2 The development proposals, as described in Section 3 and summarised in Table 1, include a commercial leisure facility and health centre that are similar in size to those permitted by virtue of the outline planning permission and it is considered that any changes in trip generation due to the marginally larger floor areas now proposed would be minor and are not likely to generate significant external trips in the peak hours.
- 4.3 Therefore, any significant differences between the traffic generation of the proposals for which outline planning permission is now sought and the original outline planning permission will be due to the proposed changes in the mix and quantum of employment uses rather than the ancillary uses, i.e. the commercial leisure facility and health centre, as these remain ancillary to the Mowbray development.
- 4.4 The traffic generation of the three masterplan options listed below have been compared with the baseline position from the original outline planning permission.
- Option 01 – commercial office masterplan approach
 - Option 02 – warehousing masterplan approach
 - Option 03 – warehousing plus commercial office masterplan approach

Baseline Position – Business Park (46,450m²)

- 4.5 The original outline planning permission included a business park of 46,450m². It is understood that this is a gross internal floor area rather than a gross external floor area. The traffic generation for the business park element was estimated on the assumption that the floor space would be office use – Class B1 at the time that outline permission was granted but now Class E(g). The vehicle trip rates for office use that were used to estimate the traffic generation of the proposed business park are set out in Table 2 whilst the resulting traffic generation for a floor area of 46,450m² is presented in Table 3.

Table 2: Vehicle Trip Rates for Business Park, Class B1 Use (per 100m²)

Time	Vehicles per 100m ²		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	1.340	0.078	1.418
PM Peak 17:00 - 18:00	0.075	1.034	1.109
Daily	4.069	3.838	7.907

Table 3: Vehicle Trip Generation for Business Park, Class B1 Use (46,450m²)

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	622	36	659
PM Peak 17:00 - 18:00	35	480	515
Daily	1,890	1,783	3,673

Masterplan Option 01 – Commercial Office (46,450m²)

- 4.6 The vehicle trip rates set out in Table 2 have been used to estimate the traffic generation of the proposed masterplan Option 1. For consistency with the assessment carried out in support of the original outline planning permission, these trip rates have been applied to the gross internal floor area of 46,450m² of office use, and the resulting trip generation is presented in Table 4.

Table 4: Vehicle Trip Generation for Masterplan Option 01 (46,450m²)

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	622	36	659
PM Peak 17:00 - 18:00	35	480	515
Daily	1,890	1,783	3,673

- 4.7 The differences between the traffic generation of masterplan Option 01 and the baseline are presented in Table 5.

Table 5: Difference between Masterplan Option 01 and Baseline

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	0	0	0
PM Peak 17:00 - 18:00	0	0	0
Daily	0	0	0

- 4.8 Thus, masterplan Option 01 is expected to generate the same number of vehicle movements in the AM and PM peak hours and daily as the land use and floor area would be the same as the baseline position.

Masterplan Option 02 – Warehousing (44,072m²) and Light Industrial (4,780m²)

- 4.9 Appropriate trip rates for warehousing and light industrial uses have been extracted from the TRICS database, and the full outputs are provided in Appendix G. Parcel distribution has been assumed for the warehousing element as the worst case in traffic generation terms. Industrial estates have been used to establish trip rates for light industrial use. The trip rates have been agreed in pre-application discussions with West Sussex County Council and are set out in Tables 6 and 7 below.

Table 6: Vehicle Trip Rates for Warehousing / Parcel Distribution, Class B8 Use (per 100m²)

Time	Vehicles per 100m ²		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	0.502	0.244	0.746
PM Peak 17:00 - 18:00	0.324	0.527	0.851
Daily	5.542	5.479	11.021

Table 7: Vehicle Trip Rates for Light Industrial, Class E(g) Use (per 100m²)

Time	Vehicles per 100m ²		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	0.585	0.287	0.872
PM Peak 17:00 - 18:00	0.271	0.590	0.861
Daily	5.013	5.174	10.187

- 4.10 The vehicle trip rates set out in Table 6 have been used to estimate the traffic generation of the proposed warehousing element of masterplan Option 02, which comprises a gross external floor area of 44,970m², as presented in Table 8.

Table 8: Vehicle Trip Generation for Warehousing, Masterplan Option 02 (44,072m²)

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	221	108	329
PM Peak 17:00 - 18:00	146	237	383
Daily	2,492	2,464	4,956

- 4.11 The vehicle trip rates set out in Table 7 have been used to estimate the traffic generation of the proposed light industrial element of masterplan Option 02, which comprises a gross external floor area of 4,846m², as presented in Table 9.

Table 9: Vehicle Trip Generation for Light Industrial, Masterplan Option 02 (4,780m²)

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	28	14	42
PM Peak 17:00 - 18:00	13	28	41
Daily	240	247	487

- 4.12 Thus, the total traffic generation of masterplan Option 02 is the total of the traffic generation set out in Tables 8 and 9, as presented in Table 10.

Table 10: Total Vehicle Trip Generation for Masterplan Option 02

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	249	121	370
PM Peak 17:00 - 18:00	159	265	424
Daily	2,732	2,711	5,443

- 4.13 The differences between the traffic generation of masterplan Option 02 and the baseline are presented in Table 11.

