

BELLWAY HOMES LIMITED

RM4, LAND NORTH OF HORSHAM

HIGHWAYS TECHNICAL NOTE

REPORT REF.
2500120_A-ACE-XX-XX-RP-C-0102A

May 2026

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	EN	SL	PR	06.02.26
-	Final Issue	SL	SL	PR	20.02.26
A	Site Layout Updated	EN	SL	PR	27.05.26

SL

PR

Distribution

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1. Introduction

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Ltd to provide transport and infrastructure support in relation to obtaining approval of a Reserved Matters Application at Parcel 4 (RM4) of Mowbray Phase 1 pursuant to the granted outline application DC/16/1677 to consider appearance, landscaping, layout and scale in respect of the dwellings, associated car parking and infrastructure.
- 1.2 The purpose of this Highway Technical Note (HTN) is to present confirmation of how each of the highway related planning conditions associated with the granted outline planning consent for a mixed-use strategic development, have been suitability addressed.
- 1.3 The description of the proposed application is as follows:

"Reserved matters application (internal access, appearance, landscaping, layout and scale) pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for Phase 1 RM Area 4 comprising 82 (C3 Use) residential units, car and cycle parking, new landscaping, drainage, access and internal roads and associated infrastructure"

Background Information

- 1.4 The outline planning application for the wider site was granted planning consent on 1st March 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.
- 1.5 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. The consented application for the extension of Moat Road includes the bell mouth junction along the site's eastern boundary, with details of road markings / pedestrian facilities and junction visibility having been provided as part of the subsequent S38 application. The primary vehicular access to RM4 has been agreed, and so no review of that junction is to be undertaken as part of this HTN.
- 1.6 A Design & Landscape Strategy (DLS) for Land North of Horsham Phase 1 has been prepared to discharge Condition 8 attached to the outline planning consent. The DLS

provides placemaking principles for areas within Phase 1, with Chapter 4 of particular note from a highways perspective which provides guidance on movement and active travel strategies, street hierarchy principles and parking typologies guidance.

- 1.7 An extract of the relevant Outline Planning Conditions that are relevant to RM4 from a highways perspective are set out as follows.

Condition 9	<i>Prior to the commencement of development (other than the accesses hereby permitted) on any Phase of development a Construction Environment Management Plan covering that Phase shall be submitted to and approved by the Local Planning Authority. The Phase-Wide CEMP shall include, but not be limited to, the following details:</i> <i>a) the phased programme of demolition and construction works</i> <i>b) routing of vehicles to and from the site during construction</i> <i>c) erection and maintenance of security hoarding</i> <i>d) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),</i> <i>e) details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties</i> <i>f) measures to reduce air pollution during construction including turning off vehicle engines when not in use, plant servicing and transport reduction,</i> <i>g) waste management including prohibiting burning of construction waste,</i> <i>h) measures to prevent the discharge of water or other substances to ground or surface waters without the prior written approval of the Environment Agency</i> <i>Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period of the relevant Phase. Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of the surrounding environment and residents during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).</i>
Condition 21	<i>Pre-Commencement Condition: No development within a Reserved Matters Area shall be commenced until details of how Public Rights of Way to be retained within that Reserved Matters Area shall be improved with regard to surfacing, drainage and lighting have been submitted to and approved in writing by the Local Planning Authority. The details shall include a timetable for the completion of the improvement works and any temporary diversions or closures during construction. Thereafter the development shall be carried out in accordance with the approved details and timetable.</i>

	<i>Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015).</i>
Condition 34	<i>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.</i> <i>Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015).</i>
Condition 47	<i>Regulatory Condition: Any application for approval of Reserved Matters shall include detailed drawings of the main spine roads, pedestrian routes, cycle ways and associated verges and landscaping necessary to connect the Reserved Matters area to existing highways and public rights of way.</i> <i>Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact and in accordance with Policy 33 of the Horsham District Planning Framework (2015).</i>
Condition 61	<i>Regulatory Condition: Each Reserved Matters application shall be accompanied by plans and a document demonstrating the number and location of car, motorcycle and cycle parking spaces to serve the area subject of that Reserved Matters application. The details shall be in accordance with the West Sussex County Council Parking Standards or other parking standards superseding or amending these. The car, motorcycle and cycle parking spaces shall be provided in accordance with the approved details prior to the occupation of each dwelling to which they serve, and permanently retained for those purposes at all times thereafter.</i> <i>Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015).</i>

1.8 An extract of the proposed site layout is shown is included at **Appendix A** for reference. The scheme as designed will deliver the following:

- A total of 82 dwellings, with a mix of houses and flats.
- Provision of sustainable drainage features and associated enhancements.
- Delivery of landscaping enhancements and gains in biodiversity and ecology.

- Provision of affordable housing.
- A low carbon development which meets and exceeds the requirements of building regulations working toward the Future Homes Standard.

1.9 West Sussex County Council (WSCC) is the local highway authority, though all relevant standards applied by Horsham District Council (HDC) as planning authority have also been considered.

Policy and Guidance

1.10 This HTN has been prepared with due regard to a number of national, regional and local policy documents. The following have been taken into account:

- National Planning Policy Framework [NPPF] (MHCLG, December 2024 and amended February 2025);
- National Planning Practice Guidance [NPPG] (DCLG, 2014);
- Active Travel England Standing Advice Note: Active travel and sustainable development (Active Travel England, October 2023);
- Manual for Streets [MfS] (DfT, 2007);
- Manual for Streets [MfS2] – Wider Application of Principles (CIHT, 2010);
- Design Manual for Roads and Bridges [DMRB] (Highways Agency, 1992);
- Local Transport Note 1/20 Cycle Infrastructure Design (DfT, July 2020);
- Guidance on Parking at New Developments (WSCC, September 2020);
- WSCC Local Design Guide (WSCC, 2010); and,
- Horsham District Planning Framework (HDC, November 2015).

1.11 In addition to the above policy documents, as mentioned above, the proposed development has been designed in line with the Land North of Horsham Phase 1 DLS (January 2021). The DLS provides design guidance for the development of the first phase of Land North of Horsham, against which all future Reserved Matters Applications for this phase will be considered.

Report Structure

1.12 Following this chapter, the structure of this HTN is as follows: -

- **Section 2.0** outlines the proposed highway works and the proposed highway infrastructure;
- **Section 3.0** provides a summary of the Travel Plan Statement prepared to support the Reserved Matters Application;

- **Section 4.0** provides a summary of the Construction Management Plan prepared to support the Reserved Matters Application; and
- **Section 5.0** sets out the report's key findings and conclusions.

2. Highway Infrastructure

Vehicular Access Proposals

- 2.1 As discussed in **Section 1.0**, the main vehicular access to RM4 has been consented as part of the extension of Moat Road application (HDC ref. 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 (internal geometry discussed in more detail later on in this section).
- 2.2 **ACE Drawing Number 2500120_A-ACE-XX-00-DR-C-0502A** shows the proposed access arrangements. There is a secondary access point at the north of the site which gives access to 8 dwellings. This is a dropped kerb access, and the visibility splays will be shown in **ACE Drawing Number 2500120_A-ACE-XX-DR-C-0502A**.
- 2.3 Access to the site will be achieved via a Primary Street (Moat Road) running in a south-east to north-west alignment. This is the main distributor road, as defined within the Land North of Horsham Phase 1 DLS, which links with the northern roundabout within the Principal Access Works (PAW) 2 proposals and connects to the residential neighbourhoods and Village Centre. 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.

