

BELLWAY HOMES LIMITED

RM4, LAND NORTH OF HORSHAM

TRAVEL PLAN STATEMENT

REPORT REF.
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HEAD OFFICE (LONDON): 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

SUFFOLK: Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

NOTTINGHAM: Office 3, Garage Studios, 41-43 St Mary's Gate, Lace Market, Nottingham, NG1 1PU **T** | 0115 697 0940

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

BRISTOL: Temple Studios, Temple Gate, Bristol, BS1 6QA **T** | 0117 456 4994

EDINBURGH: 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

MANCHESTER: Chancery Place, 50 Brown Street, Manchester, M2 2JG **T** | 020 7680 4088

GLASGOW: 22 Montrose Street, Glasgow, G1 1RE **T** | 0141 648 7670

Contents

	Page
1. INTRODUCTION	1
2. EXISTING SITUATION	6
3. THE PROPOSED DEVELOPMENT.....	9
4. PHASE 1 INFRASTRUCTURE UPDATE.....	12
5. AIMS, OBJECTIVES AND TARGETS	13
6. MEASURES AND INITIATIVES	16
7. MONITORING AND REVIEW	22

Appendices

Appendix A	Phase Specific Travel Plan – Phase 1
Appendix B	Proposed Site Layout

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	EN	SL	DRAFT	11.02.26
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PR

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1. INTRODUCTION

Overview

- 1.1. This Travel Plan Statement (TPS) is prepared in relation to a reserved matters application submitted by Bellway Homes Ltd to Horsham District Council for residential development at Parcel 4 (RM4) of Mowbray Phase 1, which forms part of a wider outline consent for strategic mixed-use development. West Sussex County Council (WSCC) is the local highway authority and Horsham District Council (MSDC) is the planning authority.
- 1.2. The outline planning application (DC/16/1677) for the wider site, Land North of Horsham, was granted permission on 01/03/2018. The consent is for outline planning permission 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. The extension of Moat Road, which runs along the site's north-eastern boundary, has been approved under the Reserved Matters application DC/24/0446.
- 1.3. RM4 is situated within Phase 1, which is the first of three phases of the consented Land North of Horsham development and will comprise 9 individual development parcels each of which is being progressed through reserved matters applications. RM4 will provide a total of 82 residential dwellings, with the following mix:
- 1 no. 1-bed;
 - 16 no. 2-beds;
 - 32 no. 3-beds; and,
 - 33 no. 4-beds.

Scope of Report

- 1.4. Condition 34 attached to the outline planning consent (DC/16/1677) states:

"Prior to the first occupation of any phase or use within the development, hereby permitted, a Phase Specific Travel Plan shall be submitted to and approved in writing by the Local Planning Authority that accords with the approved Site Wide Framework Travel Plan. The Phase Specific Travel Plan shall be completed in accordance with

the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The Phase Specific Travel Plan once approved shall thereafter be implemented as specified within the approved document.

Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015)."

- 1.5. Condition 34 has been discharged by a Phase Specific Travel Plan (PSTP) prepared for Phase 1 by i-Transport (DISC/22/0136). The document covers the residential uses within areas RM1 to RM8 (which will total approximately 1,000 homes), although excludes RM9 as this is identified for retail use for which a separate Travel Plan will be prepared. This report is attached at **Appendix A** for reference.
- 1.6. The PSTP stipulates that a TPS is required for each development in the Phase 1 area (excluding RM9 for the reasons outlined above). The PSTP provides phase-wide arrangements for the coordination, management and monitoring of travel plan targets and objectives for Phase 1. It also provides a framework for each development parcel to adhere to within each TPS in relation to travel plan measures.
- 1.7. This TPS has been prepared in accordance with the latest government advice and current local best practices, with the aim of promoting the use of sustainable and active modes of travel for journeys to and from the site. Since the development involves residential use, this TPS takes the form of a residential TPS aimed at residents, but it may also have a positive effect on the travel choices of visitors.
- 1.8. In addition to the PSTP referenced above, this TPS also builds on the Site Wide Framework TP (SWFTP) prepared by Peter Brett Associates in support of the original outline planning application for the wider Land North of Horsham development (report ref. 25216/5507/SWFTP).
- 1.9. This TPS has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable modes of travel wherever possible. A TPS provides a long-term strategy for encouraging residents to minimise their need to travel, as well as to promote the use of modes of transport other than the private motor vehicle.

Purpose of a Travel Plan

1.10. A TP is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as: a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.

1.11. The benefits from a TP can be loosely categorised under three main headings:

- Health benefits;
- Environmental benefits; and
- Financial benefits.

Health Benefits

1.12. A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

1.13. Regular moderate physical activity (including walking and cycling) can help prevent and reduce risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problem, high blood pressure and musculoskeletal problems.

Environmental Benefits

1.14. Climate change is a global issue, and the government has pledged to play its part in reducing harmful carbon and related emissions by setting carbon reduction targets: "it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline".

1.15. Encouraging residents, and visitors to make smarter, low carbon travel choices in the way they travel can reduce the impact that new and existing development across London have on the local environment and air quality.

1.16. An increase in car trips can also contribute to negative local environmental issues such as severance. By encouraging sites to reduce car dependency, the local highway

networks will benefit from a reduction in vehicular movements and local communities will benefit from less traffic.

Financial Benefits

1.17. There are financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and for wider society.

1.18. Individuals can benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost effective than car travel.

1.19. In some circumstances, TP measures can remove an individual's need to own a car, minimising the capital and on-going cost of car ownership,

1.20. An effective TP can help encourage residents and visitors of the site to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, can reduce financial wastage.

1.21. In accordance with West Sussex County Council's Travel Plan Policy, the benefits of the Travel Plan which are likely to be achieved by users of the development, the local community and the local global environment are identified below:

- Development users
 - An attractive pedestrian and cycle environment with reduced car use;
 - Improved health from increased walking and cycling opportunities
- Local Community
 - Reduced pollution on the local road network improving air quality in the area;
 - Ability of residents at Old Holbrook to inform other residents of positive sustainable travel experiences;
 - Reduced congestion if fewer vehicles are on the road due to sustainable travel habits.

Policy and Guidance

1.22. TPs have become an important tool for the delivery of national, regional, and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development.

1.23. This TPS has been developed in conformance with the following documents, where possible:

- The National Planning Policy Framework [NPPF] (MHCLG, December 2024, Amended February 2025);
- National Planning Practice Guidance [NPPG] - Travel Plans, Transport Assessments and Statements (MHCLG, March 2014);
- West Sussex Transport Plan 2022 to 2036 (WSCC, April 2022);
- Horsham District Planning Framework 2015; and
- West Sussex County Council Plan 2021-2026.

Report Structure

1.24. Following this introduction, this TPS is structured as follows:

- **Section 2.0** describes existing conditions in terms of the site's accessibility on foot, by cycle and public transport;
- **Section 3.0** provides a description of the proposed redevelopment scheme;
- **Section 4.0** provides an update on the status of the implementation of wider sustainable travel interventions provided as part of the wider Phase 1 development;
- **Section 5.0** provides details of the aims, objectives and targets;
- **Section 6.0** outlines the proposed package of measures and initiatives to encourage use of alternative modes of travel to the private car;
- **Section 7.0** sets out the monitoring and review process.

2. EXISTING SITUATION

- 2.1. This section gives a brief overview of the site and the existing surrounding conditions. More detailed information on these can be found in the supporting planning documents of the outline planning permission.

Consented Surrounding Development

- 2.2. The site is part of the wider Land North of Horsham development of over 600 acres which includes up to 2,750 dwellings, business park, retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure. The planning application for the wider site has been approved (DC/16/1677).
- 2.3. RM4 is situated within Phase 1, which is the first of three phases of the consented Land North of Horsham development and will comprise 9 individual development parcels each of which is being progressed through reserved matters applications. RM1 to RM8 will total approximately 1,000 homes, although this excludes RM9 as this is identified for retail use.

Local Highway Network

- 2.4. Access to the Site will be achieved through a Primary Street running in a south-east to north-west alignment. The street links with the northern roundabout within the Principal Access Works (PAW2) proposals and connects to the residential neighbourhoods and Village Centre. This is a Type 1 road, which is a main distributor route with a primarily formal character. The Type 1 route maintains the same central corridor, with no direct access to driveways for residential parcels that adjoin to the main corridor.
- 2.5. There are traffic calming measures within the Primary Street design including semi mature tree planting provided along each side of the carriageway, designed as 'tree friction', additionally pedestrian crossing points and junction radii.
- 2.6. The total corridor width of the Primary Street Type 1 is 19m, which includes a 4m footway/cycle path, a 3m verge and a 6.5m carriageway. **Figure 2.1** below demonstrates the Primary Street Plan.