Table 11: Net Difference between Masterplan Option 02 and Baseline

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	-373	+85	-288
PM Peak 17:00 - 18:00	+124	-215	-91
Daily	+842	+928	+1,770

- 4.14 Thus, masterplan Option 02 is expected to generate 288 fewer vehicle movements in the AM peak hour and 91 fewer vehicle movements in the PM peak hour when compared with the baseline. Option 02 is expected to result in an increase of 1,770 vehicle movements daily.

Masterplan Option 03 – Office (19,126m²), Warehousing (27,746m²) and Light Industrial (4,780m²)

- 4.15 The vehicle trip rates set out in Table 2 have been used to estimate the traffic generation of the proposed office element of masterplan Option 03, which comprises a gross external floor area of 19,126m², as presented in Table 12.

Table 12: Vehicle Trip Generation for Office, Masterplan Option 03 (19,126m²)

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	256	15	271
PM Peak 17:00 - 18:00	14	198	212
Daily	778	734	1,512

- 4.16 The vehicle trip rates set out in Table 6 have been used to estimate the traffic generation of the proposed warehousing element of masterplan Option 03, which comprises a gross external floor area of 27,746m², as presented in Table 13.

Table 13: Vehicle Trip Generation for Warehousing, Masterplan Option 03 (27,746m²)

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	139	68	207
PM Peak 17:00 - 18:00	90	146	236
Daily	1,538	1,520	3,058

- 4.17 The vehicle trip rates set out in Table 7 have been used to estimate the traffic generation of the proposed light industrial element of masterplan Option 03, which comprises 4,780m², as presented in Table 14.

Table 14: Vehicle Trip Generation for Light Industrial, Masterplan Option 03 (4,780m²)

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	28	14	42
PM Peak 17:00 - 18:00	13	28	41
Daily	240	247	487

- 4.18 The total traffic generation of masterplan Option 03 is the total of the traffic generation set out in Tables 12, 13 and 14, as presented in Table 15.

Table 15: Total Vehicle Trip Generation for Masterplan Option 03

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	424	96	520
PM Peak 17:00 - 18:00	117	372	489
Daily	2,556	2,502	5,057

- 4.19 The differences between the traffic generation of masterplan Option 03 and the baseline are presented in Table 16.

Table 16: Net Difference between Masterplan Option 03 and Baseline

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	-199	+60	-139
PM Peak 17:00 - 18:00	+82	-108	-26
Daily	+665	+719	+1,384

- 4.20 Thus, masterplan Option 03 is expected to generate 139 fewer vehicle movements in the AM peak hour and 26 fewer vehicle movements in the PM peak hour when compared with the baseline. Option 03 is expected to result in an increase of 1,384 vehicle movements daily.

Increase in Heavy Goods Vehicles

- 4.21 The vehicle movements generated by the business park (office) use previously consented would primarily be cars and other light vehicles, with very few movements by heavy goods vehicles anticipated. The current proposals include a combination of warehousing and light industrial uses, which will generate a higher proportion of heavy goods vehicle movements.
- 4.22 The trip rates for warehousing and light industrial uses from the TRICS database and provided in Appendix G include separate rates for light vehicles and ordinary goods vehicles (OGVs), which are vehicles over 3.5 tonnes gross weight. Trip rates for OGVs for warehousing, with parcel distribution representing the worst case, and light industrial uses are set out in Tables 17 and 18, respectively.

 Table 17: OGV Trip Rates for Warehousing / Parcel Distribution, Class B8 Use (per 100m²)

Time	OGVs per 100m ²		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	0.036	0.030	0.066
PM Peak 17:00 - 18:00	0.022	0.030	0.052
Daily	1.106	1.053	2.159

 Table 18: OGV Trip Rates for Light Industrial, Class E(g) Use (per 100m²)

Time	OGVs per 100m ²		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	0.041	0.038	0.079
PM Peak 17:00 - 18:00	0.005	0.014	0.019
Daily	0.364	0.367	0.731

- 4.23 Trip rates for OGVs in the tables above have been applied to the proposed quantum of floor space for warehousing and light industrial uses in masterplan Options 02 and 03 to provide an estimate of the number of OGV movements each option would generate, as summarised below.

Masterplan Option 02 – Warehousing (44,072m²) and Light Industrial (4,780m²)

- 4.24 Applying the OGV trip rates in Tables 17 and 18 to the floor space for warehousing and light industrial uses in masterplan Options 02 results in the number of OGV movements set out in Tables 19, 20 and 21.

 Table 19: OGV Trip Generation for Warehousing, Masterplan Option 02 (44,072m²)

Time	OGVs		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	16	13	29
PM Peak 17:00 - 18:00	10	13	23
Daily	487	464	952

Table 20: OGV Trip Generation for Light Industrial, Masterplan Option 02 (4,780m²)

Time	OGV		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	2	2	4
PM Peak 17:00 - 18:00	0	1	1
Daily	17	18	35

Table 21: Total OGV Trip Generation for Masterplan Option 02

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	18	15	33
PM Peak 17:00 - 18:00	10	14	24
Daily	505	482	986

Masterplan Option 03 – Office (19,126m²), Warehousing (27,746m²) and Light Industrial (4,780m²)

- 4.25 Applying the OGV trip rates in Tables 17 and 18 to the floor space for warehousing and light industrial uses in masterplan Options 03 results in the number of OGV movements set out in Tables 22, 23 and 24.