Public Rights of Way

- 2.4 There are no Public Rights of Way (PROWs) within the site. The nearest PROW is NOH-1575, running in an east west alignment approximately 350m south of the site linked to Rusper Road and Old Holbrook.

Parking Proposals

Car Parking

- 2.5 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 county to correspond with the expected levels of parking demand. The development site is located within PBZ 2. The following car parking standards are therefore applicable to the proposed development:

- 1 bedroom: 1.4 spaces per dwelling
- 2 bedrooms: 1.7 spaces per dwelling
- 3 bedrooms: 2.1 spaces per dwelling
- 4 + dwellings: 2.7 spaces per dwelling

2.6 WSCC parking standard for Parking Behaviour Zone 2 are shown in **Table 2.1**. The table also includes the expected maximum provision, which is an allowance of 184.9 spaces.

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 2.1: Parking Requirements (WSCC – September 2020)

2.7 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.

2.8 It is worth noting that the document also states that:

"To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs."

2.9 This provision is noted to marginally exceed the recommended parking standards as set out in **Table 2.1** by 1-2 spaces (including garage parking), however this provision

falls within the 10% variation specified within the adopted parking standards. A full breakdown of the parking strategy is contained within **ACE Drawing 2500120_A-ACE-XX-00-DR-C-0505A**.

2.10 Regarding garages, the document states that:

"If garages are provided, they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5 and calculations of parking demand will take this into account."

2.11 All garages provided across the site measure a minimum of 6 by 3 metres internally in accordance with WSCC requirements.

2.12 With regards to visitor parking, the document states that:

"Developers should take an approach that is consistent with national research which suggests, "that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2 spaces per dwelling."

2.13 The number of visitor spaces provided is in line with Condition 61 of the Decision Notice, outlined above.

2.14 All the houses within RM4 will be provided with an active charging point. Each parking space provided within the parking courts will also have access to a charging point.

2.15 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.

- 2.16 HDC's adopted District Planning Framework states that *"Adequate parking and facilities must be provided within developments to meet the needs of anticipated users"*, whilst the emerging Local Plan states that *"in line with adopted standards (currently West Sussex County Council's 'Guidance on Parking at New Developments'.*
- 2.17 It is considered that the implementation of a Travel Plan Statement (see **Section 3.0**) will encourage a modal shift that will also assist with reducing car-use further than might otherwise be expected at the site (Section 5.4 of the WSCC parking guidance supports this particular approach). The level of parking proposed is therefore considered sufficient to meet the demand of the development, reduce the likelihood of obstructive parking both in and around the site and promote sustainable travel where possible.
- 2.18 The parallel visitor spaces are 2m x 6m and the perpendicular plot bays are 2.5m x 5m. The design of parking across the site has been considered in accordance with the Land North of Horsham Phase 1 DLS, which states:
- *"All development parcels must utilise a variety of parking solutions and not rely on just one or two methods of accommodating cars.*
 - *On plot parking must be positioned such that parked cars do not sit forward of the common building line where a layout has established street continuity (in lower density areas with larger plots it may be acceptable for on-plot parking to be positioned forward of the dwelling frontage).*
 - *All private parking spaces must be located with easy access to the dwellings they serve.*
 - *In no instance shall a group of more than four parking spaces be proposed without sub-division by a landscape strip of minimum 1.5m, including street trees where possible.*
 - *On street parking, parallel to the carriageway, shall be laid out such that no more than two spaces are joined without sub-division by an area of landscape and sufficient space for planting of at least one street-tree. "*

Cycle Parking

2.19 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)

2.20 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.

Road Hierarchy

2.21 The following road hierarchy has been adopted throughout the site, in line with the street types defined within the Land North of Horsham Phase 1 DLS, as well as the principles of Manual for Streets. The internal road layout has been designed to adoptable standards, with the extent of adoption proposed shown on **ACE Drawing 2500120_A-ACE-XX-00-DR-C-0502A**).

Tertiary Streets

2.22 The main spine road through the site is provided as a Tertiary Street, as defined in the Land North of Horsham Phase 1 DLS, with the location shown in **ACE Drawing 2500120_A-ACE-XX-00-DR-C-0502A**).

2.23 The Tertiary Streets have a minimum corridor width of 7.8m, with a 4.8-5.5m carriageway provided. The Tertiary Streets are provided with 2m footways on one or both sides of the carriageway.

- 2.24 Traffic calming measures include carriageway narrowing where appropriate, pedestrian crossing points, junction radii to reduce speeds and appropriate road markings. Traffic calming measures are placed approximately every 40m, and target speeds are 10-15mph.
- 2.25 This in accordance with the Land North of Horsham Phase 1 DLS and the principles in WSCC requirements for adoption.

Tertiary Streets (Shared Surface)

- 2.26 Tertiary Streets can be shared surfaces according to the Land North of Horsham Phase 1 DLS and may have a dropped kerb and no road markings to encourage reduce speeds for a more pedestrian-friendly environment.
- 2.27 A short section of the Tertiary Street is proposed to be shared surface to the south of plots 64 / 69. The section of shared surface serves 11 dwellings, with MfS guidance suggesting that shared surfaces work best for short lengths in low traffic situations (<100 vehicle movements per hour) and cul-de-sacs, and it is therefore considered to be an appropriate arrangement in this location.
- 2.28 The proposed shared surface section of the Tertiary Street is provided with a 4.8m carriageway and 1m verges.

Private Drives

- 2.29 Private shared driveways will be used to access dwellings, and the location of the private drives is shown in **ACE Drawing 2500120_A-ACE-XX-00-DR-C-0502A**). In accordance with the Land North of Horsham Phase 1 DLS, the private drives across the site serve no more than five dwellings.
- 2.30 Shared private drives have been designed to a minimum width of 3.7 metres to allow for Fire Tender Access. Wherever possible, utilities will be laid within a verge adjacent to the shared surface, however where this is not possible a service strip will be provided on the high side of the shared private driveway, allowing space for the gullies to be located on the low side. Cyclists ride in the main carriageway.

Parking Courts

- 2.31 Parking courts, where provided, have been designed to allow a 6 metres wide aisle between opposite spaces to allow drivers to manoeuvre into and out of spaces.

Pedestrian and Cycle Access

- 2.32 In addition to the vehicular accesses, there are three further pedestrian access points along the site's eastern boundary. 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.

Road Geometry and Site Levels

- 2.33 The longitudinal gradients across the site achieve a minimum 1:80 for both flexible surfacing and a maximum of 1:20 for all surfaces. The carriageways are designed to crossfall at a gradient of 1:40 whilst the footways are design to crossfall towards the carriageway at gradient of 1:40.
- 2.34 Where possible, dwellings that are only located on one side, the carriageway falls away from the dwellings. Kerbs with an upstand of 125mm have been provided where footways are present, whilst 25mm upstands are proposed within the shared surfaces.
- 2.35 The proposed road geometry is shown on **ACE Drawing 2500120_A-ACE-XX-00-DR-C-0502A**, along with indicative finished floor levels for the dwellings and proposed and existing spot levels across the development.

Street Lighting

- 2.36 A Lighting Strategy has been developed based upon West Sussex requirements. The lighting has been designed to accommodate the proposed trees to ensure adequate lighting of both the adoptable and private roads.
- 2.37 The lighting design will comply with the British Standard BS 5489 2013 and BS EN 13201-2:2015 recommendations:
- Lighting Class P5

- Average maintained illuminance (Eav) = 3.00 Lux – 4.50 Lux
- Minimum illuminance (Emin) = 0.60 Lux
- Overall Uniformity = 0.20 Uo

2.38 The lighting column positions are shown on **ACE Drawing 2500120_A-ACE-XX-00-DR-C-0502A**, with full details of the street lighting strategy submitted separately as part of this application.