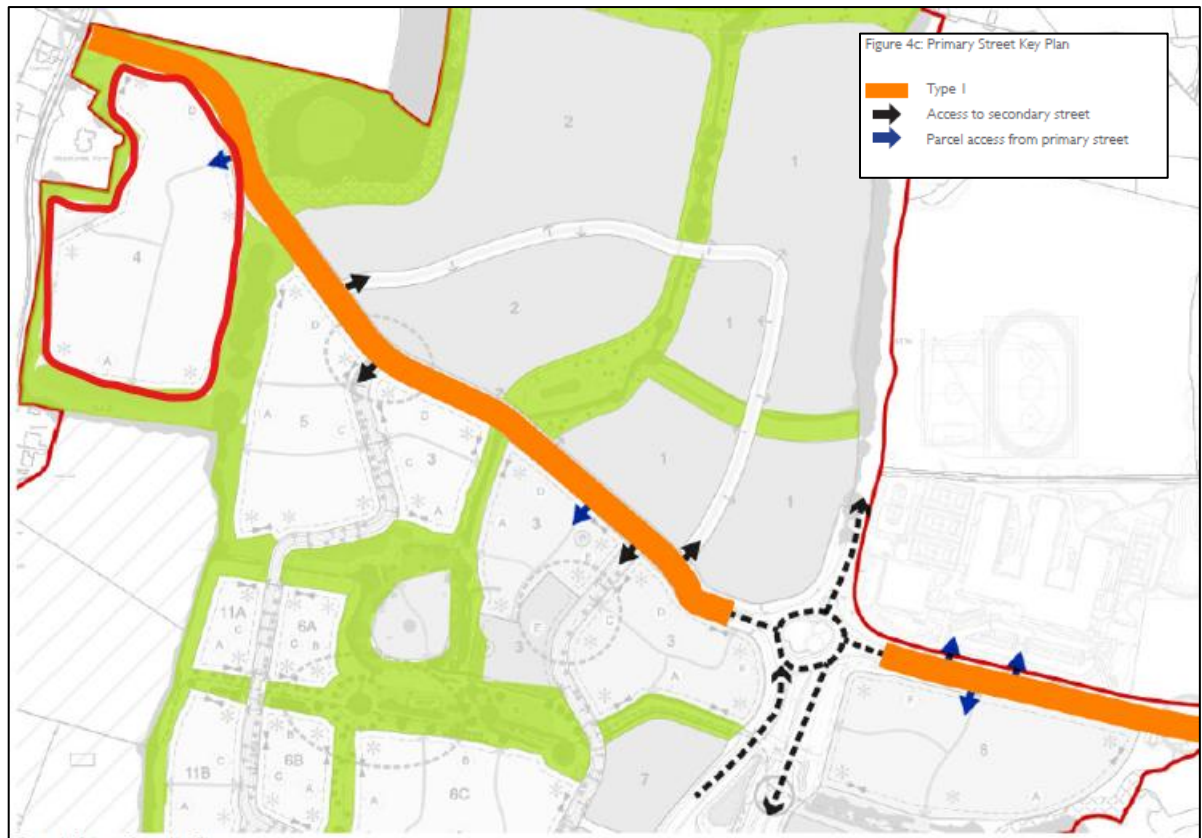


Figure 2.1 Primary Street Location (Source: Mowbray Phase 1 Design Code)

Sustainable Travel Opportunities

- 2.7. According to the Mowbray Phase 1 Design Guide, walking and cycling is to be promoted and encouraged through the provision of a well-connected network of routes through green spaces, parcels and along streets. The network will provide access to homes, the village centre and other local facilities and destinations making it an easy choice to walk and cycle. The Site will include dedicated pedestrian and cycle infrastructure to connect the various land uses on the Site as well as providing strategic connections off-site.
- 2.8. A bus route will pass through Phase 1 along the Primary Street, in time connecting to Phases 2 and 3. Bus stops will be evenly distributed along its route to provide an accessible public transport service. The Regulatory Plan provides suggested locations for bus stops including one outside the proposed school site, one positioned centrally on the primary street and one to the west adjacent to The Quarry Greenway. Bus stops should provide secure cycle parking to allow an interchange between active travel and public transport.

- 2.9. The nearest train station is Littlehaven Train Station, located approximately a 28-minute walk from the development, or approximately an 8-minute cycle. The Warnham Train Station, located in Horsham, is a 36-minute walk or a 4-minute drive from the development.
- 2.10. The Site will benefit from being within proximity to 4 community parks and 3 greenways across the wider site. A series of greenways will be provided across Phase 1 to form significant informal amenity landscapes that are a key connective element within the overall Green Infrastructure Strategy.
- 2.11. Bohunt School Horsham is an all-through (primary and secondary school) provided within Phase 1 of the wider development, which has been operating from its Mowbray site since January 2022. The School is situated approximately 700m (10-minute walk) from the RM4 site access making school trips able to be undertaken by non-vehicular modes.
- 2.12. The site is well connected in terms of sustainable travel, as well as providing a range of facilities and amenities within the immediate area, in addition to the facilities and services within the local centre incorporated into the consented outline scheme, which will reduce the requirement to travel as the wider scheme is built out.

3. THE PROPOSED DEVELOPMENT

- 3.1. The proposed development comprises the delivery of up to 82 residential dwellings, landscaping and associated infrastructure. The proposed site layout is included at **Appendix B**.

Access

- 3.2. Vehicular access to the development is to be through two distinct points, both via Moat Road, along the site's northeastern boundary. The main vehicular access to RM4 has been consented as part of the extension of Moat Road application (DC/24/0446). The consented access is provided with 8m junction radii and a 5.5m carriageway, which ties into the main spine road through the site. A secondary vehicular access is provided to the north via a dropped kerb which provides access to 8 dwellings off private drives.
- 3.3. In addition to the vehicular accesses, there are three further pedestrian access points along the site's eastern boundary which increase permeability between the site and surrounding area. The two northern access points are via Moat Road, with the southernmost access in the south-eastern corner of the site providing a connection to the adjacent Parcel 5.

Parking

Car Parking

- 3.4. Parking at the site has been considered in line with the requirements of the West Sussex County Council Guidance on Parking at New Developments (September 2020) document. Parking has been designed according to Condition 61, outlined above. Parking Behaviour Zones (PBZs) have been allocated to different locations within the country to correspond with the expected levels of parking demand. The development site is located within PBZ 2.
- 3.5. WSCC parking standards for Parking Behaviour Zone 2 are shown in **Table 2.1**. The table also includes the expected maximum provision, as well as the proposed provision in accordance with the adopted standards.

No. Beds	No. Units	Parking Req.	Max Req.	Proposed Provision
1 bed	1	1.4	1.4	2
2 bed	16	1.7	27.2	32
3 bed	32	2.1	67.2	64
4 bed	33	2.7	89.1	67
Total (max.)	82	-	184.9	165*
Visitor	82	0.2	16.4	17

Table 3.1: Parking Provision Summary (*note – excludes garage parking)

3.6. It is pertinent to note that there is a total of 43 dwellings provided with garages, all of which are of sufficient dimensions to accommodate vehicle parking as per WSCC guidance (minimum 6m x 3m). As per WSCC guidance, these garages count as 0.5 spaces towards the total provision, which results in a total parking provision for the scheme of 186.5 resident parking spaces.

3.7. All the houses within the parcel will be provided with an active charging point. Each parking space provided within the parking courts will also have access to a charging point.

3.8. This is in accordance with Building Regulations Approved Document S (Infrastructure for the charging of electric vehicles) which states that for new residential development, the number of associated parking spaces that have access to an electric vehicle charge point must be a minimum of either:

- the number of associated parking spaces; or,
- the number of dwellings that the car park serves.

Cycle Parking

3.9. A comprehensive provision of cycle parking is included within the proposals to ensure that opportunities for travelling by non-car modes are enhanced where possible. WSCC's Guidance on Parking at New Developments (September 2020), requires the following:

- 1 & 2 bedroom house – 1 space per dwelling
- 3+ bedroom house – 2 spaces per dwelling
- 1 & 2 bedroom flat – 0.5 spaces per dwelling (if communal)

3.10. Cycle storage for houses is provided either within garages or within stores located within rear gardens where no garage is present. The cycle stores have been provided to have sufficient space for the correct number of cycles stipulated in the policy requirements. Cycle storage for the block of flats is contained in a secure and suitably located communal bicycle store. Applying the above standards to the development requires a minimum of 108 cycle parking spaces to be provided.

4. PHASE 1 INFRASTRUCTURE UPDATE

- 4.1. The PSTP sets out a series of highway infrastructure interventions that are to be implemented during the build out of Phase 1.
- 4.2. As per the requirements of the PSTP, an update on the progress of each highway infrastructure element is summarised below.

Highway Infrastructure Intervention	Progress
Principal Access Works 1 (PAW1) will create a signalised roundabout between A264 and Rusper Road with direct at grade pedestrian and cycle paths and crossing connecting the development to the existing facilities to the south of the A264.	Complete
Principal Access Works 2 (PAW2) (planning reference: DC/19/2554), was permitted in August 2020. PAW2 connects the first Phase of Land North of Horsham with the A264. It includes replacement of existing Rusper Road with a widened southbound carriageway and provision of a new northbound carriageway section along with a new roundabout to provide development access. It incorporates a dedicated cycleway connection.	Complete
School Road (planning reference: DC/20/1779) east from the Rusper Road PAW2 roundabout through Phase 1. Providing access to Bohunt School Horsham, RM Area's 8 and 9. Permitted in March 2021.	Complete
Moat Road (planning reference: DC/20/2345) west from the Rusper Road PAW2 roundabout through Phase 1. Providing direct access to RM Areas 1 to 5, and RM areas 6 and 7 via the proposed Phase 1 southern secondary street. Permitted in May 2021.	Complete
Foot/cycle bridge over the A264 (planning reference: DC/20/2509), connecting with PAW2 providing segregated pedestrian and cycle connection. Permitted in February 2021.	Complete
Phase 1 southern loop road (planning reference: DC/21/1219), located south and connecting to Moat Road. Providing access to RM Areas 3, 5, 6 and 7. Permitted in late 2021.	Complete
East-west greenspace within the centre of Phase 1 including dedicated pedestrian/cycle connections across Phase 1 area. Submitted for planning in February 2022.	Ongoing
New hourly bus service through the masterplan development routing through Phase 1 via Moat Road and School Road. The infrastructure within phase 1 includes temporary turning heads on Moat Road and School Road to enable buses to serve the Phase 1 development via an extension to existing bus services that currently terminate south of the A264.	Ongoing

Table 4.1: Phase 1 Highway Infrastructure – Progress Update

5. AIMS, OBJECTIVES AND TARGETS

5.1. There is no requirement for RM4 to provide specific aims, objectives and targets for the parcel, with the wider Phase 1 PSTP (in which RM4 is situated) responsible for these elements. The wider aims, objectives and targets for Phase 1 are replicated below.