 Table 22: OGV Trip Generation for Warehousing, Masterplan Option 03 (27,746m²)

Time	OGVs		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	10	8	18
PM Peak 17:00 - 18:00	6	8	14
Daily	307	292	599

 Table 23: OGV Trip Generation for Light Industrial, Masterplan Option 03 (4,780m²)

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	2	2	4
PM Peak 17:00 - 18:00	0	1	1
Daily	17	18	35

Table 24: Total OGV Trip Generation for Masterplan Option 03

Time	Vehicles		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	12	10	22
PM Peak 17:00 - 18:00	6	9	15
Daily	324	310	634

- 4.26 It can be seen from Tables 21 and 24 above that the introduction of warehousing and light industrial uses in in masterplan Options 02 and 03 will result is a relatively modest increase in OGVs during the AM and PM peak hours. The expected daily increases in OGVs set out in Tables 21 and 24 are more significant and this is further considered below.
- 4.27 For junction capacity assessment purposes, traffic flows are converted to an equivalent number of passenger car units (PCUs) to take account of the differences between the physical size, weight, and performance of different vehicles. A factor of 2.3 has been applied to the OGV element to convert the number of vehicle movements into equivalent PCUs whilst a factor of 1 has been applied to light vehicles. The resulting number of PCUs for masterplan Options 02 and 03 is set out below and compared with the baseline position of the business park.

Table 25: Total PCU Trip Generation for Masterplan Option 02

Time	PCUs		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	272	141	413
PM Peak 17:00 - 18:00	172	283	455
Daily	3,388	3,337	6,725

Table 26: Total PCU Trip Generation for Masterplan Option 03

Time	PCUs		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	439	110	549
PM Peak 17:00 - 18:00	125	384	509
Daily	2,977	2,904	5,881

Table 27: Net Difference between Masterplan Option 02 and Baseline

Time	PCUs		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	-350	105	-245
PM Peak 17:00 - 18:00	+137	-197	-60
Daily	+1,498	+1,555	+3,053

Table 28: Net Difference between Masterplan Option 03 and Baseline

Time	PCUs		
	Inbound	Outbound	Two-Way
AM Peak 08:00 - 09:00	-183	+73	-110
PM Peak 17:00 - 18:00	+91	-96	-6
Daily	+1,087	+1,121	+2,208

- 4.28 It can be seen from Tables 27 and 28 above that neither masterplan option with a combination of warehousing and light industrial uses would result in an increase in the number of PCUs generated at peak times compared with the baseline established by the previously consented business park use. The expected daily increases in PCUs set out in Tables 21 and 24 are more significant and this is considered further below.

Highway Impact

- 4.29 A comprehensive package of off-site highway improvement works was agreed as part of the original outline planning application to mitigate the traffic impact of the Mowbray development on the local road network, including the employment land. This includes improvements to junctions along the A264, including at the junctions with Langhurst Wood Road, Rusper Road, and Crawley Road (Moorhead), as well as a new left-in / left-out junction to serve the employment land from the A264.
- 4.30 In addition, the Section 106 Agreement associated with the outline planning permission includes several financial contributions towards other off-site junctions, such as the A264 Faygate Roundabout, the A24/A264 Great Daux Roundabout, and the A264 Bewbush Manor Roundabout triggered by the number of housing units that are occupied.
- 4.31 Comprehensive improvements to the A264 / Rusper Road junction were completed in 2023 to provide access to Phase 1 of the Mowbray development as well as increase the capacity of the junction to accommodate the increase in traffic arising from the development. These works are shown on a plan provided at Appendix H.

- 4.32 A new left-in / left-out signal-controlled junction has recently been constructed on the A264 roughly midway between the Rusper Road roundabout, to the west, and the Moorhead roundabout, to the east to provide the main access to the employment land and Phase 2 of the Mowbray development as shown on the plan provided at Appendix B.
- 4.33 Comprehensive improvements are also proposed to the A264 / Langhurst Wood Road junction located to the west of the Rusper Road roundabout to provide the main access into Phase 3 of the Mowbray development. The works include the provision of a large, signalised roundabout to replace the existing left-in / left-out priority junction. These proposed works are also shown on a plan provided at Appendix H.
- 4.34 Works are also proposed to increase the capacity of the Moorhead roundabout at the A264 / Crawley Road junction. These works including the widening of the approaches to the junction and the introduction of signal control, as shown on a plan provided at Appendix H.
- 4.35 Given that the proposals for the employment land will reduce not increase traffic movements to/from the Mowbray development at peak times above those expected as a result of the original outline planning permission, no further off-site highway improvement works are considered necessary to mitigate the traffic impact of the new outline planning application on the local road network.
- 4.36 The daily increases in traffic movements that would arise from the the proposed changes in the mix and quantum of employment floor space in masterplan Options 02 and 03 are more significant but will have no effect on the operational capacity of key junctions on the local road as traffic flows will be lower overall than at peak times. The environmental impact of these daily increases in traffic movements has been assessed and is considered in the relevant chapters of the Environmental Statement that has been submitted with the planning application.

