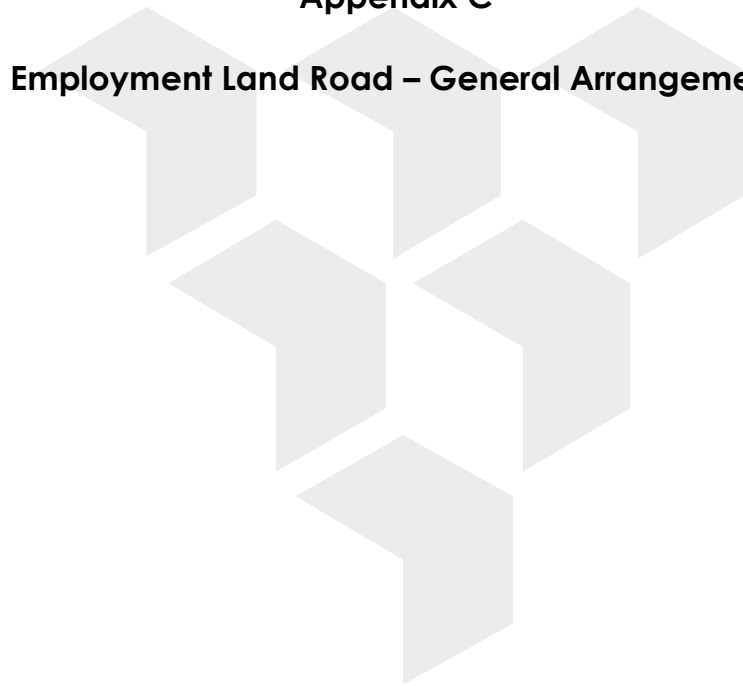
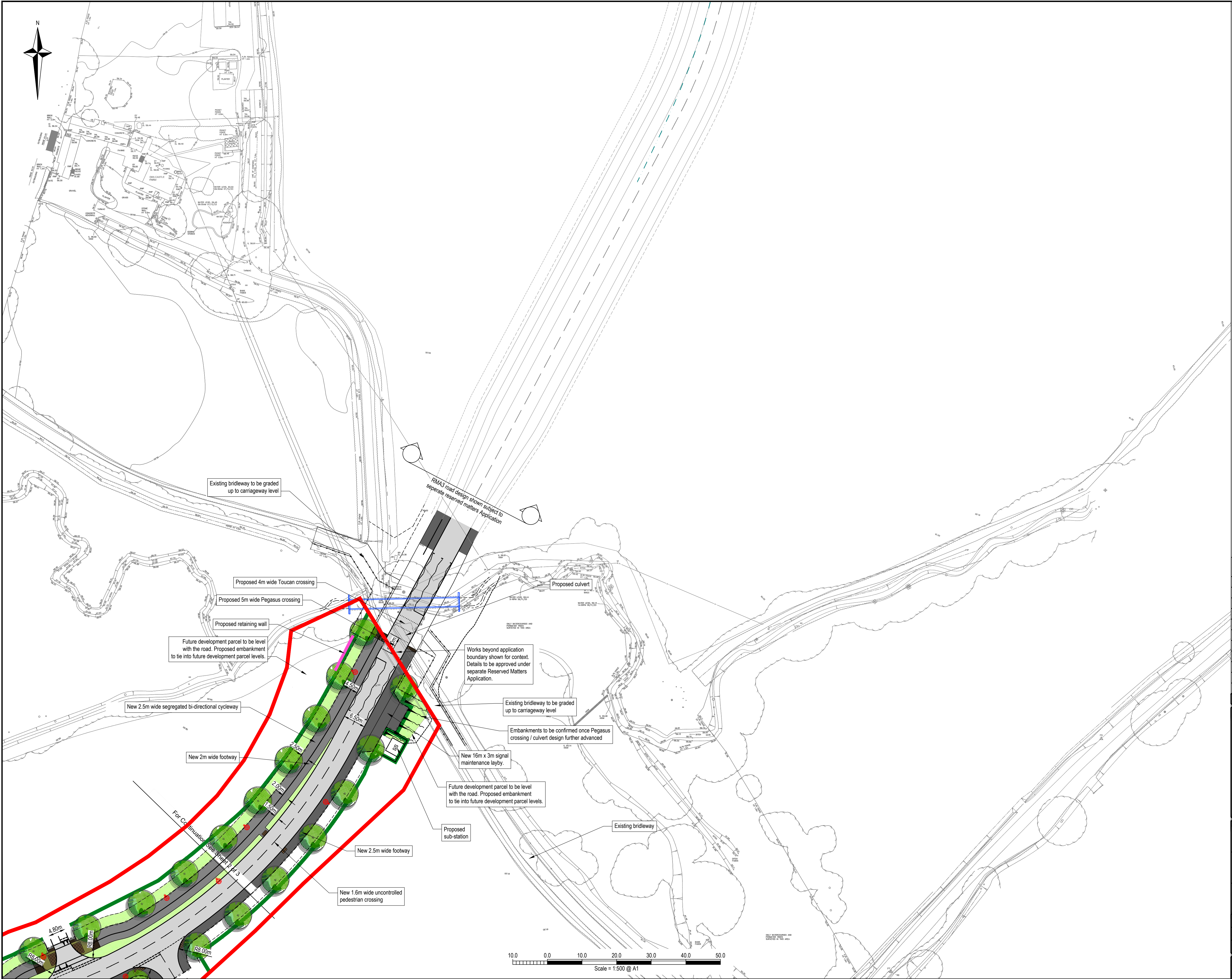


Appendix C

Employment Land Road – General Arrangement





NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Scaleable for planning purposes only.
3. This drawing has been prepared for information purposes only and must not be used for tender of construction purposes.
4. White lining is show indicatively only and subject to detailed design.
5. Tactile paving requirements to be confirmed at detailed design.