Aims

5.2. The overarching aim of the PSTP, in accordance with the SWFTP, is to promote sustainable travel alternatives via a number of measures aimed at reducing the reliance on the private car in line with local government guidance. The headline aims are as follows:

- To reduce the need to travel;
- To reduce the number of single occupancy car journeys to and from the site, in line with the objectives the NPPF;
- To improve accessibility to the site by non-car modes of transport;
- To Promote healthy lifestyles, and accessible environment and sustainable vibrant communities, through the promotion of sustainable travel modes; and
- To minimise the impact of traffic-related activities (noise, pollution, parking and congestion) on the local highway network.

Objectives

5.3. The PSTP also sets out objectives which are consistent with the SWFTP and are appropriate to each reserved matters TPS, as follows:

- To deliver a co-located and integrated mix of housing, schools, retail, and employment to maximise trip internalisation and locating facilities on site within a practical walk or cycle distance;
- To promote the implementation of the transport infrastructure, public transport services and other sustainable transport measures to provide a viable alternative to the car for all future residents, visitors and occupiers of the site, and to accommodate and mitigate the nature and progress of development;

- To promote alternatives to driving using a range of applicable measures and to encourage future residents and occupiers to minimise the number and length of journeys, particularly by single occupancy car;
- To promote appropriate management measures for servicing movements within and through the site, including parking and deliveries;
- To provide a framework for the future monitoring of travel patterns and the on-going review of future transport measures;
- To obtain robust travel information and conduct surveys in order to monitor the travel plan against targets;
- To support a range of sustainable transport alternatives to provide future residents/employees/visitors with options for travel to and from the site;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents and employees;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to the private car and highlight the health and environmental benefits of using sustainable travel modes; and
- To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

Targets

5.4. The PSTP sets out targets for Phase 1, in which RM4 is situated and therefore targets are applicable to future residents. The target range from the PSTP is replicated in **Table 5.1** below.

Mode	Census Data	Target Aims	Phase 1 Target Shift
On Foot	8.7%	Increase mode share	0-2%
Bicycle	2.6%	Increase cycle mode share	0-2%
Bus	1.8%	Increase bus mode share	0-1%
Train	11.1%	Increase train mode share	0-1%
Taxi	0.2%	Retain baseline	-
Motorcycle / Scooter	0.5%	Retain baseline	-
Car Passenger	5.6%	Increase share	0-1%
Car Driver	69.0%	Decrease single occupancy car driver	6%
Other	0.5%	Retain baseline	-
Total	100%	-	-

Table 5.1: Phase 1 Travel Plan Target Range

5.5. As per the PSTP, baseline travel mode splits will be established through travel surveys which will be undertaken following the 100th occupation in Phase 1. These will be the responsibility of the Phase 1 Travel Plan Co-Ordinator (TPC) who has already been appointed for the wider phase and will cover this TPS for RM4.

6. MEASURES AND INITIATIVES

- 6.1. The measures proposed in this TPS are primarily intended to encourage residents and visitors to use non-car modes of transport for trips to and from the development. The measures are consistent with those outlined in the original PSTP for Phase 1, with the below measures to be implemented for RM4, specific to Bellway.
- 6.2. The measures combine “hard measures” such as site design and infrastructure, with “soft measures” including marketing, promotion and awareness. Bellway will ensure that the options for non-car travel are promoted and highlighted during the marketing phase of the development.
- 6.3. Some of the below measures / text have been directly extracted from the Phase 1 PSTP for consistency, however, some of the measures may be subject to change, and additional measures may also be provided that will be of benefit of the scheme at a later date.

Hard Measures

- 6.4. Some physical infrastructure measures which are proposed and can be secured as part of the initial planning consent include:
- Provide covered and secure cycle parking;
 - Design site to be pedestrian / cycle friendly;
 - Provide residential car parking consistent with WSCC standards; and
 - Provide infrastructure to facilitate third party installation of high-speed broadband connection to all new households.

Soft Measures

- 6.5. In terms of soft measures, the below measures are proposed as part of the proposed development.

Walking and Cycling Measures

- 6.1. Several pedestrian and cycle access points to the site are proposed, enabling local journeys to key destinations to be undertaken on foot, or by bicycle. It is worth noting that, due to the phased nature of the wider development, not all the proposed walking and cycling routes will be provided from the outset. Physical infrastructure

improvements to enhance the active travel network across the development will be brought forward as the build-out progresses.

- 6.2. The Movement and Access Parameter Plan submitted with the non-material amendment application illustrates a pedestrian and cycle site access from Old Holbrook in the southwest corner of the wider Site. The proposed cycle and pedestrian path from this access will lead east, providing linkages into the adjacent parcel of land within the wider site. A new Bridleway connection is also proposed from this point of access. The Bridleway will link east of Rusper Road, via a pedestrian and cycle access across Rusper Road. This links to the sports pitches and nature park.
- 6.3. A new pedestrian and cycle path is proposed at the start of the existing Public Right of Way from Old Holbrook. This path will run northeast through the site and will link back up to the existing Public Right of Way on the eastern boundary of the Site, where the existing Public Right of Way continues east through the wider site. The existing connection points for the Public Right of Way's will be integrated into the new network.
- 6.4. The shared pedestrian / cycle paths within the site have been designed to a width of at least 4m, which is in accordance with the recreational routes design guidance and will therefore create an environment which is conducive to walking and cycling trips.
- 6.5. All new residents will be issued with a Travel Information Pack, which will include details of journey planning websites, walking and cycle maps, local cycle shops and bus timetable information. Residents will also receive such information via other ongoing communications.
- 6.6. WSCC also publishes its own cycle and walking route planning maps at: <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycling-routes-and-maps/>

Residents' Travel Information Packs

- 6.7. Residents need to be made aware of the travel arrangements and access options serving the Site from the outset and therefore upon first occupation, each residential unit will be issued with a Travel Information Pack, which will contain the following information:

- Contact details for the Travel Plan Co-ordinator (TPC);
- Pedestrian, cycle and public transport network maps and information, including typical journey times, routes to local facilities (including forthcoming within the masterplan site);
- Information on the health benefits of walking and cycling;
- Full set of published timetables for bus and rail services near the site;
- Contact details of local taxi companies;
- Information regarding the car club (if provided) on site, how it works and how to sign up to be a member;
- Information regarding local businesses selling bicycles, protective clothing and providing cycle maintenance services; and
- Information on sources of travel information (telephone number and internet links), including how to apply for a sustainable travel voucher.

Incentives

- 6.8. Sustainable travel vouchers will be available for residents to redeem (worth up to £150 per household). These can be used towards free or subsidised bus passes for a specified duration of time or cycle equipment including bicycles. They will form a key element of the Sustainable Travel Welcome Pack.

Marketing

- 6.9. Marketing and awareness-raising strategies form an important part of a TP. As per the Phase 1 PSTP, the following tools will be used:
- *"Travel Information Packs: As stated above, a travel information pack for the first occupiers of the development will provide detailed public transport route and timetable information together with cycle and walking route maps identifying key local facilities and amenities. The Pack will be available in both hard copy and electronic (PDF) formats;*
 - *Travel Information Points and Noticeboards: Dedicated noticeboards will be set up in suitable locations around the site such as community buildings and*

within the management suite. These will be confirmed by the TPC. The noticeboards will be used to display information relating to the TP, including information on public transport and car sharing and to update site users on the progress of the plan. The noticeboards will be maintained by the TPC; and

- Dedicated Webpage / Facebook Page: The site website will include a dedicated webpage (or link) that references the TP and includes relevant travel information (including download links to the 'Travel Information Pack'). A Facebook page can also be created and managed by the TPC to promote the wider Phase 1 TP."*

Car Sharing

6.10. The use of car sharing will be promoted amongst residents of the development, with particular emphasis on journeys to work. Car sharing not only cuts the costs of traveling to work for the individual, but also reduces the number of residents making similar journeys at the same time, thereby reducing the impact of the development at peak hours on routes between the site and local employment areas. This, in turn, contributes to reducing vehicular emissions and therefore meeting local air quality targets.

6.11. Measures will be taken to promote car sharing to new residents by providing information found on the WSCC car sharing website (www.WestSussexCarShare.com) about their lift sharing scheme. This provides an accessible and safe way for potential car sharers to identify people undertaking similar journeys. This will include links to the car sharing database within Welcome Packs, information on community noticeboards and the community website.

6.12. This website is run by Liftshare, who are the UK's leading car share provider. Liftshare has been providing a car share platform for 20 years. As a Social Enterprise, Liftshare offer a car sharing platform for free to users. Liftshare enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together and share the costs, whilst reducing congestion and pollution at the same time.

Travel Plan Co-Ordinator

6.13. To ensure the delivery and management of the TPS, a TPC for Mowbray Phase 1 has been nominated to promote and implement the various initiatives. The contact details of the TPC will be included with all Sustainable Travel Welcome Packs.