5.0 Summary & Conclusion

Summary

- 5.1 This Transport Assessment has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Limited to support a new outline planning application for the proposed flexible use of the employment land within the Mowbray development, North Horsham, West Sussex. The description of development is as follows:
- "Outline planning application (all matters reserved) to provide an Employment Park comprising flexible commercial, industrial and logistics uses (Use Classes E(g), B2, B8), healthcare (Class E(e)) and commercial leisure"*
- 5.2 Whilst outline planning permission has previously been granted for the wider Mowbray development, which includes a business park of up to 46,450m², a commercial leisure facility of 5,100m² and a health centre of 2,000m², a new outline application is required due to a need to seek permission for the more flexible use of the employment land in response to changing market demand as well as revised proposals for a commercial leisure facility (5,300m²) and a health centre (1,902m²).
- 5.3 An application for the approval of reserved matters has recently been submitted for the extension of the primary road eastwards from the A264 left-in / left-out junction and through the employment land. This road will provide access to the employment land development parcels as well as the commercial leisure facility and health centre. This application is undecided at the time of writing, but West Sussex County Council's consultation response in its capacity as local Highway Authority has raised no objection to the proposals.
- 5.4 The proposals for access to the application site by pedestrians and cyclists that will be delivered through the extension of the primary road through the employment land comply with the approved site-wide cycling strategy and appropriate provision for public transport has been made, as agreed with the bus operator, Metrobus, and West Sussex County Council.
- 5.5 Three masterplan options are proposed to provide flexibility in terms of the quantum and mix of commercial floor space – Option 01 is a commercial office-based scheme; Option 02 is a warehousing-based scheme with a small amount of commercial office; and Option 03 includes a mix of warehousing, commercial office and light industrial uses. Common to all three options is a commercial leisure facility and a health centre.
- 5.6 The illustrative masterplans and associated accommodation schedules indicate the level of car parking proposed, which is broadly in accordance with the Council's parking demand standards for the mix and quantum of development proposed. Further details will be provided when layout is considered at the approval of reserved matters stage.
- 5.7 Similarly, the illustrative masterplans and associated accommodation schedules indicate the level of cycle parking proposed. Again, further details will be provided at the approval of reserved matters stage.
- 5.8 Charging facilities for electric vehicles will be provided in accordance with the relevant standards and further details will be provided at the approval of reserved matters stage.

- 5.9 Site-specific Travel Plans will be prepared by each occupier of the employment land, leisure facilities and health centre that comply with the aims and objectives of both the site-wide Framework Travel Plan and the phase-specific Travel Plan. It is anticipated that these site-specific Travel Plans will be submitted with the relevant applications for the approval of reserved matters.
- 5.10 The primary road network through the employment land has been designed to accommodate HGVs, including full size articulated lorries, and public buses. The secondary road network and service yards will also be designed to accommodate HGVs. Further details will be provided when layout is considered at the approval of reserved matters stage.
- 5.11 The original outline planning application specifically tested the impact of 46,450m² of commercial employment floorspace but not the commercial leisure facility or health centre as these were considered ancillary to the main elements of the development and would not generate significant external trips. The traffic generation for the business park element was estimated on the assumption that the floor space would be office use – Class B1 at the time that outline permission was granted but now Class E(g). Therefore, the baseline position in terms of off-site vehicle movements is established by the traffic generation of the previously consented business park use.
- 5.12 The current proposals for a commercial leisure facility and health centre are similar in size to those previously permitted by outline planning permission. Any changes in trip generation due to the marginally larger floor areas now proposed would be minor and are not likely to generate significant external trips in the peak hours as these uses remain ancillary to the main elements of the Mowbray development.
- 5.13 The net change in vehicle movements due to the changes proposed to the mix and quantum of employment uses has been estimated. The previously agreed trip rates for the business park have been applied to the office element whilst appropriate trip rates for warehousing and light industrial uses have been extracted from the TRICS database and agreed in pre-application discussions with West Sussex County Council. Parcel distribution has been assumed for the warehousing element as the worst case in traffic generation terms.
- 5.14 Masterplan Option 01 includes the same quantum of office floorspace as the previously consented business park that formed part of the original outline planning permission. As such, there would be no change in the traffic generation of this option compared with the baseline position.
- 5.15 Masterplan Option 02 is expected to generate 270 fewer vehicle movements in the AM peak hour and 104 fewer vehicle movements in the PM peak hour when compared with the baseline.
- 5.16 Masterplan Option 03 is expected to generate 129 fewer vehicle movements in the AM peak hour and 40 fewer vehicle movements in the PM peak hour when compared with the baseline.
- 5.17 The vehicle movements generated by the business park (office) use previously consented would primarily be cars and other light vehicles, with very few movements by heavy goods vehicles anticipated. The current proposals include a combination of warehousing and light industrial uses, which will generate a higher proportion of heavy goods vehicle movements. However, the increases in heavy goods vehicles that would arise from masterplan options 02 and 03 would be a relatively modest.