Visibility (Internal)

2.39 At all internal junctions, visibility splays of 2.4 by 25 metres are provided in accordance with Manual for Streets standards for a 20mph design speed (noting that residential streets should aim for speeds below 20mph, as per Section 1.6 of Manual for Streets).

2.40 The forward visibility splays around the corners of the site are shown as 17 metres, in accordance with a 15mph design speed. It is considered that this is appropriate given the tightness of the bends which acts as a traffic calming measure and will reduce approach speeds.

2.41 Internal junction and forward visibility splays are shown on the Highway Layout drawing (**ACE Drawing 2500120_A-ACE-XX-00-DR-C-0502A**).

Refuse Access and Turning Areas

2.42 Turning heads have been provided throughout the development at appropriate locations to facilitate access for a refuse vehicle. Vehicle swept paths for refuse vehicles are contained in **ACE Drawing 2500120_A-ACE-XX-00-DR-C-0502A**. Refuse collection will be a mix of on-street collection and collection from bin stores/ collection points. The layout has been designed to ensure that the following parameters, are set out in Manual for Streets, have been accounted for:

- Residents should not be required to carry waste more than 30 metres to the storage point.
- Waste collection vehicles should be able to get within 25 metres of the storage point of 2 wheeled bins (140l / 240l).
- Waste collection vehicles should be able to get within 10 metres of the storage point of 4 wheeled bins (1100l / 1280l)

- Refuse vehicles shall not reverse more than 20 metres.

2.43 The current layout has been designed to reflect the principles of Manual for Streets, which notes in Section 6.8.6 that *'the operation of waste collection services should be an integral part of street design and achieved in ways that do not compromise quality of place'*. It also advocates the use of collection points and suggests that designing new streets around large vehicles (many of which comprise infrequent movements) can *'conflict with the desire to create quality places'*.

Fire Access

2.44 Building Regs Approved Document B outlines the following requirements:

- Minimum carriageway width of 3.7 metres to accommodate fire tender, with minimum pinch points of 2.75 metres.
- Fire appliance should be able to access within 45 metres of every dwelling, covering the total area and not just building entrance.
- A fire appliance should not be required to reverse more than 20 metres.

2.45 For blocks of flats fitted with fire mains:

- Dry fire mains - access should be provided for a pumping appliance to within 18 metres of each fire main inlet connection (to be located on the face of the building and visible from the parking position).
- Wet fire mains - access within 18 metres and within sight of an entrance giving access to the fire main (and within sight of the inlet to replenish the suction tank for the fire main).

2.46 Vehicle swept paths for fire vehicles are contained in **ACE Drawing 2500120_A-ACE-XX-00-DR-C-0503A**. Note that this shows hose distances to the front door of dwellings, with internal dimensions to be provided by the site architect.

3. Travel Plan Statement

- 3.1 Condition 34 attached to the outline planning consent required that a Phase Specific Travel Plan be submitted which accords with the Site Wide Framework Travel Plan approved as part of the original outline application for Land North of Horsham. The Phase Specific Travel Plan for Phase 1 was prepared by i-Transport and the condition was successfully discharged in August 2022 (HDC ref. DISC/22/0136).
- 3.2 The approved Travel Plan for Phase 1 stipulates that a Travel Plan Statement is required for each development parcel in the Phase 1 area (excluding RM9 which will have its own full Travel Plan). ACE has prepared a Travel Plan Statement (**ACE Report Ref. 2500120_A-ACE-XX-00-RP-C-0101A**) which outlines the measures and mitigation proposals which are being implemented at the site to encourage sustainable modes of travel.

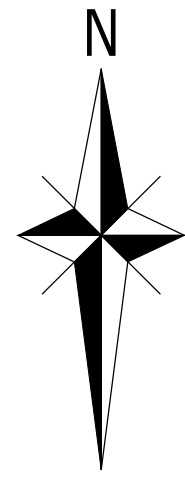
4. Construction Environment Management Plan

- 4.1 In accordance with Condition 9 attached to the outline planning consent, a Construction Environment Management Plan (CEMP) has been prepared to support construction of Phase 1 of the wider Land North of Horsham development and to ensure that the impact of construction activity is mitigated.
- 4.2 ACE has prepared a parcel-specific CEMP (**Report Ref: 2500120_A-ACE-XX-00-RP-C-0103A**), which aligns with the aims of the Phase 1 CEMP, and outlines the measures and mitigation proposals which are to be implemented during construction to allow for safe access and unloading activity, as well as to minimise any adverse effects on neighbouring amenity.