KEY

- Application boundary.
- Proposed asphalt carriageway construction.
- Segregated footway / cycleway.
- Proposed footpath.
- Proposed shared footway/cycleway.
- Proposed verge / landscape.
- Proposed off-site foot/cycleway. Refer to Landscape Architect's drawings for surfacing details.
- Buff blister tactile paving
- Red blister tactile paving
- Corduroy / Cycle tactile paving
- Proposed post and four rail fence
- Proposed highway boundary
- 8m street lighting column, neutral white colour temperature. Refer to Enervoo drawings EVO20036006-LD-001 - 004 for further details.

P13	Street lighting amended. Verges / path layouts updated.	08/12/2025	AH	CS
P12	Application boundary changed.	12/09/2025	TH	CS
P11	Updated in accordance with RSA1.	03/09/2025	AH	CS
P10	Layout updated / trees added.	13/08/2025	AH	CS
P9	Layout updated.	05/08/2025	AH	CS
P8	Layout updated.	25/07/2025	AH	CS
P7	Layout updated.	15/04/2025	AH	CS
P6	Updated in accordance with client comment.	13/03/2025	AH	CS
P5	Residential parcel accesses amended.	03/03/2025	AH	CS
P4	Updated in accordance with LHA comments.	13/02/2025	AH	CS
P3	Updated in accordance with LHA comments.	04/02/2025	AH	CS
P2	Updated in accordance with LHA comments.	06/01/2025	AH	JB
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :		Legal & General (Strategic Land North Horsham) Ltd	
Project :		Mowbray (Land North of Horsham)	
Title :		RMA2 – Employment Land General Arrangement Sheet 3 of 3	
Engineer : A. Harper		Date : October 2024	
Director : J. Birch		Scale : 1:500 @ A1	
Status :		PLANNING	
Drawing No. MOW-RMA2-PH2-1003		Rev P13	