6.14. The TPC will be the first point of contact for residents on any matters regarding travel to and from the site, and will also raise issues on their behalf with WSCC and local public transport operators. The TPC will liaise with Bellway to coordinate activities and communicate updates to residents.

6.15. Responsibilities of the TPC duties, as per the Phase 1 PSTP include:

- *"Manage the day-to-day delivery of the targets and measures;*
- *Market the Phase 1 TP (and associated TPS's) to encourage interest and involvement of residents/employees;*
- *Maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, in order to be able to provide residents/employees with journey planning advice;*
- *Communicate with other TPC's in order to learn best practice and share information and to take advantage of the range of support services and benefits including shop discounts and support services;*
- *Liaising with public transport operators on measures such as negotiating possible discounted bus tickets or travel vouchers;*
- *Organising travel surveys and monitoring of the Phase 1 TP targets in line with the Action Plan; and*
- *Provide feedback to residents/employees and to liaise with the local authority and WSCC as required."*

Travel Plan Promotion

6.16. The Phase 1 TPC will inform and engage with all residents across the 8 parcels from the outset. This will be key to the success of the travel planning approach. As per the Phase 1 PSTP, the TPC will:

- *"Liaise with residents/visitors/parcel developers to understand their particular needs and concerns and to examine ways of addressing them. The TPC can offer personalised travel planning sessions to new residents;*
- *Disseminate information, reporting the results of the monitoring surveys for example through resident bulletins and posts on noticeboards;*
- *Prepare annual Newsletter for residents providing updates on implementation and monitoring; and*
- *Make electronic copies of the PSTP available to all users of the site, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed."*

7. MONITORING AND REVIEW

Monitoring and Review

- 7.1. The appointed Phase 1 TPC will be responsible for the on-going monitoring of the TP. The monitoring programme will take the form of a five-year cycle, in accordance with the PSTP.
- 7.2. Travel surveys will be coordinated in order to gain an overview of the effectiveness of the various measures implemented. The initial survey will provide details of the baseline mode share of residents following 100th occupation of Phase 1.
- 7.3. During each monitoring period the following surveys will be undertaken, as per the PSTP:
- One-week ATC survey of vehicle movements in and out of the site alongside a TRICS compliant Standard Assessment Methodology (SAM) Survey; and
 - Residents/employee questionnaire including travel mode questions to establish overall modal split for the site, car ownership and attitudes towards use of sustainable transport modes.
- 7.4. The TPC will be responsible for commissioning the surveys and compiling the results. The monitoring report will compare travel survey data with targets and, if necessary, will identify new targets and measures to ensure the on-going success of the PSTP.
- 7.5. TRICS SAM surveys, unless otherwise agreed with WSCC will be undertaken as part of independent monitoring, a year after the baseline survey and following the 650th occupation and at full residential occupation.
- 7.6. To encourage participation in the survey questionnaire an incentive such as Amazon Voucher will be offered for the first 30 returned surveys.
- 7.7. In the event that the targets are not being met, the TPC will use reasonable endeavours to work with WSCC to identify a strategy and to agree further reasonable actions to achieve success.

Funding

- 7.8. Legal & General (Strategic Land North Horsham) Ltd will arrange the funding of the preparation, implementation, and initial operation of the TP process, including the

day-to-day site TPC role, the implementation and management of physical measures (excluding development parcel commitments), the promotion of sustainable travel, and the coordination of the monitoring and review process.

- 7.9. Legal & General will fund the RM4 TPS measures and will be responsible for coordinating with the TPC in implementing the wider Phase 1 Travel Plan measures (e.g. welcome packs etc).

Action Plan

- 7.10. The PSTP Action Plan sets out tasks, target dates, and the source of funding for measures to be undertaken to ensure that the objectives are achieved. Based on the Action Plan provided as part of the PSTP, the Action Plan for RM4 is shown in **Table 7.1**.

Measures	Summary of Measures	Responsibility	Timescale
Infrastructure Measures	Install cycle parking and associate facilities	Parcel Developer	Prior to occupation
	Site layout infrastructure, including footways, shared surface, pedestrian / cycle links, signage and car parking spaces	Parcel Developer	Prior to occupation
	Provision of EV charging points	Parcel Developer	Prior to occupation
	Provision of broadband in homes	Parcel Developer	Prior to occupation
Establish Baseline	Baseline survey of site	Phase 1 TPC	At 100 th dwelling occupation of Phase 1
	Update PSTP following baseline surveys and seek agreement with WSCC	Phase 1 TPC	Within 3 month of receipt of survey results
Travel Plan Promotion Measures	Prepare resident Travel Information Pack	Parcel Developer	Prior to occupation and update as appropriate
	Walking and cycling maps	Phase 1 TPC	Prior to baseline survey and update as appropriate
	Prepare dedicated webpage / Facebook page that references TP and includes relevant travel information	Phase 1 TPC	Within 3 months of occupation and update as required
	Personalised TP sessions	Phase 1 TPC	Ongoing, as requested
	Provide sustainable travel vouchers up to £150	Parcel Developer	Redeemable upon application
	Promote car sharing scheme	Phase 1 TPC	Ongoing
Monitoring and Reviewing	Undertake future TRICS monitoring surveys	Phase 1 TPC	Year 1 – 650 th occupation – full residential occupation
	Prepare a monitoring report and review the TP in light of survey results	Phase 1 TPC	Within 2 months of receipt of survey results
	Report the results of the surveys and the review of the TP to WSCC as appropriate	Phase 1 TPC	Within 3 months of receipt of survey results
	Review TP targets	Phase 1 TPC	Within 2 months of receipt of survey results

Table 7.1: Action Plan

Appendices

Appendix A

Phase Specific Travel Plan



Land North of Horsham

Phase Specific Travel Plan – Phase 1

Client: Legal & General (Strategic Land North
Horsham) Ltd

i-Transport Ref: PH/BC/RW/ITL15764-016D R

Date: 26 July 2022

Land North of Horsham

Phase Specific Travel Plan – Phase 1

Client: Legal & General (Strategic Land North
Horsham) Ltd

i-Transport Ref: PH/BC/RW/ITL15764-016D R

Date: 26 July 2022

i-Transport LLP
85 Gresham Street
London
EC2V 7NQ

Tel: 020 3705 9215

www.i-transport.co.uk

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL15764-016 R	Draft	30 July 2021	RW/BC	PH
ITL15764-016A R	Draft	22 October 2021	RW/BC	PH
ITL15764-016B R	Draft	8 December 2021	RW/BC	PH
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Contents

SECTION 1	INTRODUCTION	1
SECTION 2	DEVELOPMENT PROPOSAL	6
SECTION 3	SITE ACCESSIBILITY	8
SECTION 4	AIMS & OBJECTIVES	10
SECTION 5	TARGETS	12
SECTION 6	MEASURES	15
SECTION 7	MANAGEMENT AND IMPLEMENTATION	19
SECTION 8	MONITORING AND REVIEW	21
SECTION 9	ACTION PLAN	22

Figures

FIGURE 1.1	Phase 1 Site Location Plan
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SECTION 1 INTRODUCTION

1.1 Background

1.1.1 This Phase Specific Travel Plan (PSTP) has been prepared on behalf of Legal & General (Strategic Land North Horsham) Ltd, by i-Transport LLP, as part of Phase 1, of the permitted mixed-use development at Land North of Horsham.

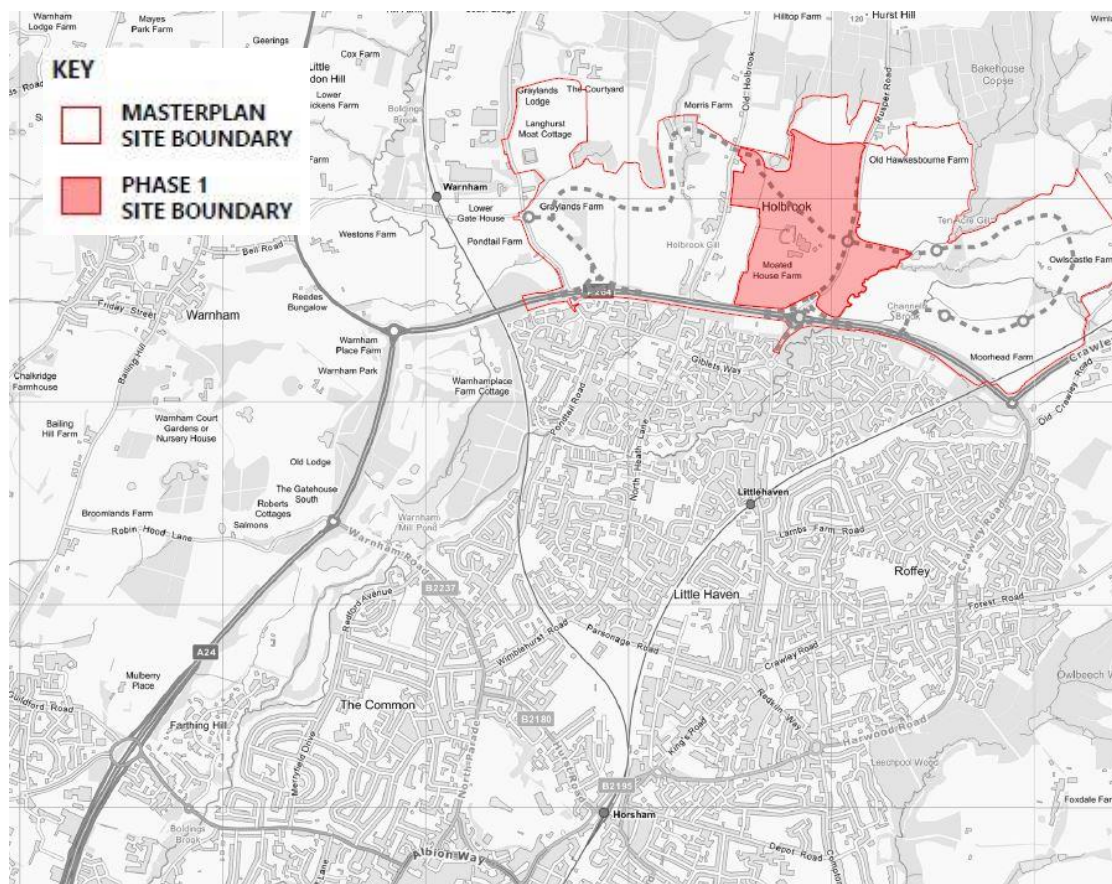
1.1.2 Planning permission was granted in March 2018 at Land North of Horsham (*planning reference: DC/16/1677*) for:

“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 46,450 m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure.”