- 5.18 For junction capacity assessment purposes, traffic flows are converted to an equivalent number of passenger car units (PCUs) to take account of the differences between the physical size, weight, and performance of different vehicles. On this basis, masterplan Option 02 is expected to generate 227 fewer PCUs in the AM peak hour and 72 fewer PCUs in the PM peak hour when compared with the baseline. Masterplan Option 03 is expected to generate 101 fewer PCUs in the AM peak hour and 18 fewer PCUs in the PM peak hour.
- 5.19 Therefore, the revised proposals for the employment land will not increase the number of external vehicle or PCU movements to/from the Mowbray development at peak times above those expected as a result of the original outline planning permission.
- 5.20 A comprehensive package of off-site highway works and associated financial contributions towards improvements at various junctions was included in the Section 106 Agreement associated with the outline planning permission to mitigate the traffic impact of the Mowbray development on the local road network, including at key junctions along the A264.
- 5.21 Given that the proposals for the employment land will reduce not increase the number of external traffic movements to/from the Mowbray development at peak times above those expected as a result of the original outline planning permission, no further off-site highway improvement works are considered necessary to mitigate the traffic impact of the new outline planning application on the local road network.
- 5.22 The estimated daily increases in traffic movements are more significant but will have no effect on the operational capacity of key junctions on the local road as overall flows will be lower than at peak times. The environmental impact of the daily increases in traffic movements expected as a result of the revised proposals for the employment land has been assessed and is considered in the relevant chapters of the Environmental Statement that has been submitted with the planning application.

Conclusion

- 5.23 It is concluded that the revised proposals for the employment land are appropriate in transport terms and outline planning permission should be granted accordingly.

Appendices

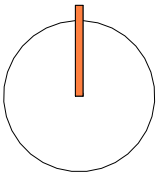


Appendix A

Site Location Plan



©Scott Brownrigg Ltd
This drawing is to be read in conjunction with all relevant architect's and other designers' drawings and associated specifications. Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.



metres 25 50 75 100 125

1:1250

PLANNING APPLICATION RED LINE

Employment Park Red Line
17.21 hectare
42.52 acres

A264 CRAWLEY ROAD

A264 CRAWLEY ROAD

N 133000 m
E 520100 m

P08	Red line revised as per client request	26.05.22	FJM	FJM
P07	Final issue for planning	26.04.01	FJM	FJM
P06	Final planning issue	25.11.18	FJM	PH
P05	Graphical revisions	25.11.11	FJM	PH
Revision	Description	Date	Drawn	Checked

Checked
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Client's Name
**LEGAL & GENERAL (Strategic Land
North Horsham) Ltd**

Job Title
MOWBRAY EMPLOYMENT LAND

Drawing Title
PLANNING RED LINE PLAN

Scale
As indicated @A1

Practice Project No.
20967

Practice Project Code - Originator - Volume - Level - Type - Role - Number
20967-SBR-SW-XX-DR-A-00100