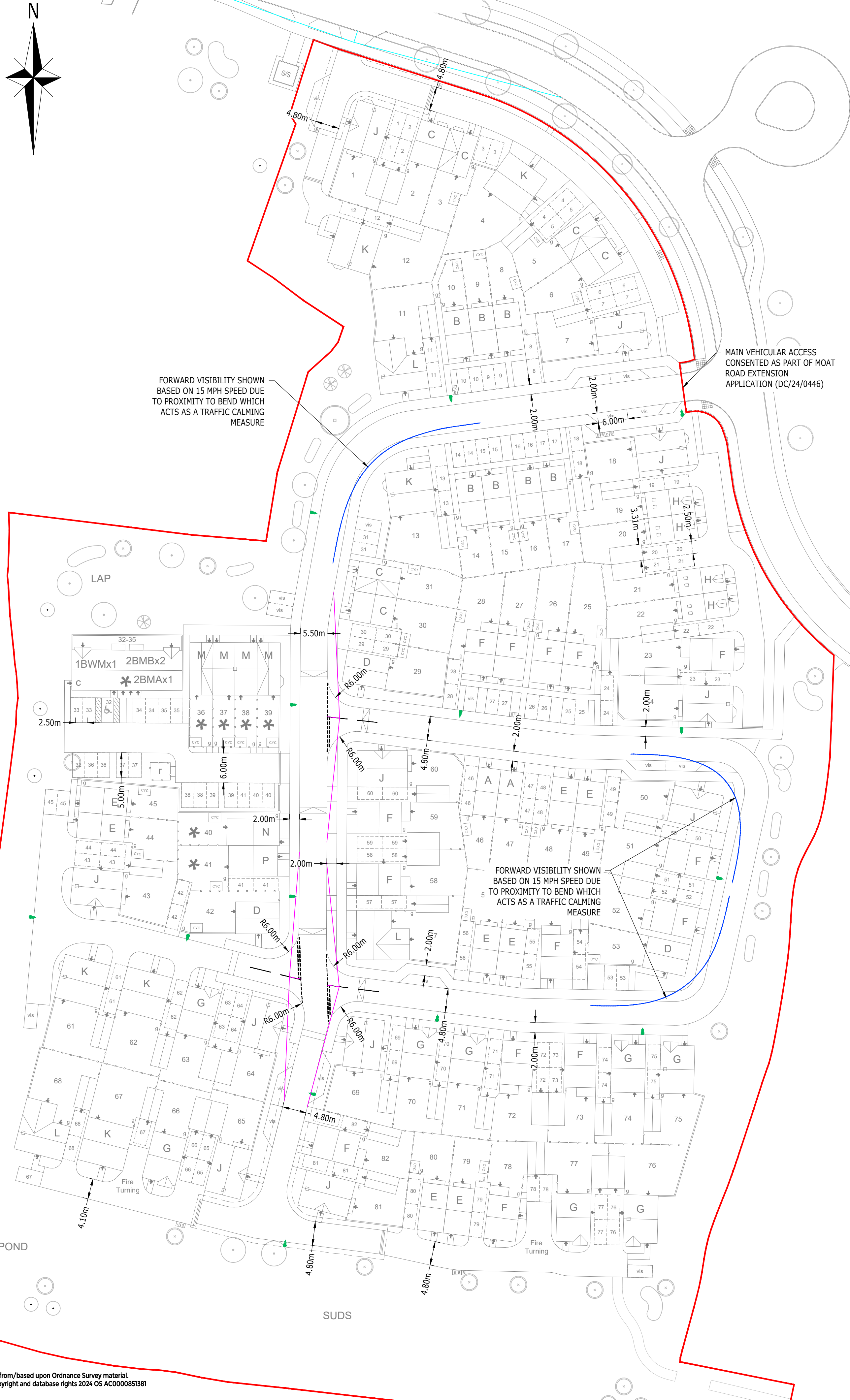
5. Summary and Conclusion

- 5.1 This Highways Technical Note supports Bellway Homes Limited submission of an application for approval of a Reserved Matters Application pursuant to the consented outline application DC/16/1677 to consider appearance, landscaping, layout and scale in respect of the erection of 82 dwellings, and associated car parking and infrastructure.
- 5.2 Access to the development is proposed to be taken from Moat Road, with the main vehicular access arrangements consented as part of the extension of Moat Road application (HDC ref. DC/24/0446).
- 5.3 The internal road network is formed by:
- Tertiary Streets
 - Tertiary Shared Streets
 - Private Drives
- 5.4 The highway layout for Moat Road has been designed with consideration given to both the Mowbray Phase 1 DLS and the Manual for Streets.
- 5.5 Parking for both cars and cycles is to be provided in line with the latest adopted guidance which is WSCC's 'Guidance on Parking at New Developments (September 2020)'.
- 5.6 The development is supported by both a Travel Plan Statement and Construction Management Plan seeking to reduce the impact of the site during both construction and operational phases, and to encourage sustainable travel patterns.
- 5.7 This report and the supporting drawings and appendices include information suitable for review in relation to the discharge of conditions 21, 47 and 61.

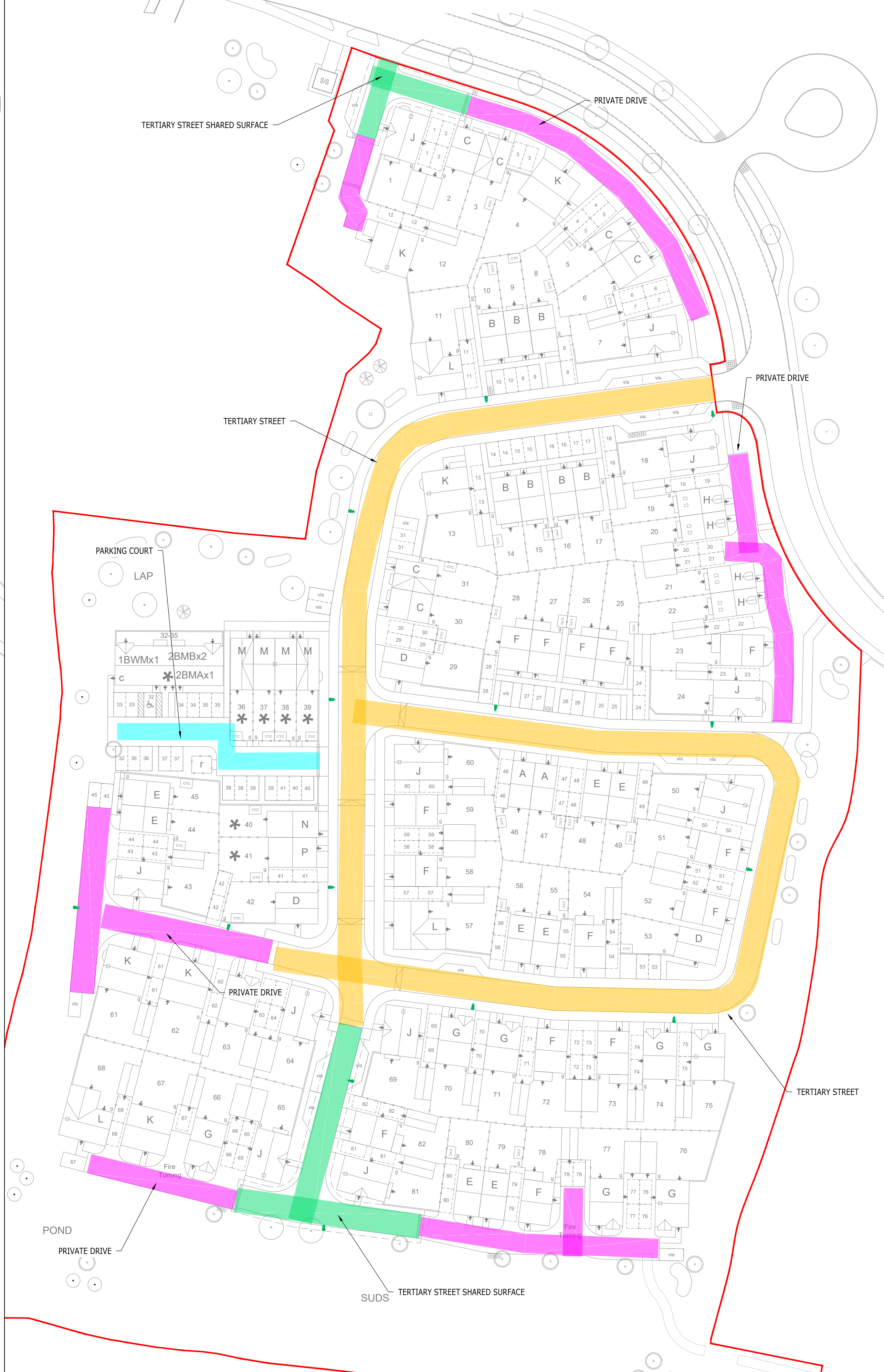
Drawings



VIEWPORT 1: HIGHWAY OVERVIEW



VIEWPORT 2: STREET HIERARCHY



- NOTES:
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
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 - DRAWING BASED ON SITE LAYOUT RECEIVED FROM MDD DESIGN DATED 12.05.2026 (DRAWING REF. SL 01 REV A).

