

Appendix D

RMA2 (Employment Land Infrastructure) CEMP Addendum

Mowbray, North Horsham, West Sussex RMA2 (Employment Land Infrastructure) CEMP Addendum

1.0 General

- 1.1 This appendix seeks to address project specific requirements of Condition 9 in relation to RMA2 (or any similar condition from a planning consent in relation to DC/25/1543). All requirements in the phase-wide Construction Environmental Management Plan ("Phase 2 CEMP") should also be adhered to.
- 1.2 Management measures to minimise environmental impact from the construction phase of the development have already been discussed in the main body of this document and should be taken into account during the construction of RMA2.
- 1.3 The site is all agricultural undeveloped land located at the eastern left-in/left-out (Li-Lo junction) entrance to Mowbray off the A264. It provides access from the A264 into the employment land and subsequently Phase 2 of the development (East Mowbray).
- 1.4 The location of RMA2 is shown in **Figure D1**.
- 1.5 The RMA2 site boundary is shown in **Figure D2**.
- 1.6 The works include:
- Construction of a section of primary access road through the employment land;
 - Construction of an attenuation basin and associated drainage infrastructure;
 - Construction of 2no substations;
 - Construction of 1no pumping station;
 - Provision of utilities to serve the employment land of the development;
 - Construction of a road, cycle lanes and footpaths and 2no roundabouts and 3no small culverts; and
 - Temporary closure of PROW and construction of new PROW.
- 1.7 The Principal Contractor is to be confirmed, **TBC**.

2.0 Construction Programme

- 2.1 The target start date on-site is July 2026. The target completion date on-site is Q4 2028.
- 2.2 The works will be split into three sub phases as follows and shown in **Figure D4**.

Stage 1 – includes the highway from the Li-Lo junction to just past the western roundabout and includes the foul pumping station and attenuation basin. Duration July 2026 to December 2027 (**Figure D3**).

Stage 2 – includes the highway from the end of Stage 1 through to the end just before the bridleway. Duration January 2027 to December 2028.

Stage 3 – includes footpaths and cycleways. Duration July 2026 to December 2028.

3.0 Construction Traffic

- 3.1 Other than cars and vans used by operatives, construction traffic will consist of a low-loader to deliver plant and typically 8-wheelers for operations associated with earthworks and tarmac. There will be infrequent articulated lorries mostly associated with the delivery and removal of site offices.
- 3.2 Vehicle tracking has not been provided in this appendix as the Li-Lo junction is already constructed.

Construction Vehicle Routes

- 3.3 The vast majority of construction traffic for the RMA2 infrastructure works will be routed via the A264 and Li-Lo junction to avoid the use of more sensitive roads. During construction, the Contractor will need to comply with this, and the time restrictions set out in Section 6 of the main Phase 2 CEMP.
- 3.4 Construction traffic associated with RMA2 will not use the more rural roads through Rusper Village and Wimland Road, except for a low number of vehicles during the enabling works phase, as described in Section 5 below.
- 3.5 The egress from site requires all vehicles to exit left on to the A264.
- 3.6 Prior to the western roundabout being constructed the contractor will utilise a temporary haul road and turning areas within the site to ensure no vehicles reverse on the A264

4.0 Construction Compound

- 4.1 A compound will be established adjacent to the proposed works. The compound layout is shown in **Figure D4**. There will be a two-stage programme; the first compound will allow the works to start and complete Phase 1 and Phase 3 of the works by Q4 2027. The second compound will be located further back into site and will remain in place for the completion of the works (Q4 2028).
- 4.2 Car parking will be provided within the site for construction workers. No parking will be permitted on the adjacent roads at any time during the construction phase. Sustainable travel such as car sharing and local transport links will be encouraged.
- 4.3 CCTV may be used by the contractor for additional security.
- 4.4 The works area will be secured by either close board fencing, Heras fence panels or hoarding.