Appendix D

Plan Extracted from Site Wide Cycling Strategy

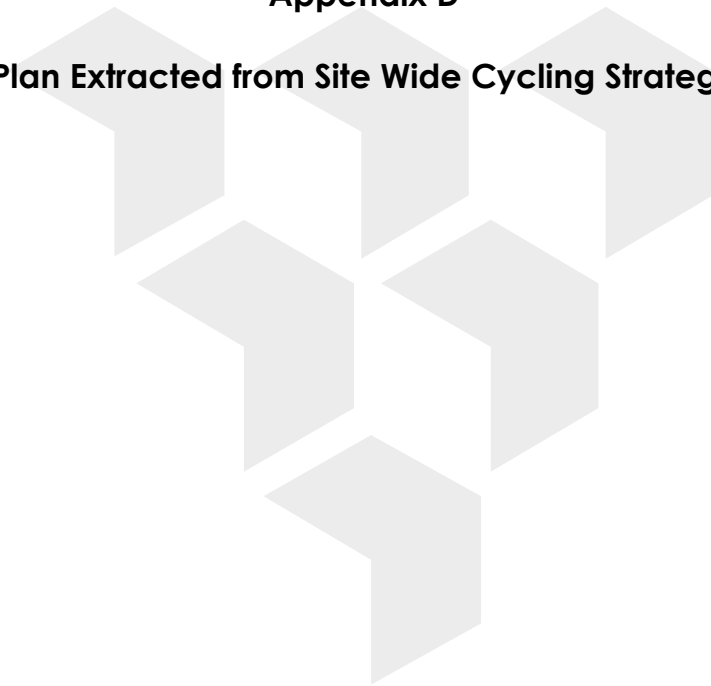
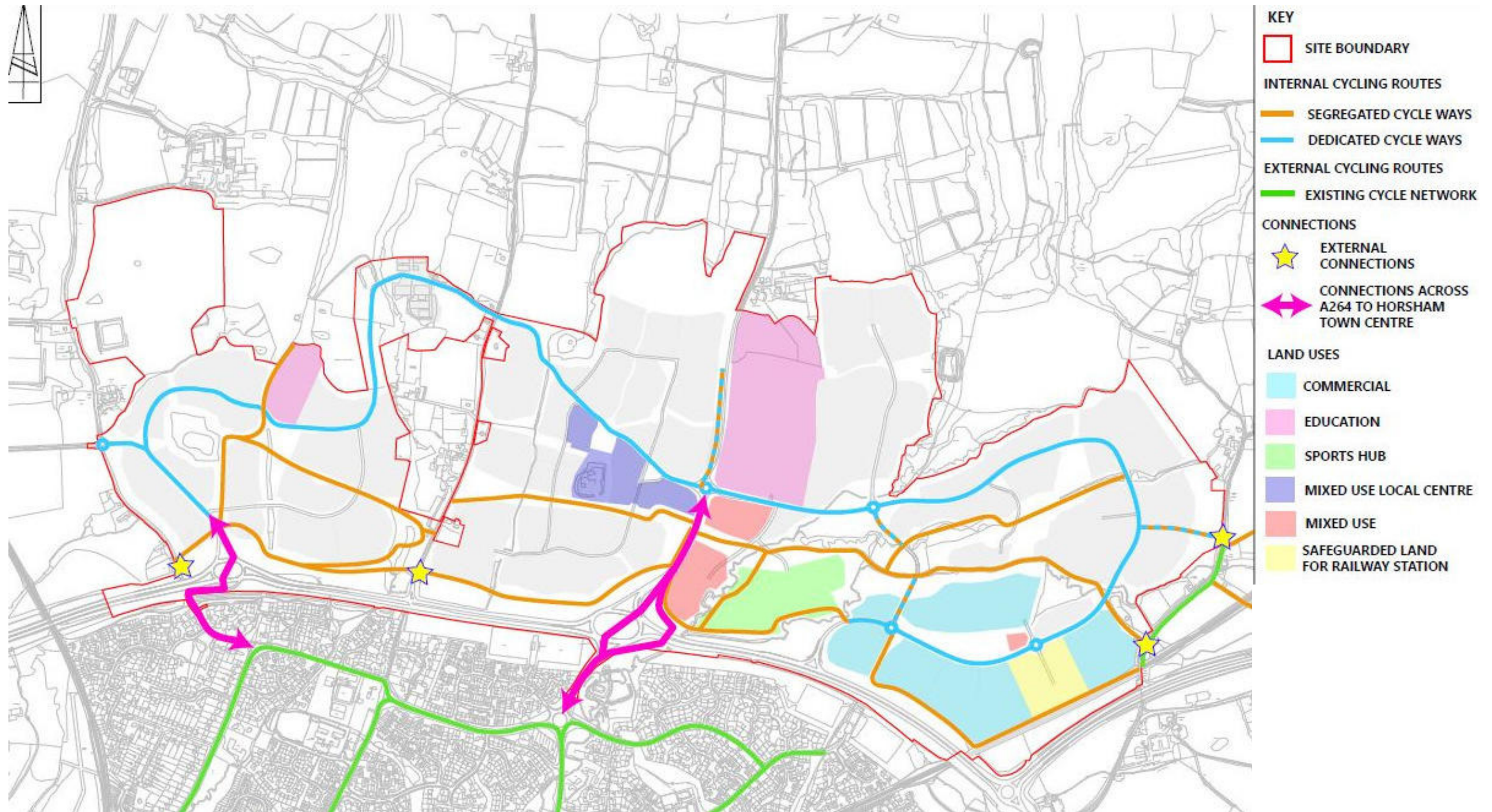
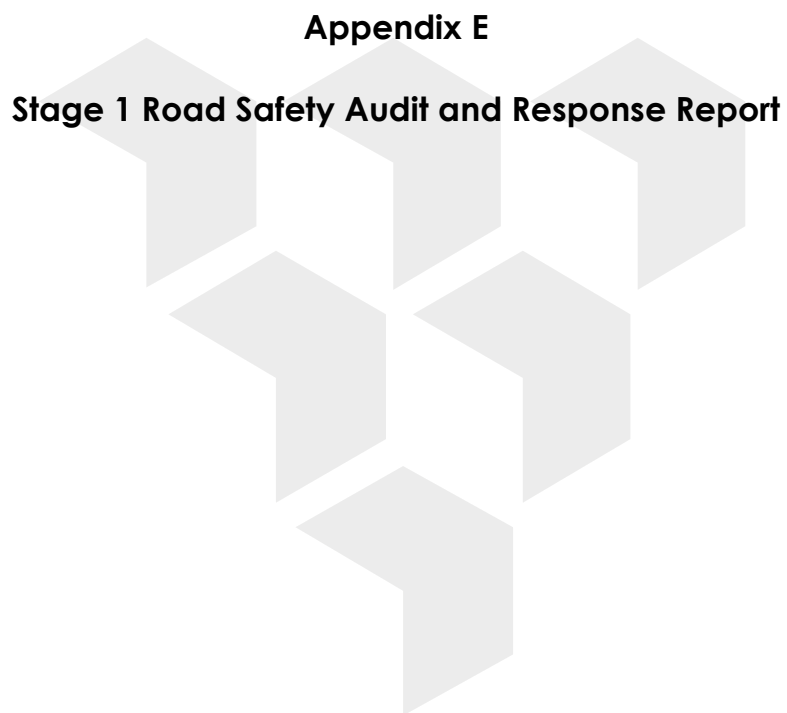


Figure 4.1 Proposed Cycle Route Strategy





Appendix E

Stage 1 Road Safety Audit and Response Report

**Mowbray Development,
North of Horsham**

Proposed RMA3

Stage 1 Road Safety Audit

March 2026

Table of Contents

1. Introduction
2. Items raised at this Road Safety Audit
3. Other Observations
4. Audit Team Statement

Appendices

- A. Problem Location Plans

Project / Document Details	
Date:	25/03/2026
Document reference and revision:	AC/GC/2503261
Prepared by:	Alpha Highway Consultants Limited
Client:	Legal and General (Strategic Land North Horsham) Ltd
Design Organisation:	Glanville Consultants Limited
Overseeing Organisation:	West Sussex County Council

1. Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out during March 2026 at the request of the Design Organisation, Glanville Consultants Limited, Cornerstone House, 62 Foxall Road, Didcot, Oxfordshire OX11 7AD.

1.2 The Audit relates to the Mowbray development on land north of Horsham, West Sussex. The Audit has considered a proposed section of new highway works known as 'RMA3'. This will connect to 'RMA2', which has been audited separately. Both will be accessed via a new left-in/left-out junction on the A264.