1.1.3 The masterplan development site is located approximately 3.7km to the north east of Horsham town centre, West Sussex. The A264 runs along the southern boundary of the site, a woodland ridge borders the site to the north and Wimland Road and Langhurstwood Road bound the site to the east and west respectively.

1.1.4 Phase 1 of the Land North of Horsham development is located immediately north of the A264 with Rusper Road running through it, as shown on **Figure 1.1**.

Figure 1.1: Phase 1 Site Location Plan



Source: Consultants drafting

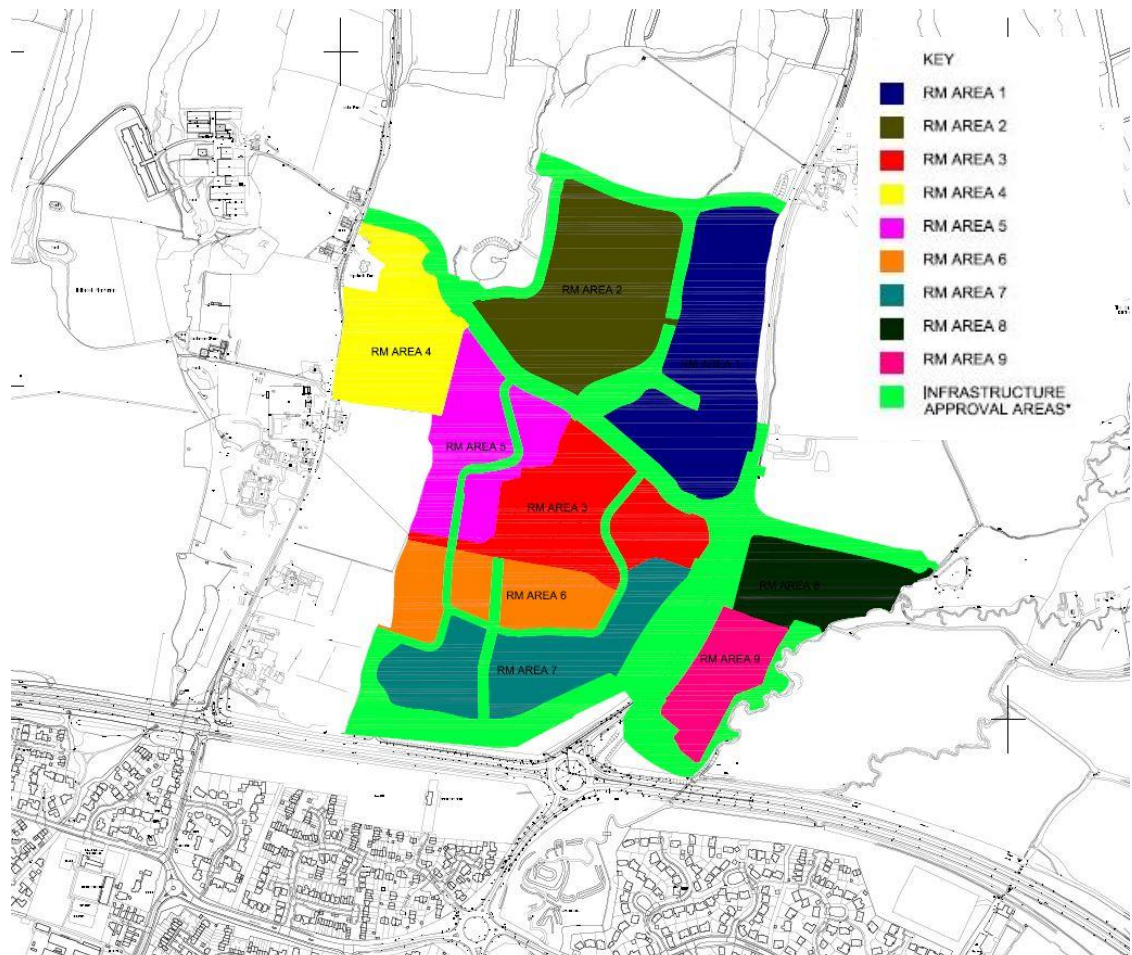
- 1.1.5 This Phase 1 PSTP has been prepared in discharge of Condition 34 of the outline planning permission (*planning reference DC/16/1677*):

“Prior to first occupation of any phase or use within the development, hereby permitted, a Phase Specific Travel Plan shall be submitted to and approved in writing by the Local Planning Authority that accords with the approved Site Wide Framework Travel Plan. The Phase Specific Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The Phase Specific Travel Plan once approved shall thereafter be implemented as specified within the approved document.”

- 1.1.6 Phase 1 is the first of three phases of the consented North Horsham development. This PSTP has been prepared and is submitted in discharge of Condition 34 for Phase 1, although it would equally apply to subsequent Phase 2 and Phase 3. At the appropriate time this document will be submitted (appropriately updated) in discharge of Condition 34 for Phase 2 and Phase 3.
- 1.1.7 Phase 1 itself is divided into 9 individual development parcels each of which will be progressed through reserved matters applications. The Phase 1 development parcel areas were determined and approved by HDC in discharge of planning Condition 7 of the outline consent (*planning*

reference DC/16/1677). **Image 1.1** showing the nine distinct reserved matter areas within Phase 1.

Image 1.1: Phase 1 Reserved Matters Areas Plan



Source: Extract from Broadway Malyan drawing 34854-S15 Rev C.

- 1.1.8** Parcel RM Area 9 is identified for retail use in accordance with the approved parameter plans. It is expected it will be developed as a supermarket. The remaining areas are predominantly residential with some ancillary local community facilities. This Phase 1 PSTP covers the residential uses within areas RM1 to RM8 (which will total approximately 1,000 homes). It excludes RM9 for which a separate Travel Plan will be prepared.

1.2 Purpose of Phase Specific Travel Plan – Phase 1

- 1.2.1** A Site Wide Framework Travel Plan (SWFTP) was submitted with the outline planning permission (report reference: 25216/5507/SWFTP). This Phase 1 PSTP covers the first phase of Land at North Horsham with reference to the SWFTP throughout.

- 1.2.2 A Travel Plan Statement (TPS) will be required for each development parcel in the Phase 1 area (excluding RM9 which will have its own full Travel Plan) of the North Horsham masterplan (as identified in Image 1.1). The purpose of this PSTP is to provide the phase wide arrangements for the coordination, management and monitoring of the travel plan targets and objectives for Phase 1. It also provides a framework for the travel plan measures which will be set out in each reserved matter area TPS. This PSTP provides guidance on the requirements for each reserved matter area TPS and sets out the responsibility for implementation between Legal & General (Strategic Land North Horsham) Ltd and the individual parcel developers.
- 1.2.3 This PSTP has been developed with reference to West Sussex County Council's (WSCC) Travel Plan Policy. It outlines the potential measures to encourage sustainable travel by modes other than single occupancy car use for future residents, employees and visitors of the proposed development which will be covered in detail for each reserved matter area as part of their TPS.

1.3 Transport Policy Context

National Policy

- 1.3.1 The NPPF (2021) sets out the relevant policy background for the development of Travel Plans.
- 1.3.2 Paragraphs 104, 105 and 106 state that development proposals should exploit opportunities for use of sustainable modes of transport. The sustainable travel objectives include the need to reduce the use of the private car and measures to promote sustainable alternatives including increased walking, cycling and public transport use. As stated in Paragraph 113, a key tool to facilitate this will be through a Travel Plan, which is required to support developments that generate significant amounts of movement.
- 1.3.3 The National Planning Practice Guidance (PPG) is a government published web-based planning guidance resource that was launched in March 2014. This Phase 1 specific FTP has been prepared in accordance with the requirements of NPPG, which states at Paragraph 003:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)”

“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”

Local Policy

West Sussex Transport Plan 2011-2026

- 1.3.4 WSCC Transport Plan 2011-2026 sets out the strategy for guiding future development of highways and transport infrastructure in West Sussex and sets out a framework for considering transport infrastructure requirements. The plan encourages the use of Travel Plans as part of its long-term strategy in reducing use of the private car and increasing the uptake of sustainable transport modes at new developments.