5.0 Enabling works

- 5.1 Minor enabling works including utility diversions, the construction of the eastern substation, and the construction of a small temporary car park will need to be undertaken early in the programme and will require access from Wimland Road and along a short section of Bush Lane. Access from Wimland Road is required as these enabling works will be undertaken before the principal road through RMA2 has been constructed and there will be no alternative vehicular access in the meantime.
- 5.2 These works will be carried out by a very small number operatives and have minimal deliveries; as such these works can be undertaken safely from Wimland Road. It is proposed to construct a small temporary satellite car park from Bush Lane to facilitate these works.

- 5.3 There are two existing residential properties on Bush Lane, Owlscastle Barn and Owlscastle House; both of these are owned by the developer (Legal & General). However, the properties will be occupied by tenants until the later part of 2027. The developer will closely liaise with the tenants regarding the enabling works.

6.0 On-Site Management

- 6.1 This section includes site contact names and telephone numbers for the Principal Contractor, to be confirmed (TBC), in **Table D1**.

Table D1: Principal Contractor Contact Details **TBC**

Role	Name	Contact Details
Contracts Manager		
Site Manager		
Health & Safety Manager		
Environmental Manager		
Emergency Telephone Number		
Head Office Number		

Figure D1

RMA2 (Employment Land Infrastructure) Site Location Plan



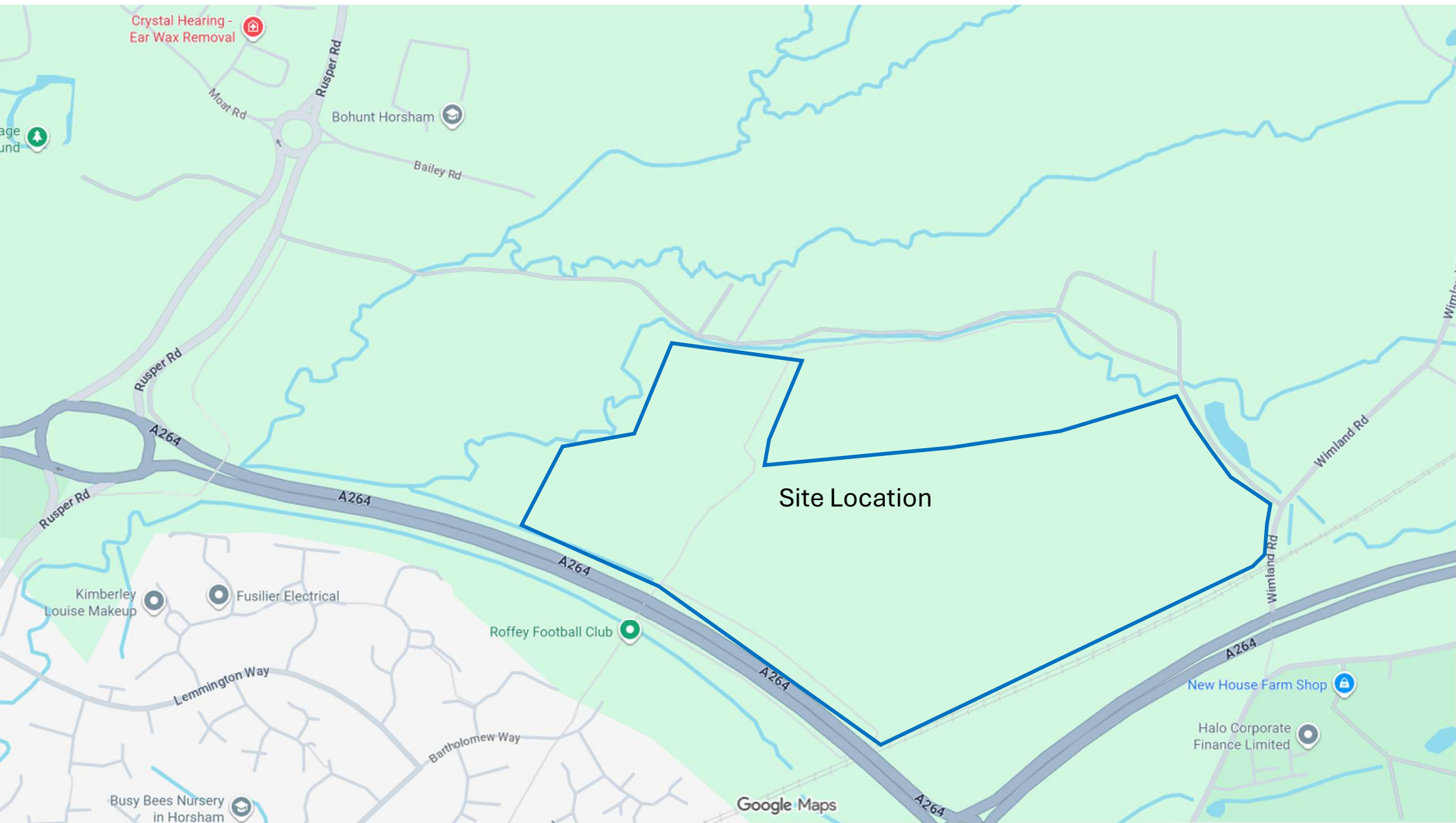


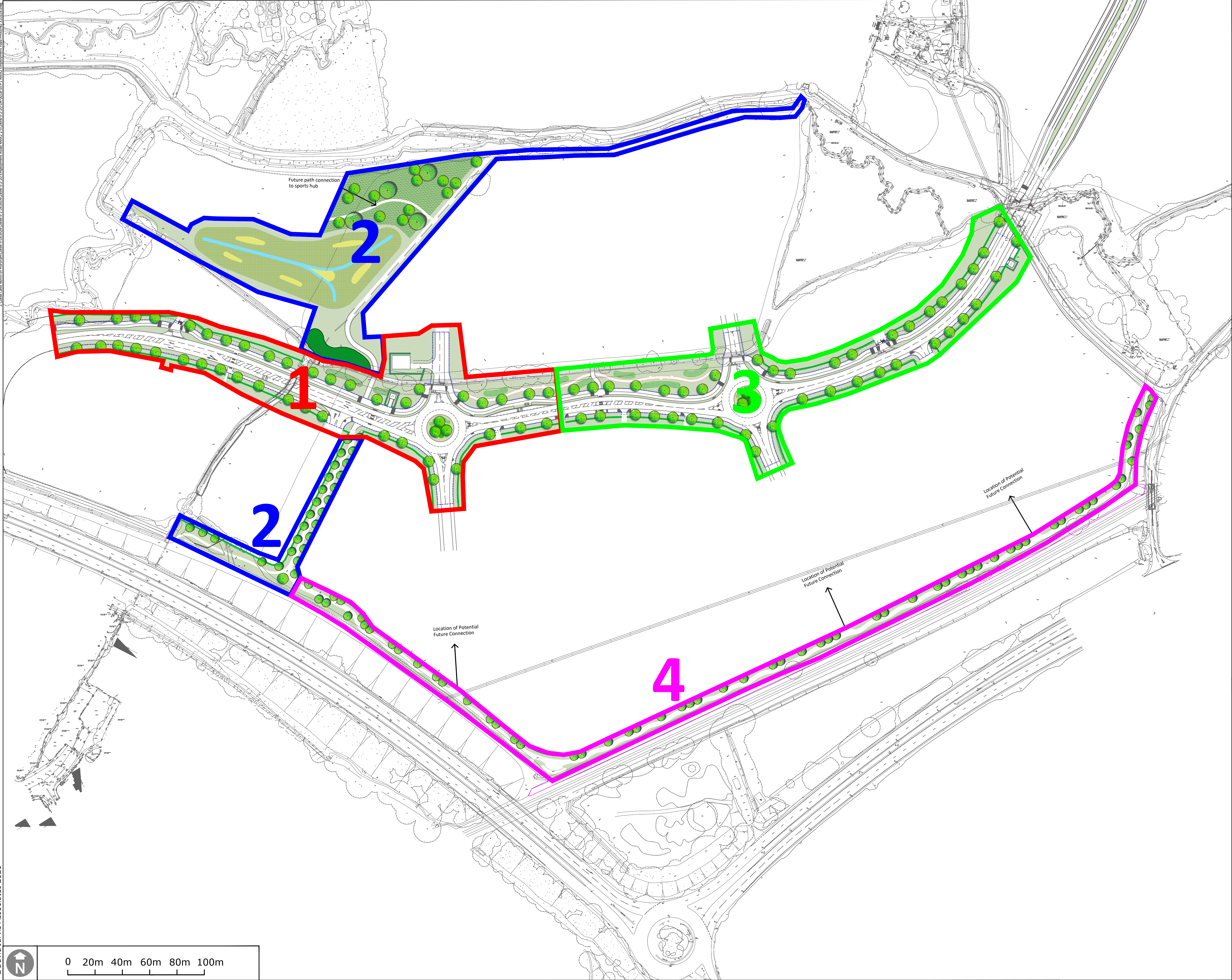
Figure D2
RMA2 (Employment Land Infrastructure) Site Boundary