1.3 The Audit Team membership was as follows:

J Bown (Audit Team Leader) Alpha Consultants

B Newiss (Audit Team Member) Alpha Consultants

1.4 The Audit took place at the offices of Alpha Consultants during March 2026 and included an examination of the following:

- Drawing No. MOW-GLA-RMA3-PH2-1001 P2
- Drawing No. MOW-GLA-RMA3-PH2-1002 P2
- Drawing No. MOW-GLA-RMA3-PH2-1101 P2
- Drawing No. MOW-GLA-RMA3-PH2-1102 P2
- Drawing No. MOW-GLA-RMA3-PH2-1103 P1
- Drawing No. MOW-GLA-RMA3-PH2-1104 P1
- Drawing No. MOW-GLA-RMA3-PH2-1105 P2
- Drawing No. MOW-GLA-RMA3-PH2-1106 P2
- Drawing No. MOW-GLA-RMA3-PH2-1301 P2
- Drawing No. MOW-GLA-RMA3-PH2-1302 P2
- Drawing No. MOW-GLA-RMA3-PH2-1303 P2
- Drawing No. MOW-GLA-RMA3-PH2-1304 P2
- Drawing No. MOW-GLA-RMA3-PH2-1305 P1
- Drawing No. MOW-GLA-RMA3-PH2-1306 P2
- Drawing No. MOW-GLA-RMA3-PH2-SK01 P1
- Drawing No. MOW-GLA-RMA3-PH2-SK02 P1

1.5 The Audit Team visited the site on the afternoon of 5 March 2026. The weather was sunny and dry. The surfaces were generally dry.

1.6 The terms of reference of the Audit are as described in the DMRB GG 119.

1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.

1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

2. Items raised at this Road Safety Audit

WALKING, CYCLING AND HORSE RIDING

2.1 Problem

Location: Proposed side road crossing points

Summary: Clarification of priority to all users



Description:

The proposed scheme, and wider Mowbray development, includes various crossing points for pedestrians and cyclists. Some of these give formal priority to crossing users, whilst others are more conventional crossing points, where those wishing to cross should typically give way to passing vehicles. In order for the arrangement to operate safely at each location, it will be important that pedestrians, cyclists and motorists can clearly identify when they will need to give way. Otherwise, there may be a heightened risk of associated conflict.

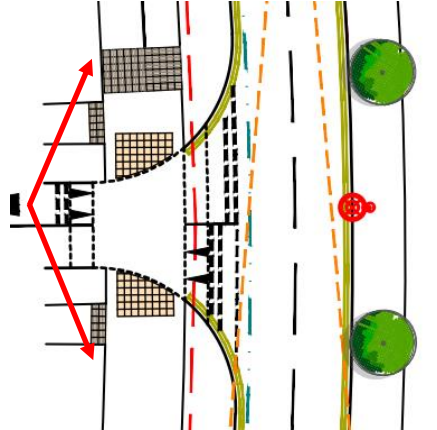
Recommendation:

It is recommended that a consistent approach is adopted, both within the current scheme, and adjoining phases of the development. As well as any signing/markings proposed, a consistent approach to each type of crossing, in terms of its physical design and appearance, should ensure that users will become familiar with each arrangement and can readily distinguish between crossings with pedestrian/cycle priority, and those where footway/cycleway users should give way to passing traffic.

2.2 Problem

Location: Crossing points with pedestrian/cycle priority

Summary: Provision of adequate visibility from side road



Description:

Whilst the visibility splay drawings include details of proposed visibility at each junction, it will also be important that drivers emerging from the side roads have sufficient visibility of any approaching pedestrians/cyclists, in order that they can give way at the crossing point if necessary. If visibility is restricted, this could lead to a heightened risk of collisions at the crossing points, particularly involving cyclists, who will often be approaching the crossing point at higher speed than pedestrians.

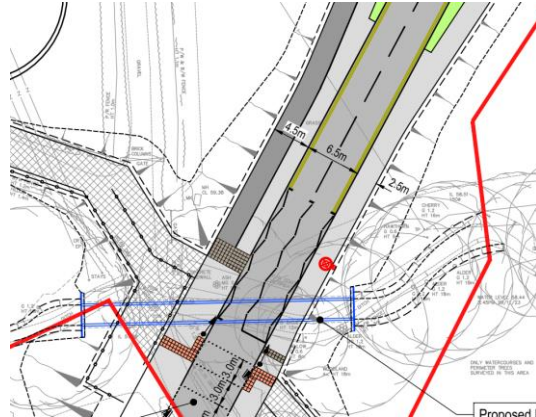
Recommendation:

It is recommended that appropriate visibility splays are identified and kept clear of obstruction at each side road crossing point where pedestrians and cyclists will have priority.

2.3 Problem

Location: Footway/cycleway/bridleway adjacent to watercourse/slopes

Summary: Sudden drop/gradient could pose a risk to users



Description:

It appears from the drawings that there will be slopes alongside some sections of footway/cycleway/bridleway. There will also be culverted watercourses running through the site. Depending on the severity of any adjacent drops or gradient, users of these facilities could be at risk if they are not adequately protected. This risk could be heightened during the hours of darkness, when any adjacent hazards may be less obvious to users.

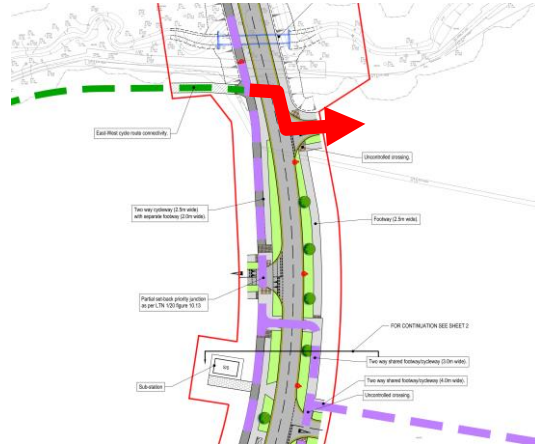
Recommendation:

It is recommended that the likely severity of any slopes or drops is assessed and additional measures to protect users introduced if appropriate.