1.4 **Structure of Travel Plan**

- 1.4.1 The remainder of this PSTP is structured as below, the Reserved Matter area TPs should follow the same approach and structure:
- Section 2 – provides the details of the development proposal;
 - Section 3 – considers the existing accessibility of the Phase 1 by walking, cycling and public transport;
 - Section 4 – sets out the aims & objectives of the PSTP;
 - Section 5 – provides details of the targets for this PSTP;
 - Section 6 – describes potential infrastructure and soft measures that will be provided to encourage sustainable modes of travel to and from the site by both residents, employees and visitors;
 - Section 7 – outlines how the PSTP and TPS will be managed and implemented;
 - Section 8 – details how the PSTP will be monitored and reviewed; and
 - Section 9 – provides an Action Plan for the implementation of the PSTP.

SECTION 2 DEVELOPMENT PROPOSAL

2.1.1 The first phase of the north Horsham development is expected to comprise principally residential areas with complementary village centre retail and community uses, along with a food store.

2.2 Phase 1 Infrastructure & Services

2.2.1 The following infrastructure and services will be provided as part of Phase 1 to connect it to the existing transport network:

- Principal Access Works 1 (PAW1) will create a signalised roundabout between A264 and Rusper Road with direct at grade pedestrian and cycle paths and crossing connecting the development to the existing facilities to the south of the A264.
- Principal Access Works 2 (PAW2) (*planning reference: DC/19/2554*), was permitted in August 2020. PAW2 connects the first Phase of Land North of Horsham with the A264. It includes replacement of existing Rusper Road with a widened southbound carriageway and provision of a new northbound carriageway section along with a new roundabout to provide development access. It incorporates a dedicated cycleway connection.
- School Road (*planning reference: DC/20/1779*) east from the Rusper Road PAW2 roundabout through Phase 1. Providing access to Bohunt School Horsham, RM Area's 8 and 9. Permitted in March 2021.
- Moat Road (*planning reference: DC/20/2345*) west from the Rusper Road PAW2 roundabout through Phase 1. Providing direct access to RM Areas 1 to 5, and RM areas 6 and 7 via the proposed Phase 1 southern secondary street. Permitted in May 2021.
- Foot/cycle bridge over the A264 (*planning reference: DC/20/2509*), connecting with PAW2 providing segregated pedestrian and cycle connection. Permitted in February 2021.
- Phase 1 southern loop road (*planning reference: DC/21/1219*), located south and connecting to Moat Road. Providing access to RM Areas 3, 5, 6 and 7. Permitted in late 2021.
- East-west greenspace within the centre of Phase 1 including dedicated pedestrian/cycle connections across Phase 1 area. Submitted for planning in February 2022.

- New hourly bus service through the masterplan development routing through Phase 1 via Moat Road and School Road. The infrastructure within phase 1 includes temporary turning heads on Moat Road and School Road to enable buses to serve the Phase 1 development via an extension to existing bus services that currently terminate south of the A264.

2.3 Reserved matter TPS Requirements

2.3.1 Each reserved matter TPS should summarise the extent of the above infrastructure and services which will be present as their development parcel is delivered.

2.3.2 The reserved matter area TPS will include the following information in relation to the specific reserved matter area development proposal, including how they connect with the infrastructure (as detailed above):

- i A summary of the proposed schedule of accommodation;
- ii Provide a site plan showing the proposal;
- iii Details on the proposed site access arrangements for all users expected;
- iv Details on the proposed site layout including connections for pedestrians and cyclists;
- v Car and cycle parking provision against the latest policy requirements, including any dedicated car club spaces; and
- vi Details on the number of 'active' and 'passive' electric vehicle charging points.

2.3.3 The progress of the Phase 1 development should be summarised including details of the availability of local retail and community uses within the Phase 1 area. The availability of the school provision albeit this lies outside of the Phase 1 area should also be provided.

SECTION 3 SITE ACCESSIBILITY

- 3.1 For each TPS the availability of infrastructure and services should be expanded upon with details of how the development parcel connects to the infrastructure, how bus services can be accessed and the proximity of available local community facilities and schools.

Walking and Cycling

- 3.2 Walking and cycling routes within each development parcel and how these connect to Phase 1 site infrastructure should be provided within each TPS. Reference should be made to the approved site-wide Cycling Strategy.

Bus Services

- 3.2.1 Up to date details of bus services operating within Horsham, providing access to the town centre and further destinations should be provided in the reserved matter TPS. Detailed information should be provided on the availability of the new bus service through the development in terms of frequency, hours of operation and proximity of bus stops to the development parcel.
- 3.2.2 For context **Table 3.1** summarises the main services available from stops within a reasonable walking distance from Phase 1 as at July 2021.

Table 3.1: Local Bus Services

Service	Bus Stop	Destination	One-way Frequency	Hours of Operation
51/ 61	Holbrook Corner on N Heath Lane	The Common – Horsham – North Heath	2 per hour	0700 to 1630
200		Horsham – Gatwick Airport	1 per hour	0400 to 2000
639*	Rusper Road Roundabout	Ifield – Oakhill Schools – Horsham Hospital	1 per day	School start / finish times
651*	Rusper Road on Lemmington Way	The Common – North Heath – Millais School	1 per day	School start / finish times

Source Traveline (accessed July 2021). Note: *School Services

Rail Services

- 3.2.3 The nearest existing rail station to the site is Littlehaven, approximately 1.7km (equivalent to a 20-minute walk) south of Phase 1. It provides connections to key destinations such as London, Crawley and Gatwick Airport. **Table 3.2** summarises the frequency of the main direct services.

Table 3.2: Rail Services – Littlehaven

Destination	Frequency		Average Journey Time
	Peak	Off Peak	
Horsham	3 per hour	2 per hour	5 mins
Crawley	5 per hour	2 per hour	9 mins
London Victoria	2 per hour	0 per hour	55 mins
Gatwick Airport	3 per hour	2 per hour	20 mins

Source: Southern Rail Timetable

- 3.2.4 The station provides 12 cycle parking spaces in the form of Sheffield Stands.
- 3.2.5 Updated timetable information should be included in reserved matter TPS with appraisal of the connections to the station updated particularly in relation to cycle accessibility having regard to the infrastructure provided by the North Horsham development.

SECTION 4 AIMS & OBJECTIVES

4.1 Aims

4.1.1 The aim of the Phase 1 PSTP at North Horsham, in accordance with the SWFTP, is to promote sustainable travel alternatives via a number of measures aimed at reducing the reliance on the private car in line with national and local government guidance. The headline aims are as follows:

- To reduce the need to travel;
- To reduce the number of single occupancy car journeys to and from the site, in line with the objectives the NPPF;
- To improve accessibility to the site by non-car modes of transport;
- To Promote healthy lifestyles, and accessible environment and sustainable vibrant communities, through the promotion of sustainable travel modes; and
- To minimise the impact of traffic-related activities (noise, pollution, parking and congestion) on the local highway network.

4.2 Objectives

4.2.1 The objectives of the SWFTP are set out below, which remain appropriate and applicable to the Phase 1 PSTP. All of these objectives are appropriate to each reserved matter area TPS although the TPS can expand the objectives with any individual RMA specific objectives:

- (a) To deliver a co-located and integrated mix of housing, schools, retail, and employment to maximise trip internalisation and locating facilities on site within a practical walk or cycle distance;
- (b) To promote the implementation of the transport infrastructure, public transport services and other sustainable transport measures to provide a viable alternative to the car for all future residents, visitors and occupiers of the site, and to accommodate and mitigate the nature and progress of development;
- (c) To promote alternatives to driving using a range of applicable measures and to encourage future residents and occupiers to minimise the number and length of journeys, particularly by single occupancy car;

- (d) To promote appropriate management measures for servicing movements within and through the site, including parking and deliveries;
- (e) To provide a framework for the future monitoring of travel patterns and the on-going review of future transport measures;
- (f) To obtain robust travel information and conduct surveys in order to monitor the travel plan against targets;
- (g) To support a range of sustainable transport alternatives to provide future residents/employees/visitors with options for travel to and from the site;
- (h) To develop an awareness of the options for sustainable travel to and from the site amongst residents and employees;
- (i) To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to the private car and highlight the health and environmental benefits of using sustainable travel modes; and
- (j) To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

SECTION 5 TARGETS

- 5.1.1** The SWFTP set out site-wide targets, which covered the entire North Horsham development. This Phase 1 PSTP sets targets developed in the context of the transport infrastructure and services available at the time the Phase 1 development is completed. The targets recognise the extent to which the Phase 1 development delivers infrastructure, services and local facilities on site, along with the availability of education provision.
- 5.1.2** In line with the SWFTP the key target of this Phase 1 PSTP is to limit the number of vehicular trips generated by that development. Specifically, to reduce the number of single occupancy car trips to and from the site during the weekday morning and evening peak hours. This is consistent with the Travel Plan objectives.
- 5.1.3** The first Reserved Matter area within Phase 1 has already prepared a reserved matter TP and its target is to reduce the number of single occupancy car trips to and from the site during the weekday morning and evening peak hours by two percentage points from the baseline, by Year Five. The modest target has been set based on the current sustainable infrastructure within the masterplan, with no bus services or community facilities currently provided. The sustainable infrastructure will gradually be improved over the five year period, with little impact expected until later in the five year period.

Site-Wide Framework TP Interim Targets

- 5.1.4** The SWFTP set out 'interim' targets which were based on mode split profiles established in the outline planning application Transport Assessment. It is acknowledged in the SWFTP that as each phase is developed, the targets will be revised. For information the SWFTP interim targets for residential, employment and foodstore land uses are provided in **Table 5.2**.