Figure D3
RMA2 (Employment Land Infrastructure) Extent of Works





Drawing Revision				
Rev.	Date	Description	Drawn	Checked
P1	31/03/2026	Issue	PG	PG

Status
ISSUED FOR INFORMATION

DAVID JARVIS ASSOCIATES
DAVID JARVIS ASSOCIATES LIMITED
1 Tennyson Street Swindon Wiltshire SN1 5DT
t: 01793 612173
e: mail@davidjarvis.biz
w: www.davidjarvis.biz

Client
LEGAL AND GENERAL (STRATEGIC LAND NORTH HORSHAM) LIMITED

Project
LAND NORTH OF HORSHAM (RMA2) - EMPLOYMENT ROAD

Drawing Title
GENERAL ARRANGEMENT WITH PHASING

Scale		Sheet Size		Date Plotted	
1:1250		A1		31/03/2026	
Client Ref.	Drawing Ref.	Drawing No.	Version		
-	2898-5-2-20	DR-0018	S5-P1		

Figure D4

RMA2 (Employment Land Infrastructure) Sub-Phases & Compound Layout



Stage 1 Set up

- Compound – site accommodation
- Site parking
- Material storage
- Stores

Site security gates

Phase 1 works completed Q3 2027

All other work classified as Phase 3 works

Enabling works on Bush Lane include utilities diversions and surface improvements to temporary carpark

Stage 2 set up

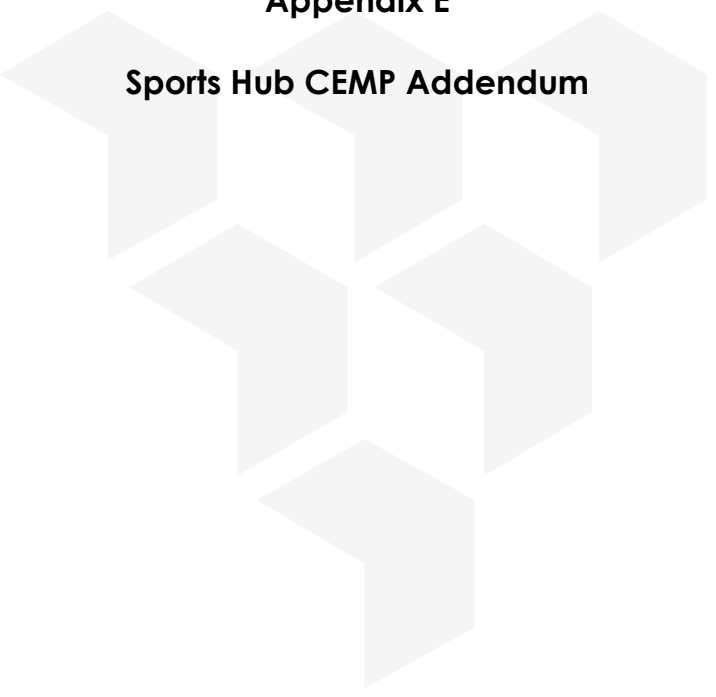
- Compound – site accommodation
- Site parking
- Material storage
- Stores