PROPOSED STREET TYPES (BASED ON LAND NORTH OF HORSHAM PHASE 1 DESIGN & LANDSCAPE STRATEGY):

- TERTIARY STREET
- CARRIAGEWAY WIDTH- 4.8-5.5m
 - FOOTWAYS- 2m (ONE OR BOTH SIDES)
- TERTIARY STREET (SHARED SURFACE)
- CARRIAGEWAY WIDTH- 4.8m
 - VERGES- 1m (BOTH SIDES)
- PRIVATE DRIVE
- CARRIAGEWAY WIDTH- 4.8m
 - VERGES- 0.5m
 - FOOTWAYS- N/A (SHARED SURFACE)
- PARKING COURT
- AISLE WIDTH - 6m
 - PARKING BAYS - 2.5m x 5m
 - DISABLED BAYS HAVE 1.2m ACCESS MARGIN

- KEY:
- SITE BOUNDARY
 - TERTIARY STREET
 - TERTIARY STREET (SHARED SURFACE)
 - PRIVATE DRIVE
 - PARKING COURT
 - 15mph FORWARD VISIBILITY - 2.4m x 17m
 - 20mph JUNCTION VISIBILITY - 2.4m x 25m
 - 30mph JUNCTION VISIBILITY - 2.4m x 43m
 - LIGHTING DESIGN



A	SITE LAYOUT UPDATED	EN	SL	PR	26.05.26
Rev	Description	Drn	Chk	App	Date

Purpose:	FOR PLANNING	Status:	-
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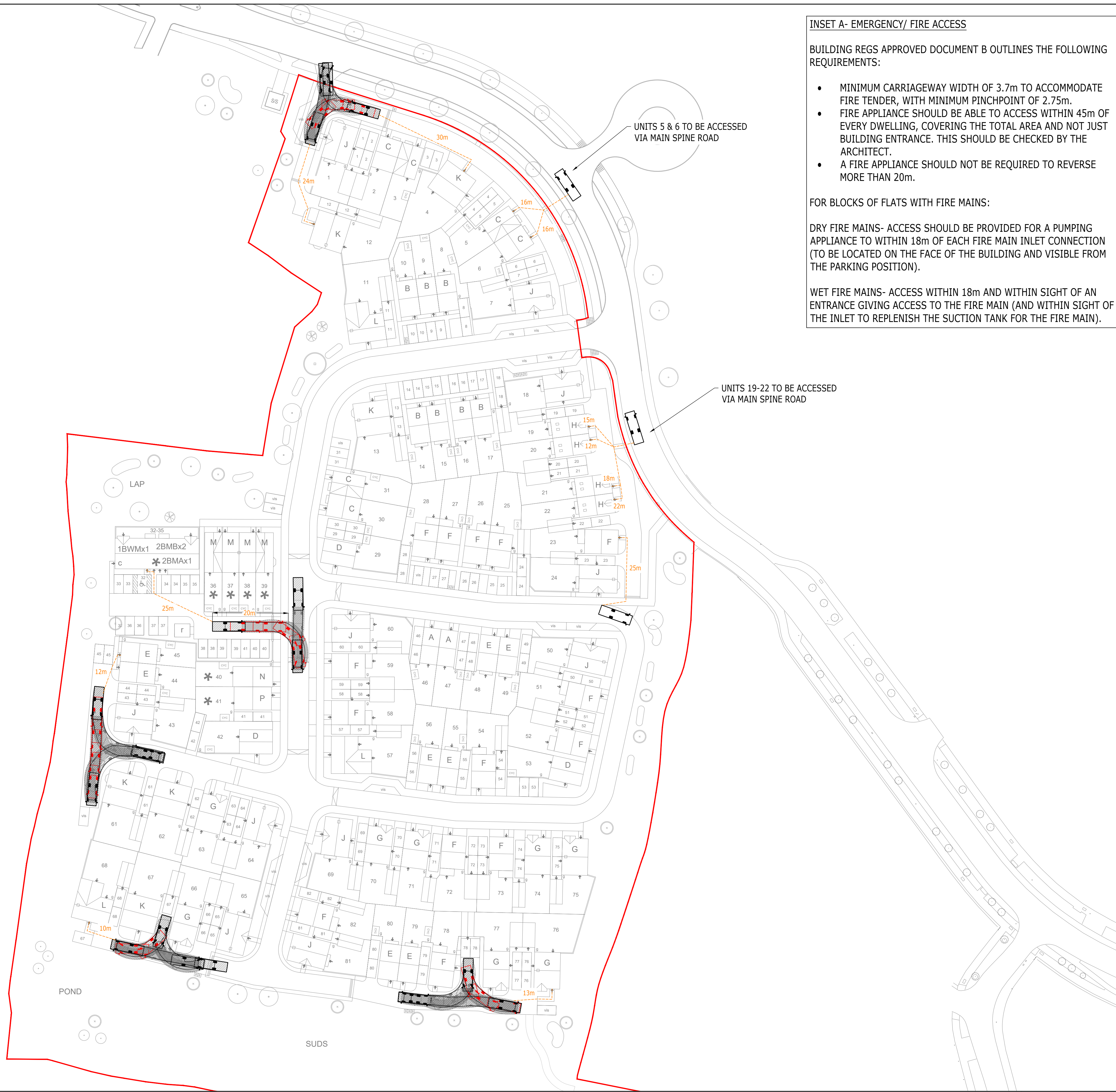
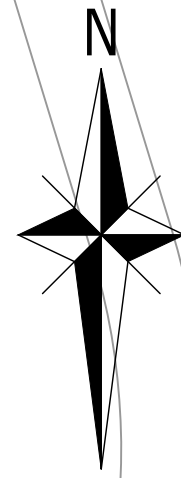
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Client:
BELLWAY HOMES LIMITED

Project Title:
RM4, LAND NORTH OF HORSHAM

Drawing Title:
HIGHWAYS OVERVIEW

Drawn by	Checked by	Approved by	Revision
EN	SL	PR	A
A1 Scale	Date		
1:500	FEB 2026		
Drawing Number			
2500120_A-ACE-XX-00-DR-C-0502			



INSET A- EMERGENCY/ FIRE ACCESS

BUILDING REGS APPROVED DOCUMENT B OUTLINES THE FOLLOWING REQUIREMENTS:

- MINIMUM CARRIAGEWAY WIDTH OF 3.7m TO ACCOMMODATE FIRE TENDER, WITH MINIMUM PINCHPOINT OF 2.75m.
- FIRE APPLIANCE SHOULD BE ABLE TO ACCESS WITHIN 45m OF EVERY DWELLING, COVERING THE TOTAL AREA AND NOT JUST BUILDING ENTRANCE. THIS SHOULD BE CHECKED BY THE ARCHITECT.
- A FIRE APPLIANCE SHOULD NOT BE REQUIRED TO REVERSE MORE THAN 20m.

FOR BLOCKS OF FLATS WITH FIRE MAINS:

DRY FIRE MAINS- ACCESS SHOULD BE PROVIDED FOR A PUMPING APPLIANCE TO WITHIN 18m OF EACH FIRE MAIN INLET CONNECTION (TO BE LOCATED ON THE FACE OF THE BUILDING AND VISIBLE FROM THE PARKING POSITION).

WET FIRE MAINS- ACCESS WITHIN 18m AND WITHIN SIGHT OF AN ENTRANCE GIVING ACCESS TO THE FIRE MAIN (AND WITHIN SIGHT OF THE INLET TO REPLENISH THE SUCTION TANK FOR THE FIRE MAIN).

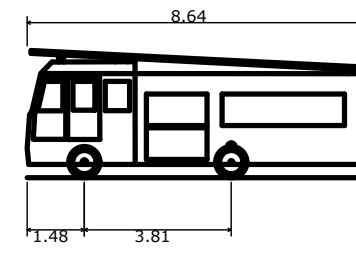
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7. DRAWING BASED ON SITE LAYOUT RECEIVED FROM MDD DESIGN DATED 12.05.2026 (DRAWING REF. SL 01 REV A).
8. DRAWING REPRESENTS A HIGH-LEVEL OVERVIEW OF THE PROPOSALS FROM A FIRE ACCESSIBILITY PERSPECTIVE AND IS SUBJECT TO DETAILED DESIGN AND DISCUSSIONS WITH WEST SUSSEX COUNTY COUNCIL.