Status	Description	Rev
	FOR PLANNING	P08

1 RED LINE PLAN
1 : 1250

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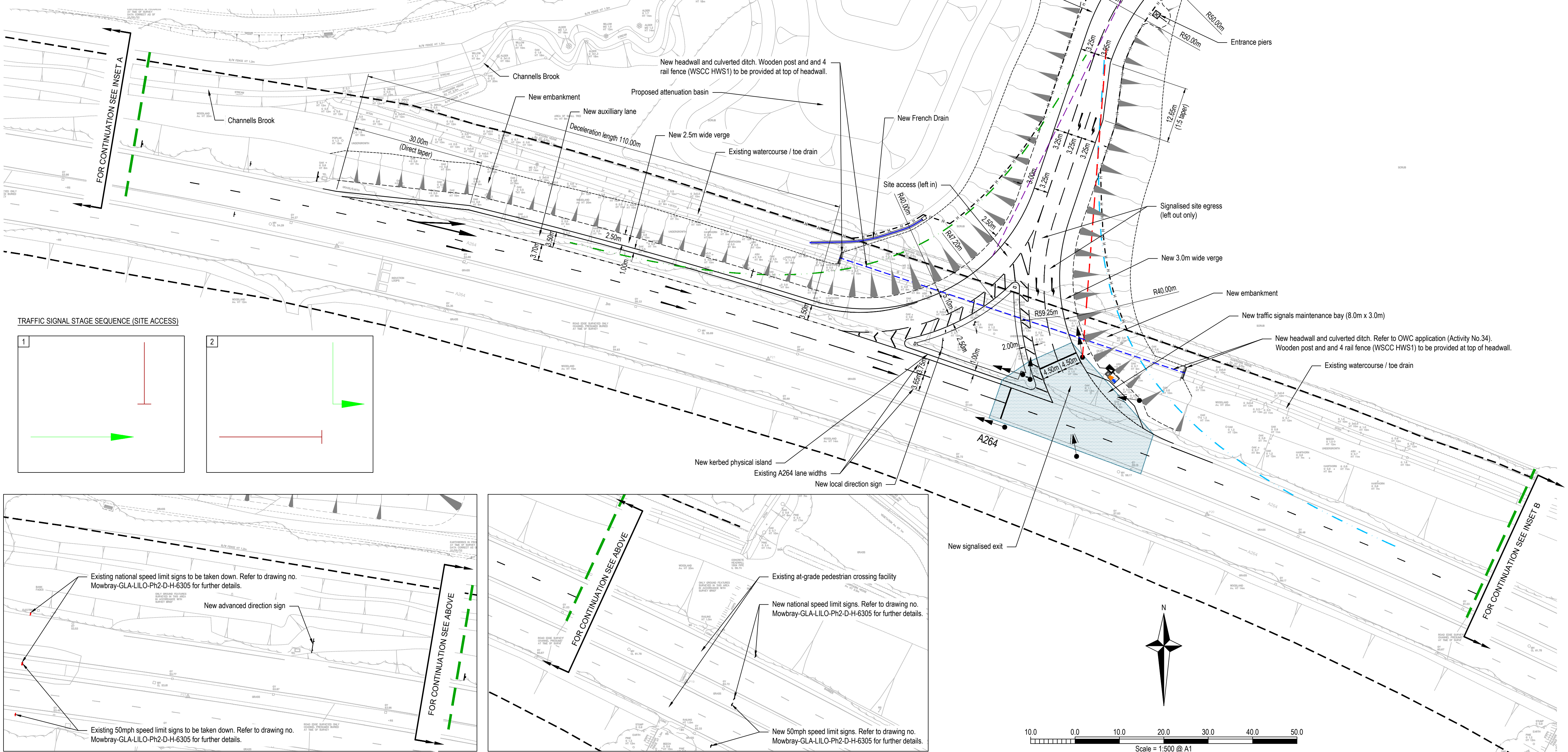
Appendix B

A264 Left-in / Left-out Junction (Employment Land Principal Access)

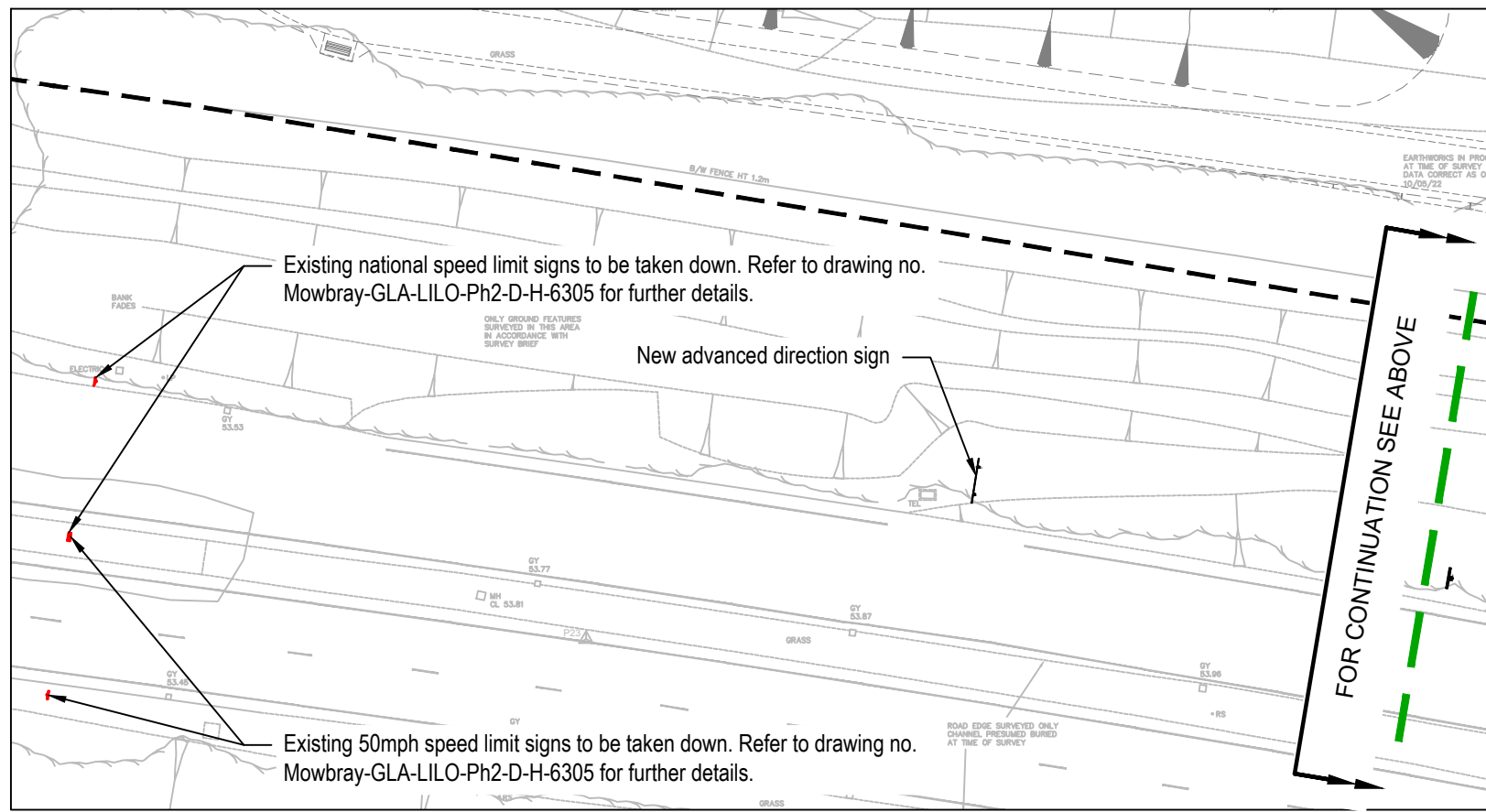
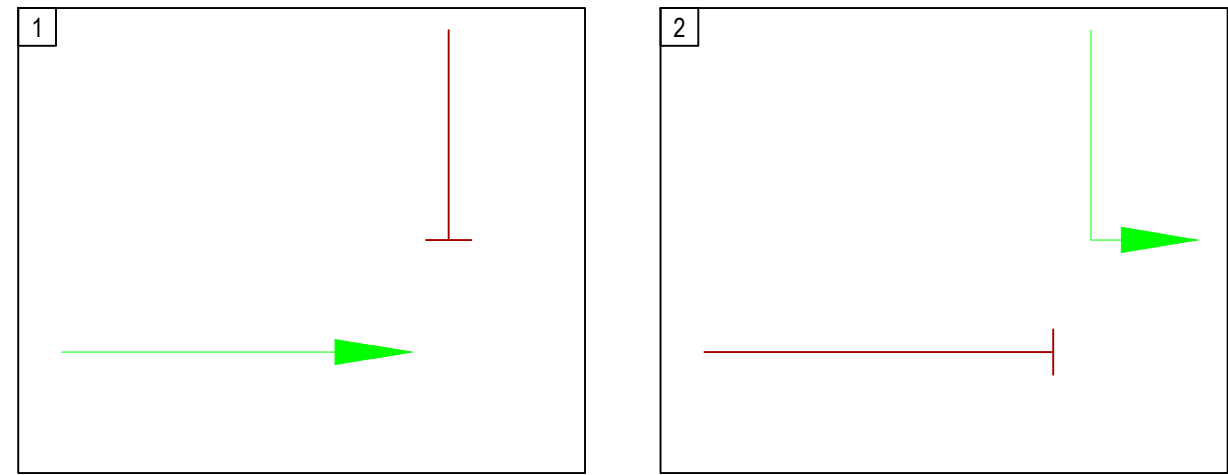