Install temporary parking for residents and minor enabling works

Phase 2 Works PROW (red)

TREES	
HIGH-QUALITY CATEGORY A TREE	
MEDIUM-QUALITY CATEGORY B TREE	
LOW-QUALITY CATEGORY C TREE	
CATEGORY D POOR QUALITY TREE	

Halo Corporate Finance Limited



Appendix E

Sports Hub CEMP Addendum

Mowbray, North Horsham, West Sussex

Sports Hub

CEMP Addendum

1.0 General

- 1.1 This appendix seeks to address project specific requirements of Condition 9 in relation to Sports Hub. All requirements in the phase-wide Construction Environmental Management Plan ("Phase 2 CEMP") should also be adhered to.
- 1.2 Management measures to minimise environmental impact from the construction phase of the development have already been discussed in the main body of this document and should be taken into account during the construction of the Sports Hub.
- 1.3 The site is mostly agricultural undeveloped land located at the east entrance of Mowbray (Li-Lo junction) off the A264. It provides access from A264 into Phase 2 of the development (East Mowbray).
- 1.4 The location of the Sports Hub is shown in **Figure E1**.
- 1.5 The Sports Hub site boundary is shown in **Figure E2**.
- 1.6 The works include:
- Construction of access road and car park;
 - Construction of an attenuation basin and associated drainage infrastructure;
 - Connection of rising main through to the A264;
 - Provision of utilities to serve Sports Hub;
 - Construction of 3G pitch, 2no grass pitches, MUGAs and sports pavilion building; and
 - Temporary closure of bridleway.
- 1.7 The Principal Contractor is to be confirmed, **TBC**.

2.0 Construction Programme

- 2.1 The target start date on-site is June 2026. The target completion date on-site is Q3 2028.

3.0 Construction Traffic

- 3.1 Other than cars and vans used by operatives, construction traffic will consist of a low-loader to deliver plant and typically 8-wheelers for operations associated with earthworks and tarmac. There will be infrequent articulated lorries mostly associated with the delivery and removal of site offices.
- 3.2 Vehicle tracking has not been provided in this appendix as the Li-Lo junction is already constructed.

Construction Vehicle Routes

- 3.3 Construction traffic will be routed via the A264 and Li-Lo junction to avoid the use of more sensitive roads. During construction, the Contractor will need to comply with this, and the time restrictions set out in Section 6 of the main Phase 2 CEMP. Access to the site compound will be from the A264 East Bound carriageway.
- 3.4 Construction traffic associated with the Sports Hub will not use the more rural roads through Rusper Village and Wimland Road.
- 3.5 Prior to the western roundabout being constructed, the contractor will utilise a temporary haul road and turning areas within the site to ensure no vehicles reverse on the A264.
- 3.6 The rising main and utility works adjacent the A246 will be accessed via Rusper Road Roundabout (**Figure E3**).
- 3.7 The egress from site requires all vehicles to exit left on to the A264.
- 3.8 Construction traffic will not use the bridleway except for the short period during which it is closed to facilitate the drainage connection.

4.0 Construction Compound

- 4.1 A compound will be established adjacent to the proposed works. The compound layout is shown in **Figure E4**. There will be an additional satellite compound to cover work relating to the connection to the rising main near the Rusper Road Roundabout (**Figure E3**).
- 4.2 Car parking will be provided within the site compound for construction workers. No parking will be permitted on the adjacent roads at any time during the construction phase. Sustainable travel such as car sharing and local transport links will be encouraged.
- 4.3 CCTV may be used by the contractor for additional security.
- 4.4 The boundary line of site is to be Heras fencing.