KEY:

- SITE BOUNDARY
- INDICATIVE FIRE TENDER HOSE DISTANCE (SEE NOTE 8)
- FIRE TENDER REVERSE DISTANCE (SEE NOTE 8)

VEHICLES USED:



Fire Appliance	8.640m
Overall Length	2.550m
Overall Width	3.300m
Overall Body Height	0.347m
Min Body Ground Clearance	2.300m
Track Width	6.00s
Lock to lock time	8.900m
Kerb to Kerb Turning Radius	



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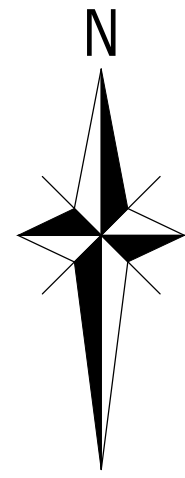
SSIP
SAFETY
SCHEDULED
INDEPENDENT
PROCUREMENT

Client:
BELLWAY HOMES LIMITED

Project Title:
RM4, LAND NORTH OF HORSHAM

Drawing Title:
FIRE STRATEGY

Drawn by	Checked by	Approved by	Revision
EN	SL	PR	A
A1 Scale	Date		
1:500	FEB 2026		
Drawing Number			
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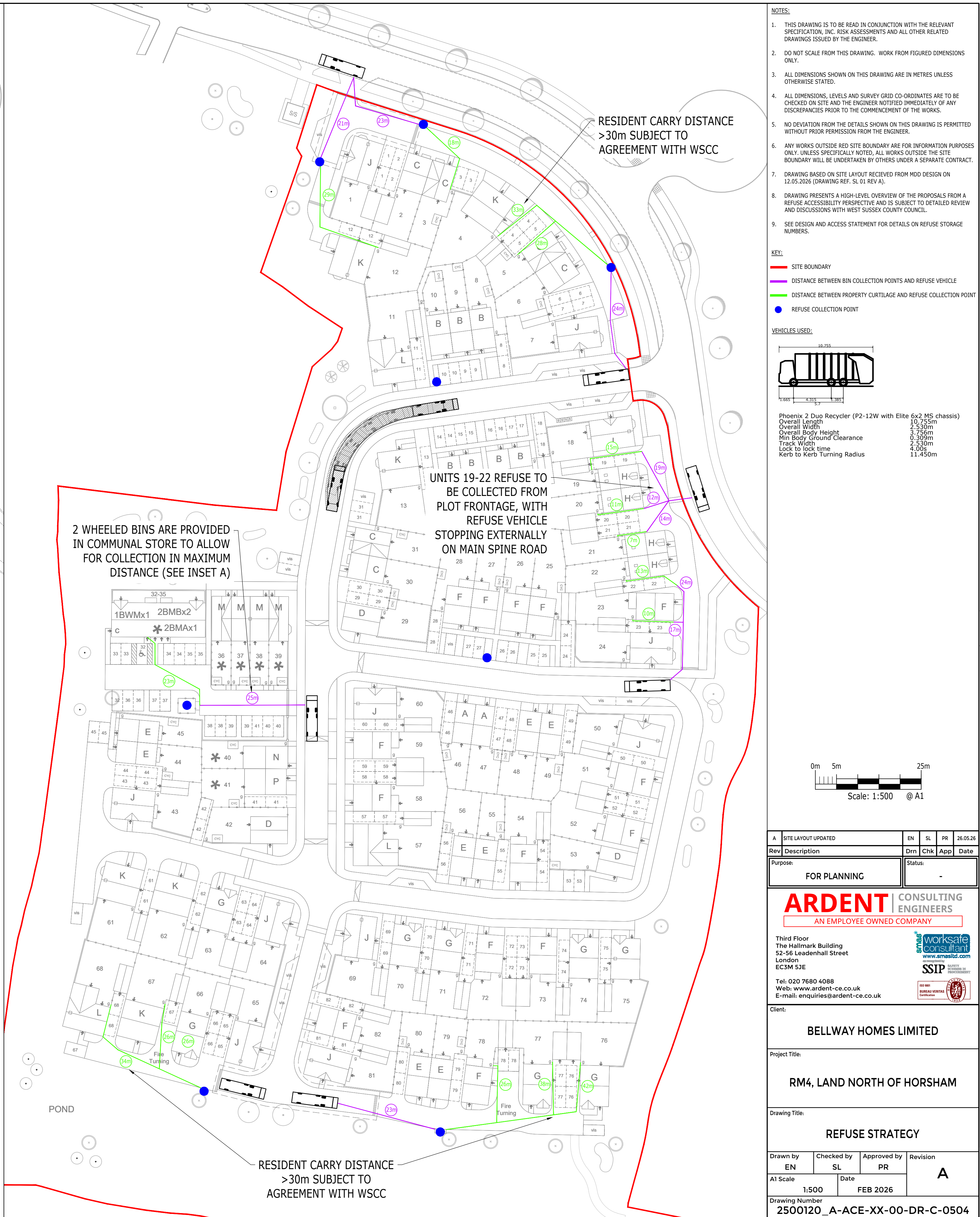
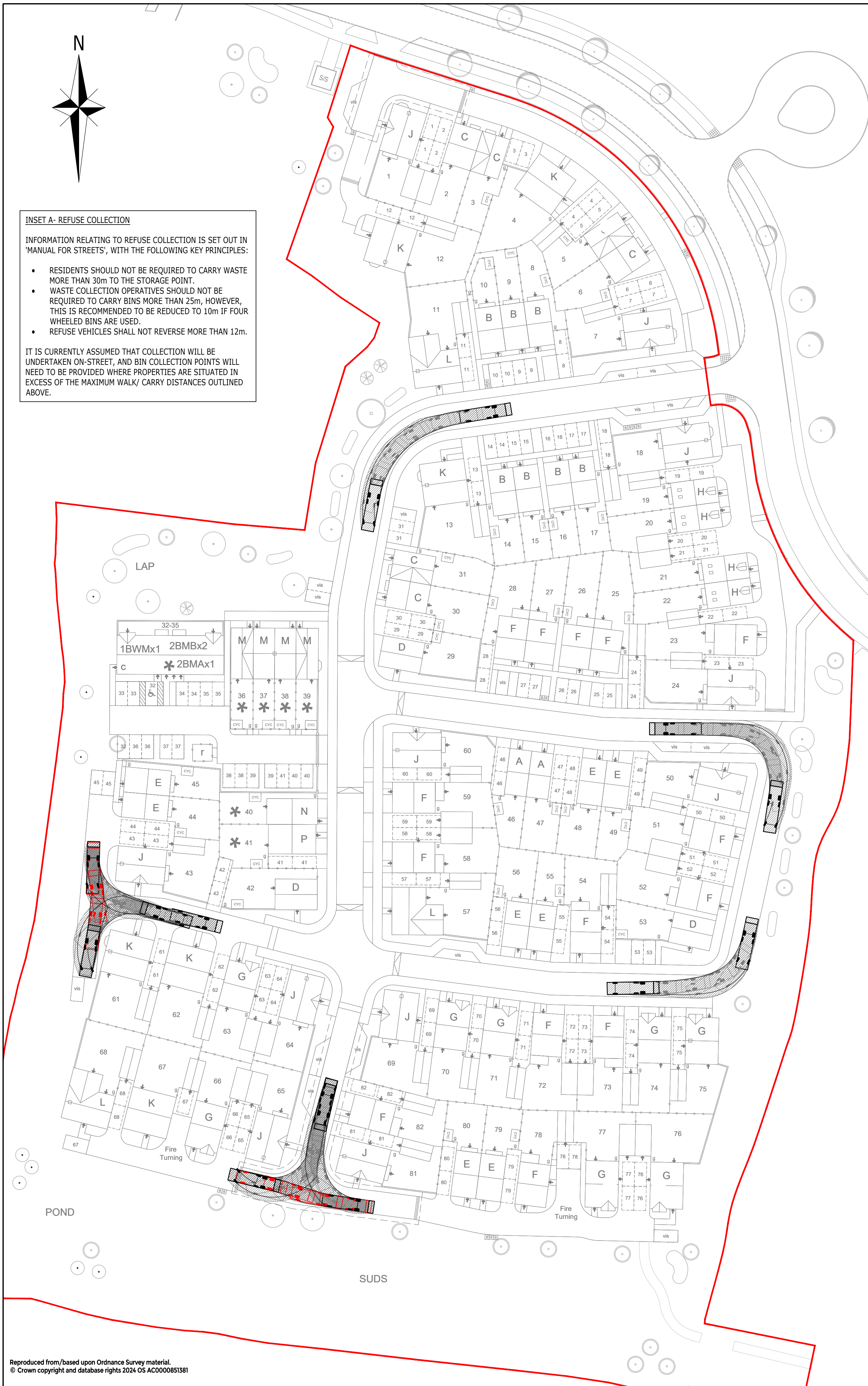