2.4 Problem

Location: East-West Cycle Route

Summary: Connectivity with eastern side of carriageway



Description:

It is noted from the Pedestrian and Cycle Strategy that a cycle route is to join RMA3 from the west as shown above. It is possible that some cyclists will wish to connect directly with the eastern side of the carriageway. For example, to reach the side road as indicated by the red arrow above. However, this could lead to random/inappropriate crossing movements in this area if a suitable crossing point/connectivity are not provided.

Recommendation:

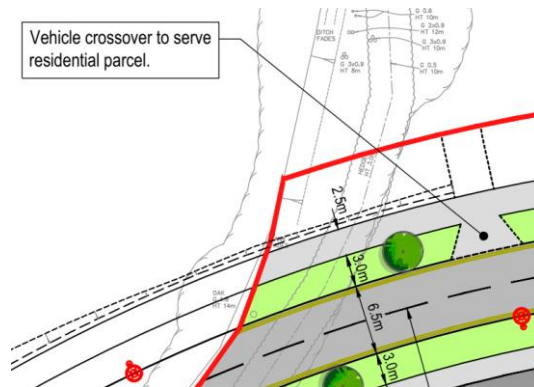
It is recommended that the need for an additional crossing facility in the above area is investigated and incorporated into the detailed design as appropriate.

JUNCTIONS

2.5 Problem

Location: Proposed vehicle crossover accesses

Summary: Potential conflict if inter-visibility between emerging drivers and footway/cycleway users is restricted



Description:

The proposals will include a vehicle crossover arrangement at a number of locations, providing access to residential parcels and sub-stations. If drivers emerging from these locations do not have adequate visibility along the adjoining footway or cycleway, this could lead to a heightened risk of conflict with those using these facilities.

Recommendation:

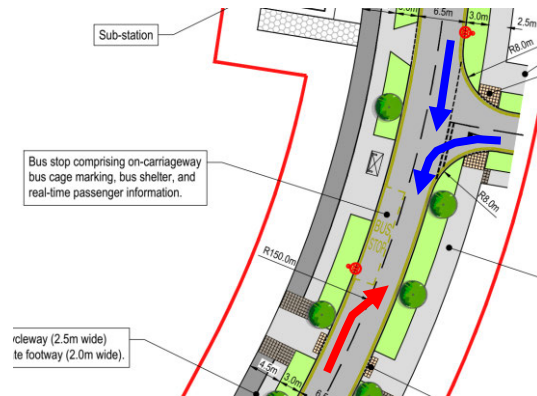
It is recommended that appropriate visibility splays are identified and kept clear of obstruction at the vehicular egress from each residential parcel/sub-station.

LOCAL ALIGNMENT

2.6 Problem

Location: Proposed northbound bus stop

Summary: Potential conflict between opposing vehicles when bus stop is occupied



Description:

At the proposed bus stop shown above, it is possible that some northbound motorists may attempt to pass a stationary bus, although they may have limited visibility of any southbound vehicles due to the road alignment. There could also be an added risk of conflict if a vehicle unexpectedly emerges from the side road as illustrated.

Recommendation:

It is recommended that the bus stop location is reviewed in light of the potential conflict raised above.

3. Other Observations

- 3.1 At locations where a segregated footway/cycleway commences, it appears that corduroy paving may be proposed. Whilst this is not considered to be a safety issue, it is generally recommended that ladder and tramline paving is provided in such instances.

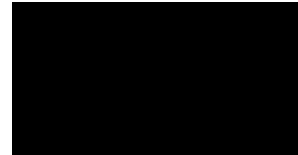
4. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:

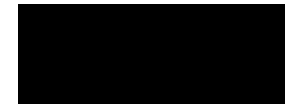


Date: 24 March 2026

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA NH Cert Comp
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