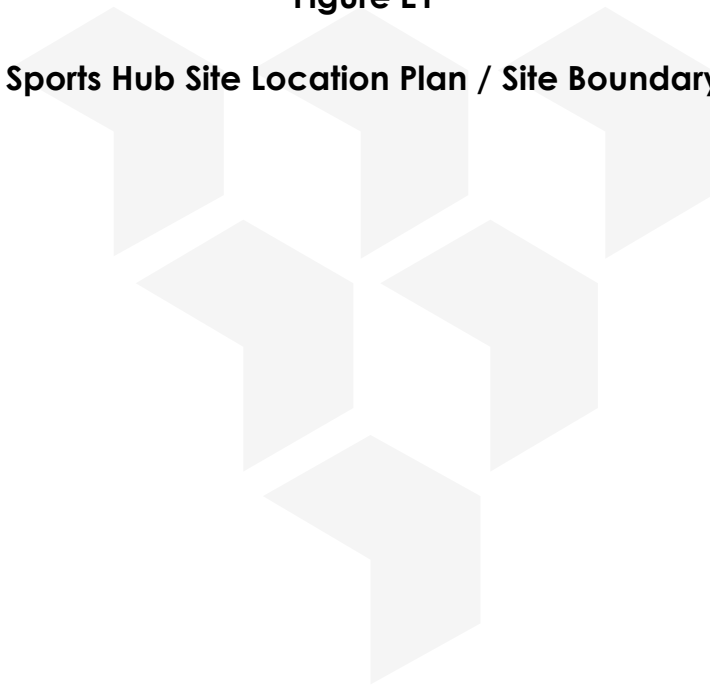
5.0 On-Site Management

- 5.1 This section includes site contact names and telephone number for the Principal Contactor, to be confirmed (TBC), in **Table E1**.

Table E1: Principal Contractor Contact Details **TBC**

Role	Name	Contact Details
Contracts Manager		
Site Manager		
Health & Safety Manager		
Environmental Manager		
Emergency Telephone Number		
Head Office Number		