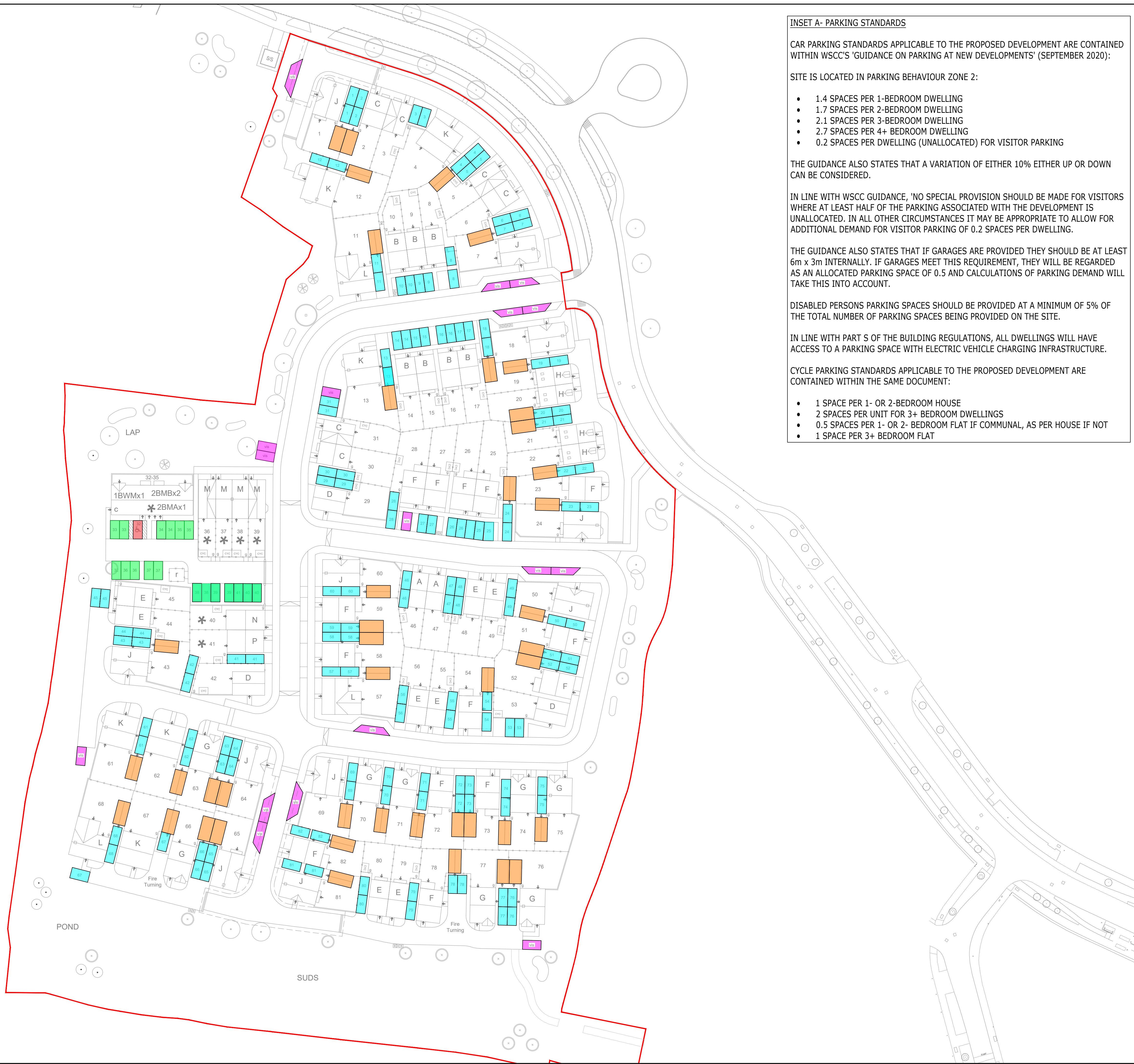
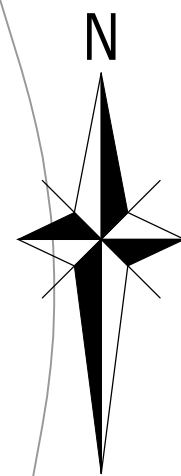
INSET A- REFUSE COLLECTION

INFORMATION RELATING TO REFUSE COLLECTION IS SET OUT IN 'MANUAL FOR STREETS', WITH THE FOLLOWING KEY PRINCIPLES:

- RESIDENTS SHOULD NOT BE REQUIRED TO CARRY WASTE MORE THAN 30m TO THE STORAGE POINT.
- WASTE COLLECTION OPERATIVES SHOULD NOT BE REQUIRED TO CARRY BINS MORE THAN 25m, HOWEVER, THIS IS RECOMMENDED TO BE REDUCED TO 10m IF FOUR WHEELED BINS ARE USED.
- REFUSE VEHICLES SHALL NOT REVERSE MORE THAN 12m.

IT IS CURRENTLY ASSUMED THAT COLLECTION WILL BE UNDERTAKEN ON-STREET, AND BIN COLLECTION POINTS WILL NEED TO BE PROVIDED WHERE PROPERTIES ARE SITUATED IN EXCESS OF THE MAXIMUM WALK/ CARRY DISTANCES OUTLINED ABOVE.





INSET A- PARKING STANDARDS

CAR PARKING STANDARDS APPLICABLE TO THE PROPOSED DEVELOPMENT ARE CONTAINED WITHIN WSCC'S 'GUIDANCE ON PARKING AT NEW DEVELOPMENTS' (SEPTEMBER 2020):

SITE IS LOCATED IN PARKING BEHAVIOUR ZONE 2:

- 1.4 SPACES PER 1-BEDROOM DWELLING
- 1.7 SPACES PER 2-BEDROOM DWELLING
- 2.1 SPACES PER 3-BEDROOM DWELLING
- 2.7 SPACES PER 4+ BEDROOM DWELLING
- 0.2 SPACES PER DWELLING (UNALLOCATED) FOR VISITOR PARKING

THE GUIDANCE ALSO STATES THAT A VARIATION OF EITHER 10% EITHER UP OR DOWN CAN BE CONSIDERED.