Table 5.2: Site-Wide Interim Mode Share Targets

Land Use	AM Peak Hour		PM Peak Hour	
	Car Driver	Non-Car or Car Passenger	Car Driver	Non-Car or Car Passenger
Residential	65%	35%	65%	35%
Employment	72%	28%	72%	28%
Foodstore	74%	26%	68%	32%

Source: PBA SWFTP Table 7.1.

Phase 1 PSTP Targets

- 5.1.5 Having regard to the target of the TP for the first Reserved Matter area (reduce the number of single occupancy car trips to and from the site during the weekday morning and evening peak hours by 2% from the baseline) and the interim target suggestions of the SWFTP, targets for this PSTP using the Census data as a baseline are set out in **Table 5.3**.

Table 5.3: Phase 1 Reserved matter Travel Plan Target Range

Mode	Census Data	Target Aims	Phase 1 Target Shift
On Foot	8.7%	Increase mode share	0-2%
Bicycle	2.6%	Increase cycle mode share	0-2%
Bus	1.8%	Increase bus mode share	0-1%
Train	11.1%	Increase train mode share	0-1%
Taxi	0.2%	Retain baseline	-
Motorcycle/scooter	0.5%	Retain baseline	-
Car Passenger	5.6%	Increase share	0-1%
Car Driver	69.0%	Decrease single occupancy car driver	6%
Other	0.5%	Retain baseline	-
Total	100%		

Source: Census travel to work data for MSOA Horsham 002.

- 5.1.6 The principal target in line with the objectives is the Car Driver shift with a combination of other modes increasing share as a consequence. It should be noted that the figures for non-car travel are guides and should be applied flexibly. For example, new micro mobility modes and new vehicle technology could provide opportunities to achieve the objectives of future travel plans.
- 5.1.7 The baseline travel mode splits should be established through travel surveys. These should be undertaken following the 100th occupation in Phase 1.
- 5.1.8 Once the first monitoring surveys have been undertaken and analysed, the baseline position and the targets should be reviewed and updated as necessary, in consultation with WSCC.
- 5.1.9 In addition to mode share targets, it is important to identify a number of action targets to ensure that the commitments are delivered. The action targets are as follows:
- Nominate a Travel Plan Co-ordinator one to three months prior to first occupation of Phase 1 and retain the Travel Plan Co-ordinator for the duration of the PSTP;
 - A year after the baseline surveys, undertake the first phase of monitoring; and

- Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following surveys following the 650th occupation and upon full occupation of Phase 1 residential.

5.1.10 Once agreed with WSCC, update the PSTP with any necessary revisions to targets and measures.

SECTION 6 MEASURES

6.1 Introduction

6.1.1 This section details the measures that will be implemented as part of this Phase 1 PSTP. It also sets out measures which will apply to all reserved matter areas and will be included in the individual TPS's. The list is not exhaustive and where appropriate further measures should be included in the individual TPS's which are tailored to suit each development parcel. Additional reserved matter area TPS measures will be agreed with WSCC.

6.2 Infrastructure Measures

6.2.1 Phase 1 will deliver the infrastructure and services as noted at Section 2.2 summarised as follows:

- Principal Access Works 1 (PAW1);
- Principal Access Works 2 (PAW2);
- School Road;
- Moat Road;
- Foot/cycle bridge over the A264;
- Phase 1 southern loop road;
- East-west greenspace; and
- New hourly bus service through Phase 1 via Moat Road and School Road.

6.2.2 The following infrastructure should be included in the individual site design to encourage the use of sustainable travel modes, with details set out in the individual RMA TPS's:

- Layouts should be consistent with the Design & Landscape Strategy and the site-wide Cycle Strategy;
- layouts should be designed to be pedestrian/cycle friendly including reviewing links to adjacent future development parcels;
- Pedestrian footways linking with off-site highway connections and bus stops;
- Covered and secure cycling parking in accordance with WSCC standards;

- Residential car parking in accordance with WSCC standards including appropriate electric charging provision.

6.3 Soft Measures

- 6.3.1 The following paragraphs describe the 'soft' Travel Plan measures which can support the stated objectives. It is expected each TPS will include these measures and they will be provided by the Parcel Developer.

Walking and Cycling Measures

- Provision of information about walking routes between the individual development parcels and key local destinations on a dedicated Travel Plan page for residents/employees to view, as well as within Welcome Leaflets;
- Development of walking route maps identifying routes between the individual development parcels and transport hubs, local services and amenities, including walking times, calories burned, and carbon saved compared to driving. These can be delivered door to door, placed on communal notice boards, made available on a dedicated social media page / website, or provided within information packs at property purchase / exchange; and
- Up to date cycle maps for the local area and the formation of a Bicycle User Group for residents/employees.

Car Club

- 6.3.2 Car clubs provide the opportunity for residents to have access to a car without owning a private vehicle. Surveys have consistently demonstrated the positive benefits of car clubs – including the fact that car club members drive significantly fewer miles than other drivers and have lower car ownership in general.
- 6.3.3 Accordingly, car club membership provides for reduced car ownership and as such, parcel developers (via the Travel Plan Coordinator) will engage with car club operators to explore the potential to provide a car club car within individual reserved matter area, with details provided in the TPS.

Residents' Travel Information Packs

- 6.3.4 Travel Information Packs will be provided to the first occupier of each household. The pack will pull together information on the measures and contain information about the objectives of the

PSTP, non-car mode travel options and will encourage use of sustainable modes of transport. The Travel Information Packs will contain the following:

- Contact details for the Travel Plan Co-ordinator (TPC);
- Pedestrian, cycle and public transport network maps and information, including typical journey times, routes to local facilities (including forthcoming within the masterplan site);
- Information on the health benefits of walking and cycling;
- Full set of published timetables for bus and rail services near the site;
- Contact details of local taxi companies;
- Information regarding the car club (if provided) on site, how it works and how to sign up to be a member;
- Information regarding local businesses selling bicycles, protective clothing and providing cycle maintenance services; and
- Information on sources of travel information (telephone number and internet links), including how to apply for a sustainable travel voucher.

Incentives

- 6.3.5 New residents should be able to apply for a sustainable travel voucher from the parcel developer (worth up to £150 per household) which would be used towards travel by bus or for cycling equipment including bicycles. Details for residents to apply for the voucher will be contained within the Welcome Pack for each household. The Welcome Pack will contain contact details of the parcel developer for residents to obtain the voucher. This type of voucher is recommended as it allows a flexible approach for different travel modes. The Travel Plan Coordinator will provide details of any arrangements with bus operators and local cycle stores.

Marketing

- 6.3.6 Marketing and awareness-raising strategies form an important part of a Travel Plan. The following tools will be used:

- **Travel Information Packs:** As stated above, a travel information pack for the first occupiers of the development will provide detailed public transport route and timetable information together with cycle and walking route maps identifying key local facilities and amenities. The Pack will be available in both hard copy and electronic (PDF) formats;

- **Travel Information Points and Notice Boards:** Dedicated noticeboards will be set up in suitable locations around the site such as community buildings and management suite. These will be confirmed by the TPC. The noticeboards will be used to display information relating to the TP, including information on public transport and car sharing and to update site users on the progress of the plan. The noticeboards will be maintained by the TPC; and
- **Dedicated Webpage / Facebook Page:** The site website will include a dedicated webpage (or link) that references the TP and includes relevant travel information (including download links to the 'Travel Information Pack'). A Facebook page can also be created and managed by the TPC to promote the TP.

Car Sharing

- 6.3.7 The West Sussex Car sharing scheme will be promoted to residents/employees by the TPC, this is for residents/employees to share vehicles to similar destinations. This will reduce the number of single-occupancy vehicle trips and provide social benefits within the community.

Travel Plan Promotion

- 6.3.8 The TPC will inform and engage from the outset. This will be key to the success of the travel planning approach. The TPC will:
- Liaise with residents/visitors/parcel developers to understand their particular needs and concerns and to examine ways of addressing them. The TPC can offer personalised travel planning sessions to new residents;
 - Disseminate information, reporting the results of the monitoring surveys for example through resident bulletins and posts on noticeboards;
 - Prepare annual Newsletter for residents providing updates on implementation and monitoring; and
 - Make electronic copies of the PSTP available to all users of the site, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

SECTION 7 MANAGEMENT AND IMPLEMENTATION

7.1 Travel Plan Management

7.1.1 TPs are a continuous process requiring monitoring, review and revision to ensure they remain relevant. This section sets out the strategy for monitoring and review from 100th occupation to full residential occupation in Phase 1.

7.2 Travel Plan Co-ordinator (TPC)

7.2.1 Legal & General (Strategic Land North Horsham) Ltd will nominate an individual(s) to act as the Travel Plan Co-ordinator to manage the implementation of the PSTP. A TPC should be appointed one to three months prior to first occupation of Phase 1. The contact details of the TPC will be supplied to WSCC.

7.2.2 The responsibilities of the TPC includes the following:

- Manage the day to day delivery of the targets and measures;
- Market the PSTP (and associated TPS's) to encourage interest and involvement of residents/employees;
- Maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, in order to be able to provide residents/employees with journey planning advice;
- Communicate with other TPC's in order to learn best practice and share information and to take advantage of the range of support services and benefits including shop discounts and support services;
- Liaising with public transport operators on measures such as negotiating possible discounted bus tickets or travel vouchers;
- Organising travel surveys and monitoring of the PSTP targets in line with the Action Plan (section 9); and
- Provide feedback to residents/employees and to liaise with the local authority and WSCC as required.

7.2.3 The TPC will liaise with all parcel developers to coordinate activities and communicate updates. Each TPS will provide detail of a nominated individual to liaise with the TPC.