Figure E1
Sports Hub Site Location Plan / Site Boundary



FigureE2
Sports Hub Compound Layout



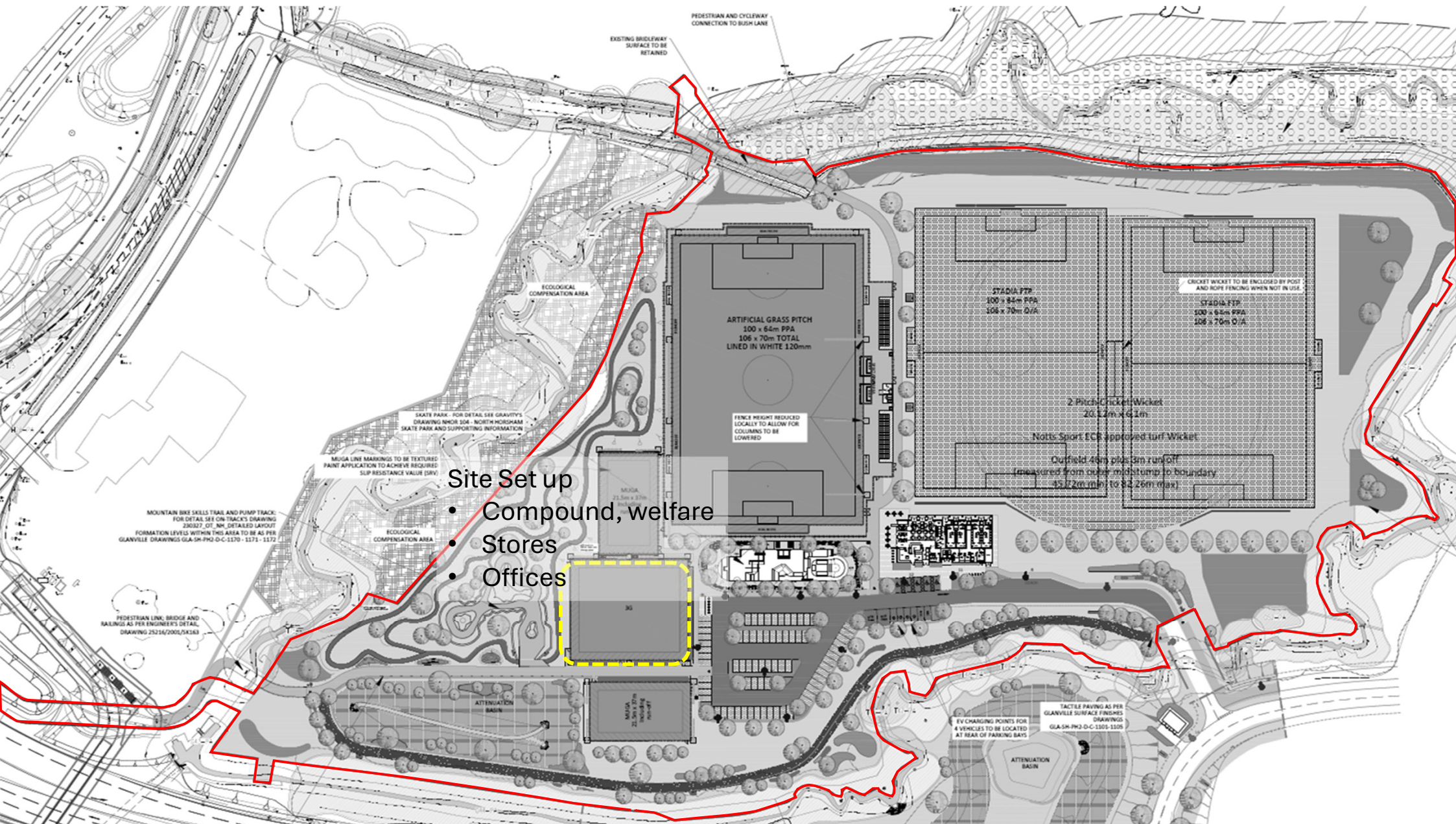
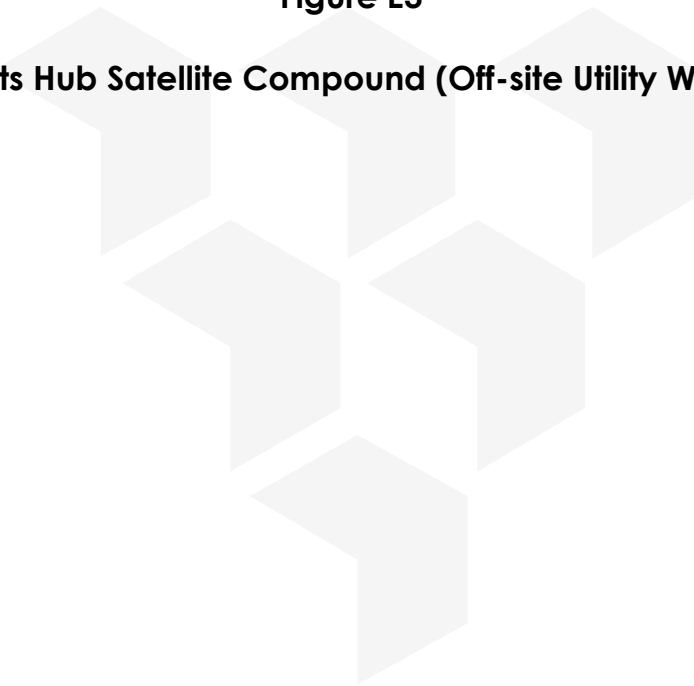
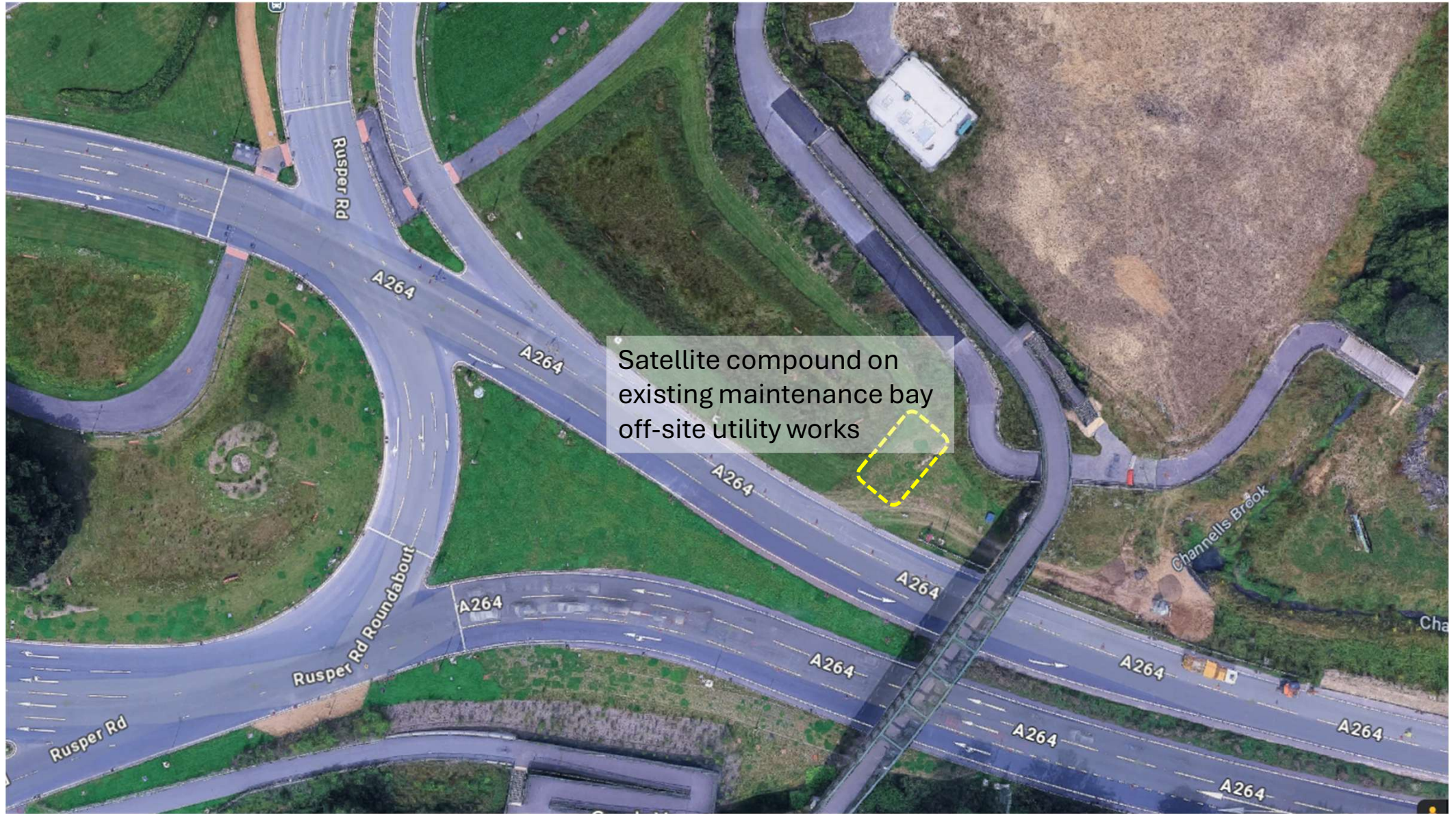


Figure E3
Sports Hub Satellite Compound (Off-site Utility Works)





Hertfordshire

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Oxfordshire

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Cambridgeshire

|

Bristol

postbox@glanvillegroup.com | www.glanvillegroup.com



Glanville Consultants Ltd, Registered office: 3 Grovelands Business Centre,
Boundary Way, Hemel Hempstead, Hertfordshire, HP2 7TE