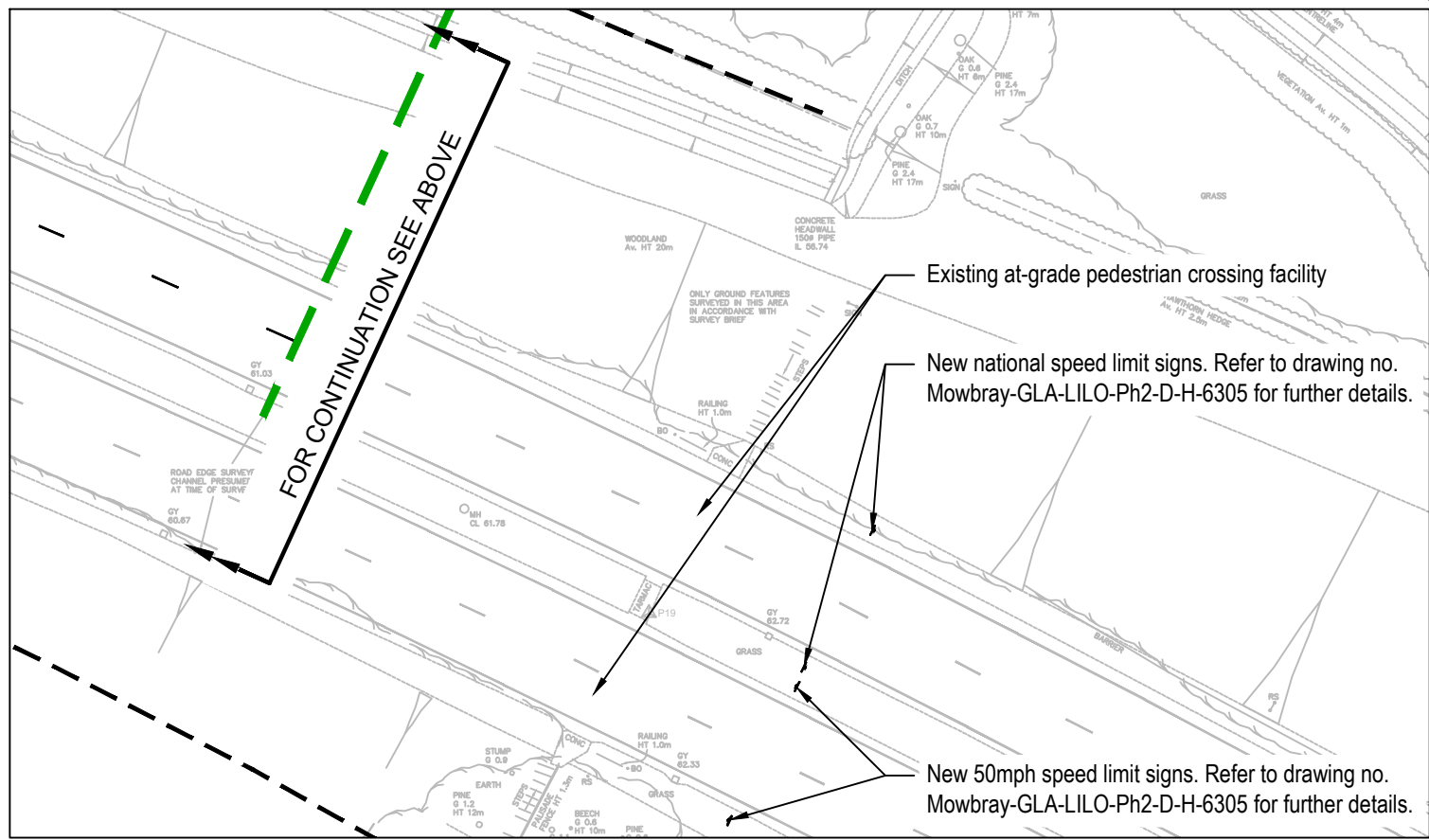
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TRAFFIC SIGNAL STAGE SEQUENCE (SITE ACCESS)