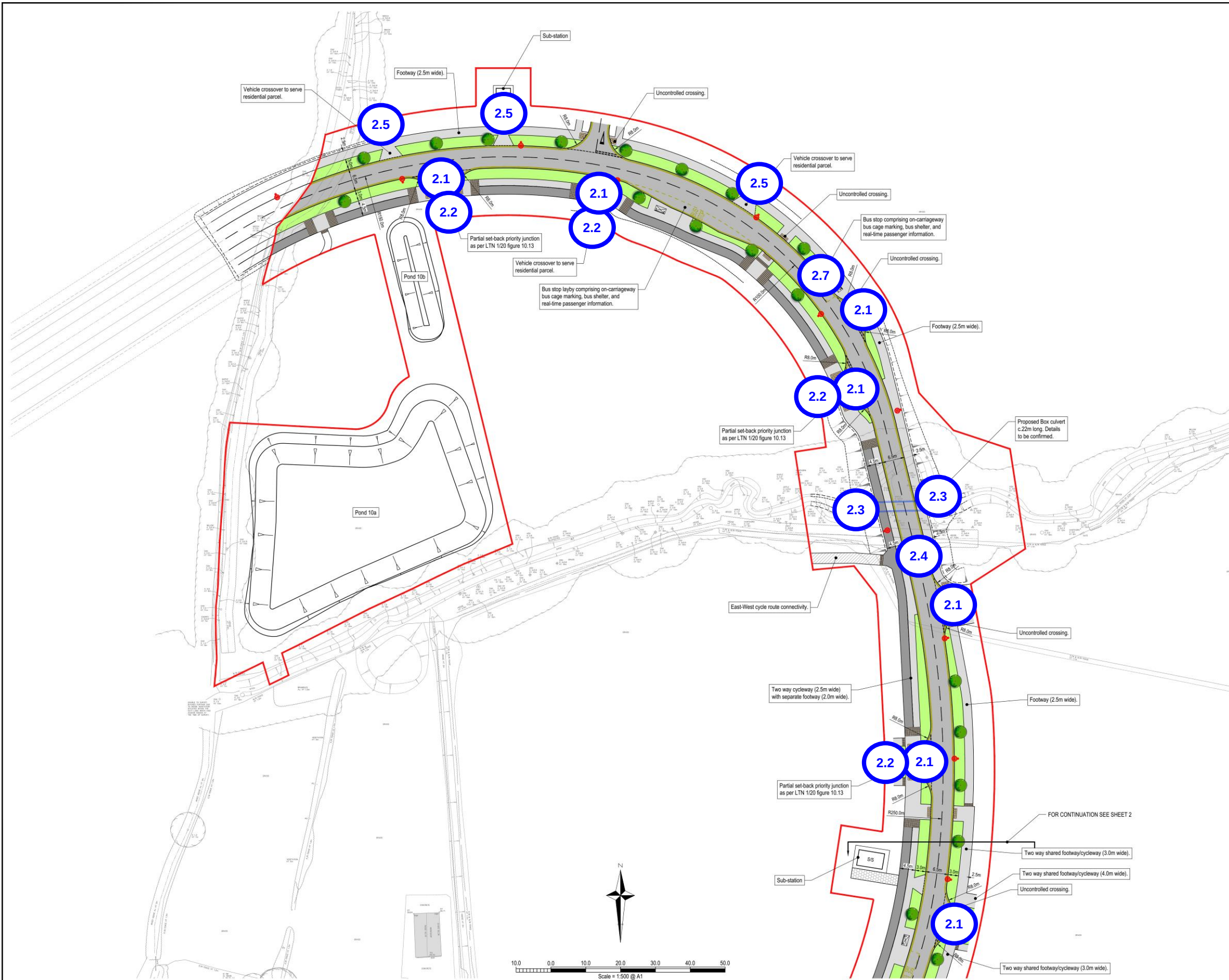
Signed:



Date: 25 March 2026

Appendix A

Problem Location Plans



- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Scaleable for planning purposes only.
 3. This drawing has been prepared for information purposes only and must not be used for tender of construction purposes.
 4. White lining is shown indicatively only and subject to detailed design.
 5. Tactile paving requirements to be confirmed at detailed design.

- KEY**
- Application boundary.
 - Proposed asphalt carriageway construction.
 - Proposed 2 way cycleway.
 - Proposed footpath.
 - Proposed verge / landscape.
 - Proposed reinforced grass substation access.
 - Proposed off-site footway / cycleway. Refer to Landscape Architect's drawings for surfacing details.
 - Proposed indicative street lighting column.
 - Blister tactile paving.
 - Corduroy tactile paving.

P2	Additional uncontrolled crossing shown on primary road.	13/03/2026	DS	CS
P1	Fixed layout issued to the team. Submitted to road safety auditors for comment and review.	06/03/2026	DS	CS
Rev	Description	Date	By	Chkd