IN LINE WITH WSCC GUIDANCE, 'NO SPECIAL PROVISION SHOULD BE MADE FOR VISITORS WHERE AT LEAST HALF OF THE PARKING ASSOCIATED WITH THE DEVELOPMENT IS UNALLOCATED. IN ALL OTHER CIRCUMSTANCES IT MAY BE APPROPRIATE TO ALLOW FOR ADDITIONAL DEMAND FOR VISITOR PARKING OF 0.2 SPACES PER DWELLING.

THE GUIDANCE ALSO STATES THAT IF GARAGES ARE PROVIDED THEY SHOULD BE AT LEAST 6m x 3m INTERNALLY. IF GARAGES MEET THIS REQUIREMENT, THEY WILL BE REGARDED AS AN ALLOCATED PARKING SPACE OF 0.5 AND CALCULATIONS OF PARKING DEMAND WILL TAKE THIS INTO ACCOUNT.

DISABLED PERSONS PARKING SPACES SHOULD BE PROVIDED AT A MINIMUM OF 5% OF THE TOTAL NUMBER OF PARKING SPACES BEING PROVIDED ON THE SITE.

IN LINE WITH PART S OF THE BUILDING REGULATIONS, ALL DWELLINGS WILL HAVE ACCESS TO A PARKING SPACE WITH ELECTRIC VEHICLE CHARGING INFRASTRUCTURE.

CYCLE PARKING STANDARDS APPLICABLE TO THE PROPOSED DEVELOPMENT ARE CONTAINED WITHIN THE SAME DOCUMENT:

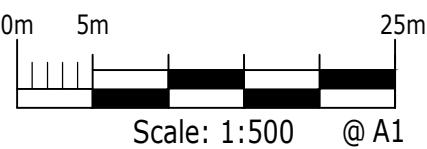
- 1 SPACE PER 1- OR 2-BEDROOM HOUSE
- 2 SPACES PER UNIT FOR 3+ BEDROOM DWELLINGS
- 0.5 SPACES PER 1- OR 2- BEDROOM FLAT IF COMMUNAL, AS PER HOUSE IF NOT
- 1 SPACE PER 3+ BEDROOM FLAT

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- SEE DESIGN AND ACCESS STATEMENT FOR DETAILS ON CAR PARKING DETAILS.

KEY:

- SITE BOUNDARY
- VISITOR BAYS - 17
- ON-PLOT BAYS - 147
- PARKING COURT BAYS - 18
- GARAGE SPACES - 43 (21.5 TOWARDS TOTAL PARKING PROVISION- SEE INSET A)
- BLUE BADGE HOLDER SPACES - 1



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smas worksafe consultant
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SSIP SAFETY SUSTAINABILITY INSTITUTE
MEMBER OF THE ASSOCIATION OF BUILDING INDUSTRY

Client:
BELLWAY HOMES LIMITED

Project Title:
RM4, LAND NORTH OF HORSHAM

Drawing Title:
CAR PARKING STRATEGY

Drawn by EN	Checked by SL	Approved by PR	Revision A
A1 Scale 1:500		Date FEB 2026	
Drawing Number 2500120_A-ACE-XX-00-DR-C-0505			

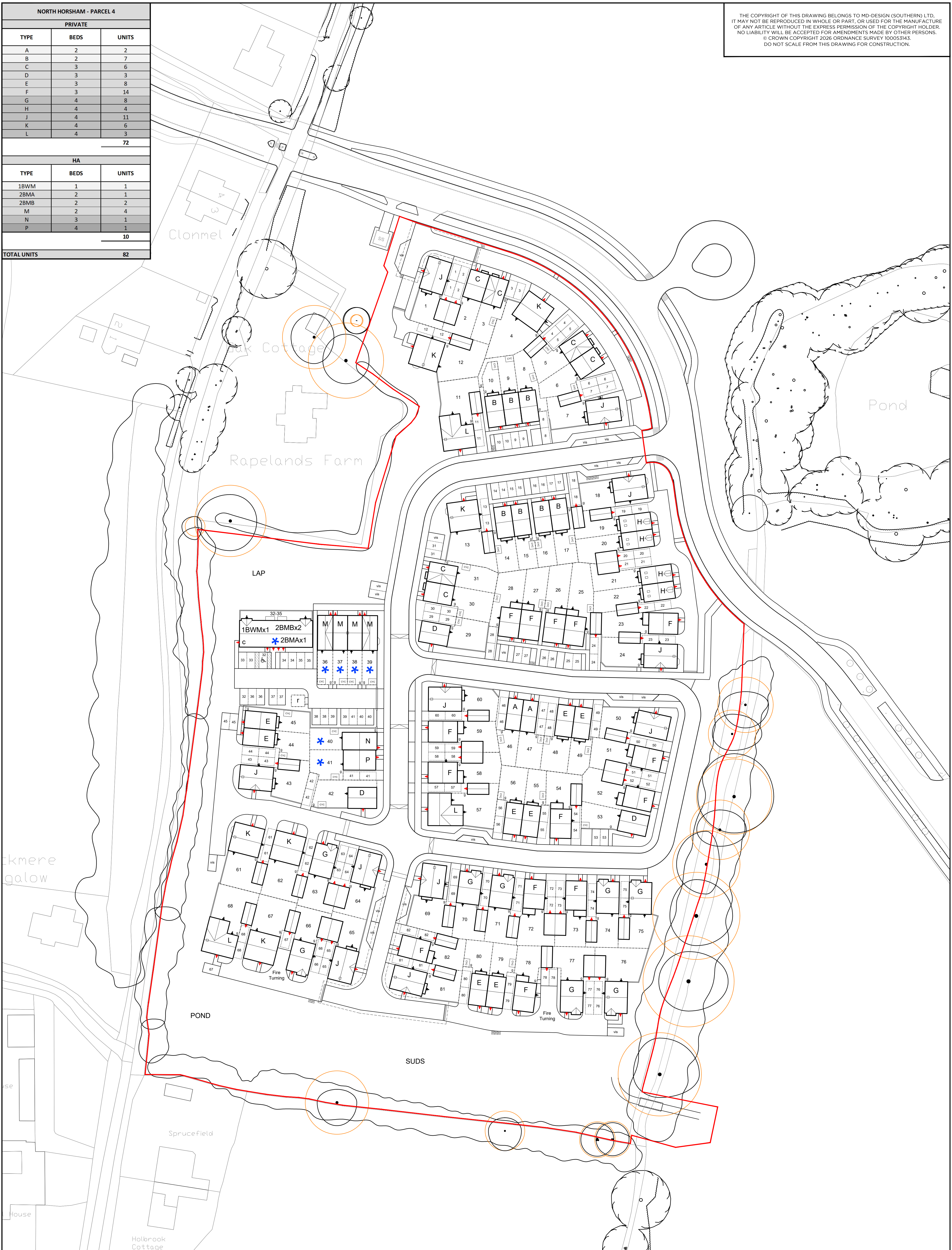
Appendices

Appendix A

Proposed 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 Primary Entrance Affordable Housing Gate Location Proposed New Tree Bin Collection Point Existing Trees & Hedges Bike Storage Root Protection Zones	CLIENT: Bellway Homes Southern Counties				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		A Planning Issue MD 12.05.26 REV: DESCRIPTION: BY: DATE:		TITLE: Site Layout			
				SCALE AT A1: 1:500		DATE: 12.05.26	DRAWN: MD	CHECKED: MD
				PROJECT NO: BSC-010		DRAWING NO: SL-01		REVISION: A