INSET A



INSET B

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.
3. All works shall be in accordance with Volume 1 of Manual of Contract Documents for Highways Works - Specification for Highway Works (MCHW) and West Sussex County Council's specific requirements including current standard details and guidance documents as appropriate.
4. Existing speed limit of A264 is 70mph. Proposed speed limit for A264 approach to be 50mph. Proposed speed limit for new site access road will be 30mph. Resultant Design Speeds = 85kph (CD109) for A264 and 60kph for site access (SSD only).

Source: MK Surveys drawing no. 31246 Sheets 6 & 7

KEY

- Existing highway boundary interpreted from WSCC records
- New highway boundary
- Extent of S.278 / S.38 works - Note: New traffic signs and street lighting columns are located beyond the extent of the main S.278 works, refer to drawing no. Mowbray-GLA-LILO-Ph2-D-H-6305 for further details.
- Stopping Sight Distance (SSD) = 70m to roadside primary traffic signal - 1 step below (30mph)
- 70m Forward visibility splay (entry) - 1 step below (30mph)
- 70m Forward visibility splay (exit) - 1 step below (30mph)
- 4.5m x 90m junction visibility splay
- Junction intervisibility zone
- RAG Primary signal head (Refer to Telent drawing no. 347818-TS for further details)
- RAG Primary double signal head (Refer to Telent drawing no. 347818-TS for further details)
- RAG Secondary signal head (Refer to Telent drawing no. 347818-TS for further details)
- Post and rail fence

A12	Wooden post and 4 rail fence (WSCC HWS1) shown at top of new headwalls within existing toe-drain.	11/09/2024 D.Strange	GT
A11	Traffic signal poles in traffic island and A264 central reserve relocated.	07/03/2024 D.Strange	GT
A10	Revised following WSCC LILO Design Review 2 dated 21 April 2023. French drain added. Proposed highway boundary revised to suit.	01/06/2023 D.Strange	GT
A9	Revised following WSCC LILO Design Review 1 dated 30 January 2023. Layout updated to show edging within traffic island. Location and orientation of local direction sign amended.	16/02/2023 D.Strange	GT
A8	Street lighting feeder pillar relocated.	30/11/2022 D.Strange	GT
A7	Western verge width of new site access increased to 3.0m. Junction visibility splay shown. Traffic signal head locations amended.	04/11/2022 D.Strange	GT
A6	Eastern embankment adjusted	25/10/2022 A. Harper	GT
A5	Traffic signals maintenance bay shown. Earthworks updated.	21/10/2022 D.Strange	GT
A4	Eastern verge width of new site access increased to 3.0m.	30/09/2022 D.Strange	GT
A3	Extent of works amended. A264 speed limit proposed to be 50mph.	16/09/2022 D.Strange	GT
A2	Revised following site visit.	19/08/2022 T.Hart	GT
A1	Issued for APPROVAL.	17/08/2022 T.Hart	GT
Rev.	Description	Date	Chkd

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Client :	Legal & General (Strategic Land North Horsham) Ltd		
Project :	Mowbray (Land North of Horsham)		
Title :	Junction Ref. C1: Left-in / Left-out S.278 / S.38 Highway Works General Arrangement		
Project Engineer :	G Turner	Scale :	As Shown @ A1
Project Director :	J. Birch	Date :	August 2022
Status :	Approved for Construction		
Drawing No. Mowbray-GLA-LILO-Ph2-D-H-6300			Rev A12