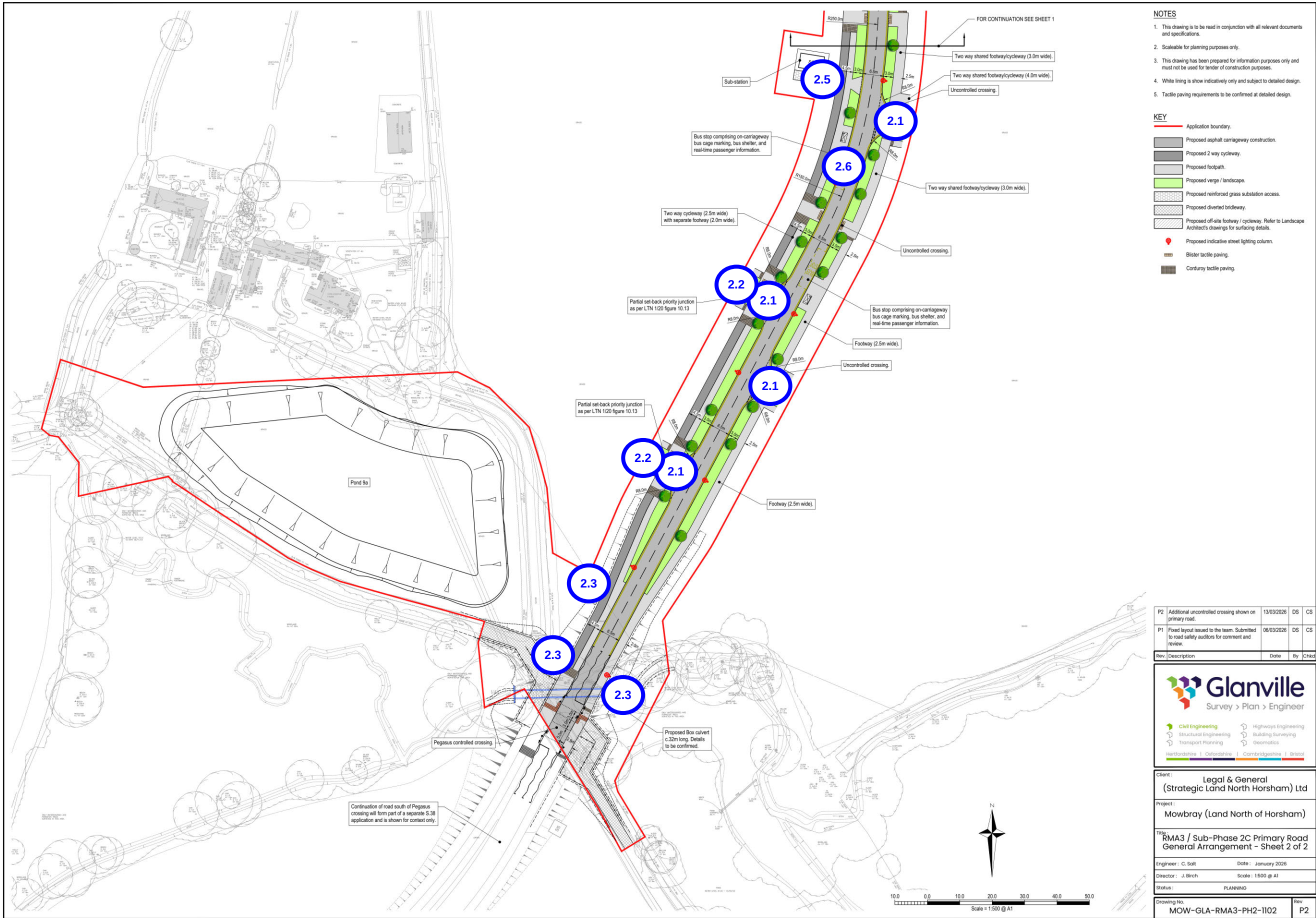
Glanville
Survey > Plan > Engineer

Civil Engineering
Structural Engineering
Transport Planning

Highways Engineering
Building Surveying
Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client:	Legal & General (Strategic Land North Horsham) Ltd		
Project:	Mowbray (Land North of Horsham)		
Title:	RMA3 / Sub-Phase 2C Primary Road General Arrangement - Sheet 1 of 2		
Engineer:	C. Salt	Date:	January 2026
Director:	J. Birch	Scale:	1:500 @ A1
Status:	PLANNING		
Drawing No.	MOW-GLA-RMA3-PH2-1101		Rev P2



- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Scaleable for planning purposes only.
 3. This drawing has been prepared for information purposes only and must not be used for tender or construction purposes.
 4. White lining is shown indicatively only and subject to detailed design.
 5. Tactile paving requirements to be confirmed at detailed design.

- KEY**
- Application boundary.
 - Proposed asphalt carriageway construction.
 - Proposed 2 way cycleway.
 - Proposed footpath.
 - Proposed verge / landscape.
 - Proposed reinforced grass substation access.
 - Proposed diverted bridleway.
 - Proposed off-site footway / cycleway. Refer to Landscape Architect's drawings for surfacing details.
 - Proposed indicative street lighting column.
 - Blister tactile paving.
 - Corduroy tactile paving.

P2	Additional uncontrolled crossing shown on primary road.	13/03/2026	DS	CS
P1	Fixed layout issued to the team. Submitted to road safety auditors for comment and review.	06/03/2026	DS	CS
Rev	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

Civil Engineering
Structural Engineering
Transport Planning

Highways Engineering
Building Surveying
Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client:	Legal & General (Strategic Land North Horsham) Ltd		
Project:	Mowbray (Land North of Horsham)		
Title:	RMA3 / Sub-Phase 2C Primary Road General Arrangement - Sheet 2 of 2		
Engineer:	C. Salt	Date:	January 2026
Director:	J. Birch	Scale:	1:500 @ A1
Status:	PLANNING		
Drawing No.	MOW-GLA-RMA3-PH2-1102		Rev P2

Project Details

Project:	Mowbray (Land North of Horsham) – Proposed RMA3
Report title:	Stage 1 Road Safety Audit Response Report
Date:	2 April 2026
Document reference and revision:	265_8220585_RSA1_Response_RMA3_(Issue_1)
Produced by:	Glanville Consultants
On behalf of:	West Sussex County Council

Authorisation Sheet

Prepared by	
Name:	David Strange
Position:	Principal Technician
Signed:	
Organisation:	Glanville Consultants
Date:	2 April 2026
Approved by	
Name:	John Birch
Position:	Senior Director
Signed:	
Organisation:	Glanville Consultants
Date:	7 April 2026

Introduction

Scheme Details:	The proposal relates to the Mowbray development on land north of Horsham, West Sussex and specifically focusses on the proposed length of new highway known as 'RMA3'.
Stage of RSA:	Stage 1 Road Safety Audit
RSA Report Details:	Mowbray Development, North of Horsham (Proposed RMA3) - Stage 1 Road Safety Audit, dated 25 March 2026

Key Personnel

Overseeing Organisation:	West Sussex County Council – Ian Gledhill
RSA Team:	Audit Team Leader – Jason Bown (Alpha Consultants) Audit Team Member – B Newiss (Alpha Consultants)
Design Organisation:	David Strange (Glanville Consultants) John Birch (Glanville Consultants)
Developer's Representative:	Mark Wild (Legal & General)