- 7.2.4 In addition, the TPC may set up and chair a Steering Group comprised of site residents. The Steering Group is to provide a common feedback loop between the residents, the TPC and external parties.

7.3 **Travel Plan Funding**

- 7.3.1 Legal & General (Strategic Land North Horsham) Ltd will arrange the funding of the preparation, implementation, and initial operation of the TP process, including the day-to-day site TPC role, the implementation and management of physical measures (excluding development parcel commitments), the promotion of sustainable travel, and the coordination of the monitoring and review process.
- 7.3.2 Parcel developers will fund the individual TPS measures including the sustainable travel vouchers and will be responsible for coordinating with the TPC in implementing the wider PSTP measures (eg Welcome packs etc).

SECTION 8 MONITORING AND REVIEW

8.1 Introduction

- 8.1.1 The Phase 1 PSTP will be monitored until full residential occupation. Initial baseline surveys will be undertaken following 100th occupation in Phase1.

8.2 Types of Survey

- 8.2.1 During each monitoring period the following types of survey, in accordance with the monitoring regime proposed in the SWFTP, will be undertaken:

- One-week ATC survey of vehicle movements in and out of the site alongside a TRICS compliant Standard Assessment Methodology (SAM) Survey; and
- Residents/employee questionnaire including travel mode questions to establish overall modal split for the site, car ownership and attitudes towards use of sustainable transport modes.

- 8.2.2 The TPC will be responsible for commissioning the surveys and compiling the results. The monitoring report will compare travel survey data with targets and, if necessary, will identify new targets and measures to ensure the on-going success of the PSTP.

- 8.2.3 TRICS SAM surveys, unless otherwise agreed with WSCC will be undertaken as part of independent monitoring, a year after the baseline survey and following the 650th occupation and at full residential occupation.

- 8.2.4 To encourage participation in the survey questionnaire an incentive such as Amazon Voucher will be offered for the first 30 returned surveys.

8.3 Remedial Measures

- 8.3.1 Should the PSTP targets not be met by the end of the monitoring period outlined above, Legal & General (Strategic Land North Horsham) Ltd will use reasonable endeavours to work with WSCC to identify a strategy and to agree further reasonable actions to achieve success.

SECTION 9 ACTION PLAN

9.1.1 An Action Plan is presented in **Table 9.1**, this provides a programme for delivering the measures in this PSTP along with responsibility for delivery within Phase 1.

Table 9.1 – Example Action Plan of Measures

Measures	Summary of Measures	Responsibility	Timescale
Management	Appointment of Travel Plan Co-ordinator	L&G	Within three months prior to first occupation
Infrastructure Measures	Install cycle parking and associated facilities	Parcel Developer	As plots/units are built out
	Site layout infrastructure, including footways, shared surface, pedestrian/cycle links, signage and car parking spaces	L&G/Parcel Developer	As plots/units are built out
	Provision of Electric Car Charging Points	Parcel Developer	Prior to occupation
	Provision of broadband in homes	Parcel Developer	Prior to occupation
	Subject to discussions provide car club bay and vehicle on site	Parcel Developer	Prior to occupation
Establish Baseline	Baseline survey of site	TPC	Following 100th occupation
	Update Travel Plan following baseline surveys and seek agreement with WSCC	TPC	Within 3 month of receipt of survey results
Travel Plan Promotion Measures	Prepare residents/employee Travel Information pack	TPC/Parcel Developer	Prior to occupation and update as appropriate
	Walking and Cycling maps	TPC	Prior to baseline survey and update as appropriate
	Prepare dedicated webpage /Facebook page that references Travel Plan and includes relevant travel information	TPC	Within 3 months of first occupation and update as required
	Personalised TP sessions	TPC	Ongoing, as requested
	Provide sustainable travel vouchers up to £150	Parcel Developer	Redeemable upon application
	Promote car sharing scheme	TPC	Ongoing
Monitoring and Reviewing	Undertake future TRICS monitoring surveys	TPC	Year 1; 650 th occupation; full residential occupation

Measures	Summary of Measures	Responsibility	Timescale
	Prepare a monitoring report and review the Travel Plan in light of survey results	TPC	Within 2 months of receipt of survey results
	Report the results of the surveys and the review of the Travel Plan to WSCC as appropriate	TPC	Within 3 months of receipt of surveys results
	Review Travel Plan targets	TPC	Within 2 months of receipt of surveys results

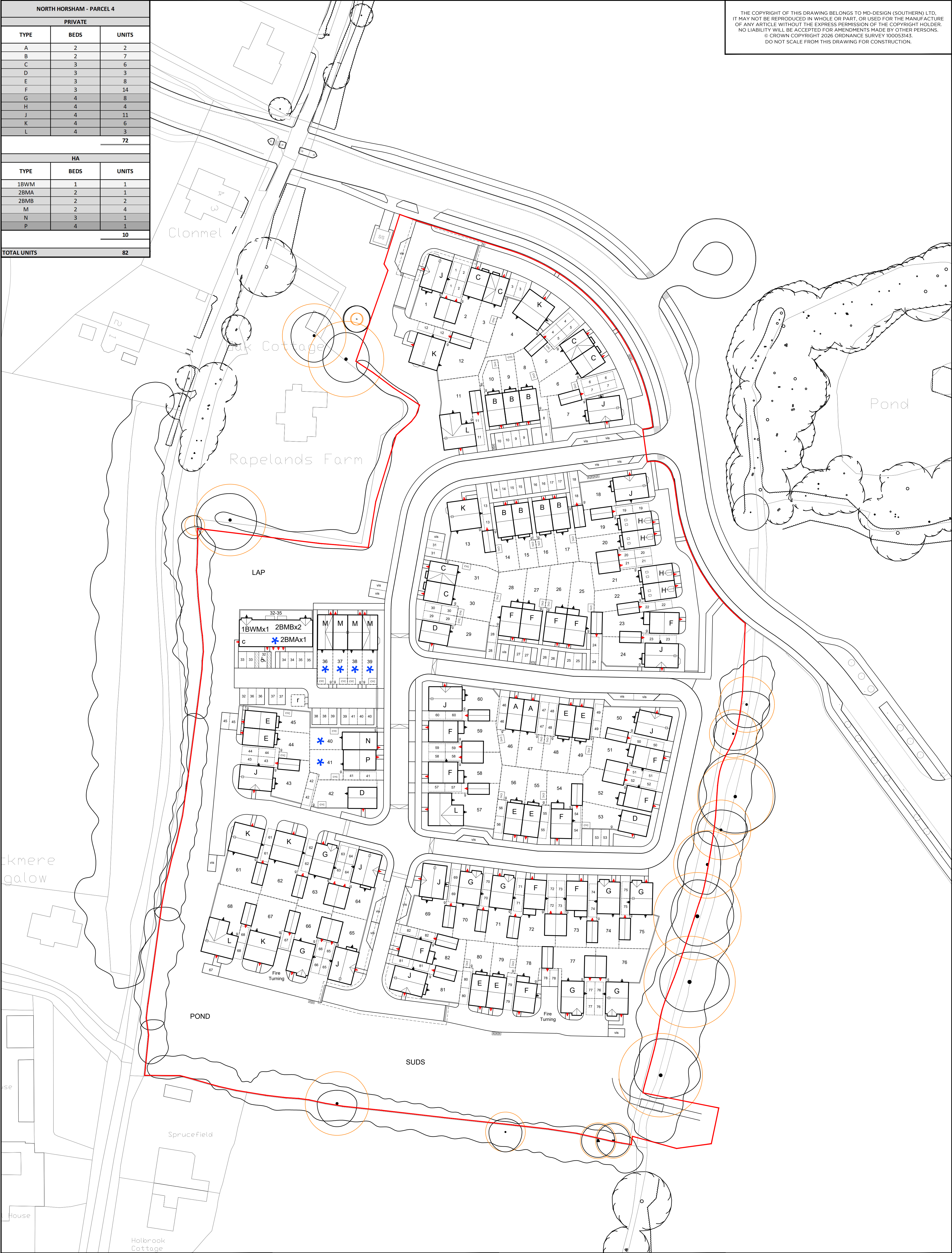


Appendix B

Site Layout

NORTH HORSHAM - PARCEL 4		
PRIVATE		
TYPE	BEDS	UNITS
A	2	2
B	2	7
C	3	6
D	3	3
E	3	8
F	3	14
G	4	8
H	4	4
J	4	11
K	4	6
L	4	3
		72
HA		
TYPE	BEDS	UNITS
1BWM	1	1
2BMA	2	1
2BMB	2	2
M	2	4
N	3	1
P	4	1
		10
TOTAL UNITS		82

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KEY Application Boundary Affordable Housing Proposed New Tree Existing Trees & Hedges Root Protection Zones Primary Entrance Gate Location Bin Collection Point Bike Storage	CLIENT: Bellway Homes Southern Counties	 0 10m 20m 30m 40m 50m 1:500	SITE: Area 4, North Horsham
MDD ARCHITECTURE + URBAN DESIGN	MDD Architecture & Urban Design 18 Mulberry Walk - Bordon Hampshire - GU35 0UL Email: info@md-design.co.uk	TITLE: Site Layout	
A Planning Issue	MD 12.05.26	SCALE AT A1: 1:500	DATE: 12.05.26
REV: DESCRIPTION:	BY: DATE:	DRAWN: MD	CHECKED: MD
PROJECT NO: BSC-010	DRAWING NO: SL-01	REVISION: A	