Road Safety Audit Decision Log

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
2.1	The proposed scheme, and wider Mowbray development, includes various crossing points for pedestrians and cyclists. Some of these give formal priority to crossing users, whilst others are more conventional crossing points, where those wishing to cross should typically give way to passing vehicles. In order for the arrangement to operate safely at each location, it will be important that pedestrians, cyclists and motorists can clearly identify when they will need to give way. Otherwise, there may be a heightened risk of associated conflict.	It is recommended that a consistent approach is adopted, both within the current scheme, and adjoining phases of the development. As well as any signing/markings proposed, a consistent approach to each type of crossing, in terms of its physical design and appearance, should ensure that users will become familiar with each arrangement and can readily distinguish between crossings with pedestrian/cycle priority, and those where footway/cycleway users should give way to passing traffic.	The Design Organisation partially accepts the Audit Team's recommendation. The crossings have been designed in accordance with approved cycling strategy. The segregated footway-cycleway alongside the primary road is designed with raised tables at crossing points on the secondary roads where pedestrians and cyclists have priority over vehicular traffic. Crossing points for the pedestrian-only footway alongside the primary road are designed as conventional in-line uncontrolled crossings. This approach is consistent along the full length of the RMA3 road, as currently designed, as well as with other recently designed and approved primary road infrastructure within the wider Mowbray development.		
2.2	Whilst the visibility splay drawings include details of proposed visibility at each junction, it will also be important that drivers emerging from the side roads have sufficient visibility of any approaching pedestrians/cyclists, in order that they can give way at the crossing point if necessary. If visibility is restricted, this could lead to a heightened risk of collisions at the crossing points, particularly involving cyclists, who will often be approaching the crossing point at higher speed than pedestrians.	It is recommended that appropriate visibility splays are identified and kept clear of obstruction at each side road crossing point where pedestrians and cyclists will have priority.	The Design Organisation accepts the Audit Team's recommendation. Where vehicles are only giving way to pedestrians and cyclists visibility splays have been added in accordance with LTN 1/20 (paras 5.8.1 to 5.8.6). These splays assume an X-distance of 2.4 metres and a Y-distance of 17 metres (20kph approach speed). At the junction with the main carriageway, visibility splays are based on MfS guidance.		
2.3	It appears from the drawings that there will be slopes alongside some sections of footway/cycleway/bridleway. There will also be culverted watercourses running through the site. Depending on the severity of any adjacent drops or gradient, users of these facilities could be at risk if they are not adequately protected. This risk could be heightened during the hours of darkness, when any adjacent hazards may be less obvious to users.	It is recommended that the likely severity of any slopes or drops is assessed and additional measures to protect users introduced if appropriate.	The Design Organisation accepts the Audit Team's recommendation. The fencing requirements along this section will be assessed and confirmed during the detailed design stage. This will consider the risks that may apply to all road users as might be reasonably anticipated.		

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
2.4	It is noted from the Pedestrian and Cycle Strategy that a cycle route is to join RMA3 from the west as shown above. It is possible that some cyclists will wish to connect directly with the eastern side of the carriageway. For example, to reach the side road as indicated by the red arrow above. However, this could lead to random/inappropriate crossing movements in this area if a suitable crossing point/connectivity are not provided.	It is recommended that the need for an additional crossing facility in the above area is investigated and incorporated into the detailed design as appropriate.	The Design Organisation accepts the Audit Team's recommendation. The need or otherwise for an additional crossing will be reviewed at the detailed design stage.		
2.5	The proposals will include a vehicle crossover arrangement at a number of locations, providing access to residential parcels and sub-stations. If drivers emerging from these locations do not have adequate visibility along the adjoining footway or cycleway, this could lead to a heightened risk of conflict with those using these facilities.	It is recommended that appropriate visibility splays are identified and kept clear of obstruction at the vehicular egress from each residential parcel/sub-station.	Where vehicle crossovers cross footways visibility splays that are a minimum of 2 metres x 2 metres will be available and remain clear of obstruction. It should be noted that vehicles will only need to access the sub-stations on a very infrequent basis.		
2.6	At the proposed bus stop shown above, it is possible that some northbound motorists may attempt to pass a stationary bus, although they may have limited visibility of any southbound vehicles due to the road alignment. There could also be an added risk of conflict if a vehicle unexpectedly emerges from the side road as illustrated	It is recommended that the bus stop location is reviewed in light of the potential conflict raised above.	The Design Organisation rejects the Audit Team's recommendation. Firstly, it is worth noting that the bus service will operate at a maximum frequency of 2 buses per hour. Secondly, a vehicle attempting to pass will commence its manoeuvre well back from a stationary (northbound) bus rather than immediately behind. Additional vehicle-to-vehicle visibility splays have been added to the layout to clearly indicate what a southbound and left-turning driver will observe and over what distance should a vehicle attempt to pass a stationary bus.		
2.7	Whilst such an arrangement can sometimes operate without issues, the above bus stop will coincide with the proposed visibility splay from the nearby side road junction. If a southbound motorist were to overtake a stationary bus, this could lead to conflict with any vehicles about to exit the side road.	It is recommended that the proposed bus stop location is reviewed in light of the potential conflict raised above.	The Design Organisation accepts the Audit Team's recommendation. The proposed bus stop has been relocated further to the north-west to a point directly opposite the proposed bus layby. A proposed vehicle crossover providing access to a small residential parcel containing only 5 dwellings has also been adjusted to the east to achieve a suitable separation between to the relocated bus stop. As noted above, the bus service will operate at a maximum frequency of 2 buses per hour.		

Design Organisation and Overseeing Organisation Statements

Design Organisation's Statement	
On behalf of the Design Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	
Signed:	
Position:	
Organisation:	Glanville Consultants
Date:	

Overseeing Organisation's Statement	
On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation; and	
2) the Agreed RSA Actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	West Sussex County Council
Date:	

