

RM AREA 13 Mowbray, North Horsham

Reserved Matters
Application

Area 13, Mowbray, North
Horsham

Design and Access
Statement

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Introduction

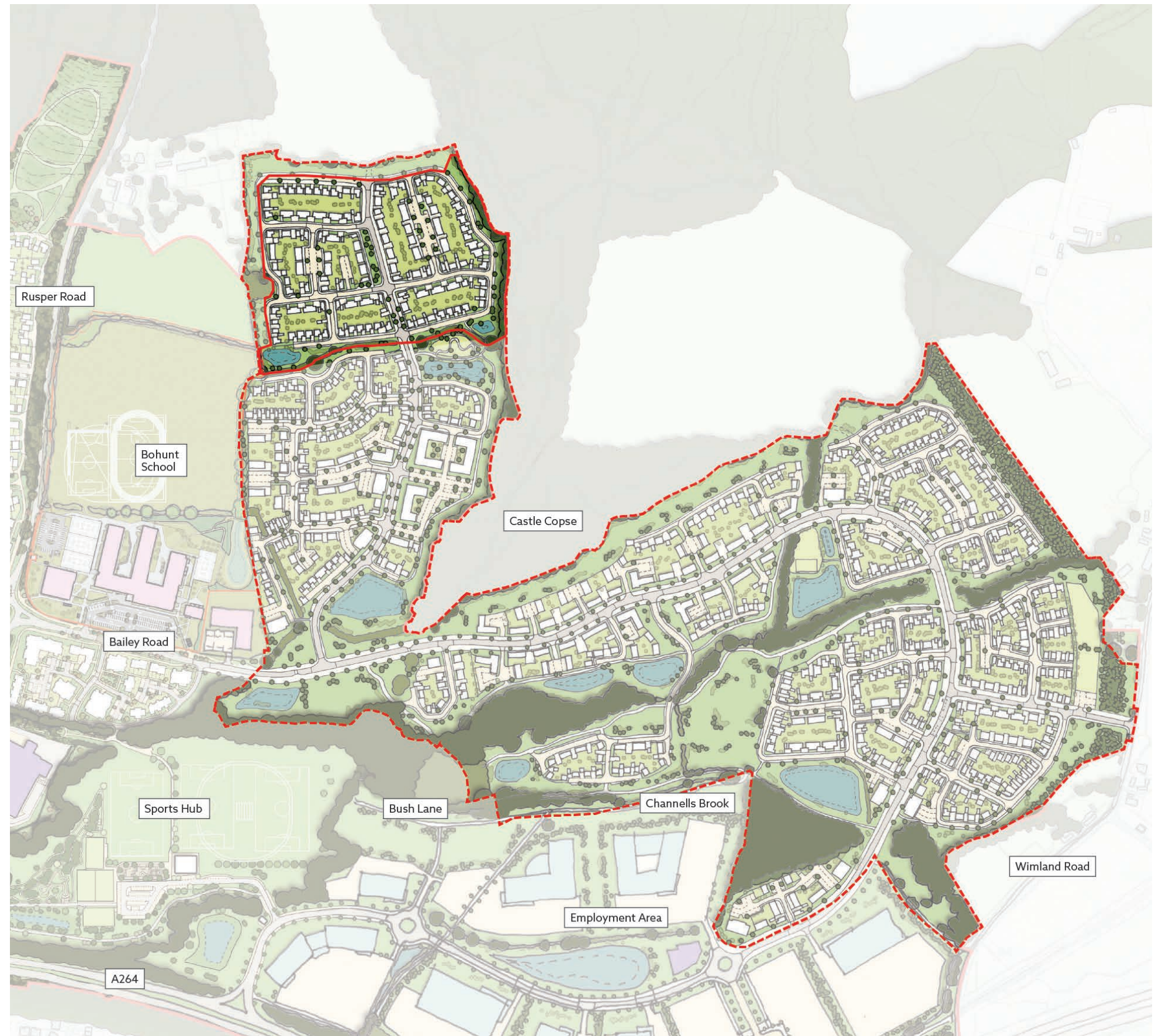


Introduction

Overview

This design and access statement sets out how the proposals for RM area 13 have been developed in accordance with the key principles of the OPP DAS, the masterplan principles set out in chapter 2 of the DLS and the 6 place making principles set out in its introduction, to support the vision of a high quality, sustainable community with placemaking at its heart:

- Establish a destination & community early
- Create exciting & varied landscapes
- Create a biodiversity positive environment
- Establish a place that is enduring & authentic
- Design a place that is inclusive & accessible to all
- Establish a well-connected place to promote healthy lifestyles



Illustrative Masterplan for RM area 13
(Taken from Phase 2 DLS)

Introduction

Site Location

RM13 forms part of the wider Phase 2 site located to the north of the phase.

The site sits to the east of Rusper Road and north of the A264. The site currently comprises agricultural green fields, mature trees, woodland areas, small copses and an ancient monument all of which create natural buffers across the site.

RM13 will be accessed in the future via new infrastructure connecting to Bailey Road. The western edge of the site is bound by a cluster of small houses and associated fields and an extensive woodland area to the east. The topography is undulating, with higher ground located in the northern sections of the site and the neighbouring RM12 area to the south.



Introduction

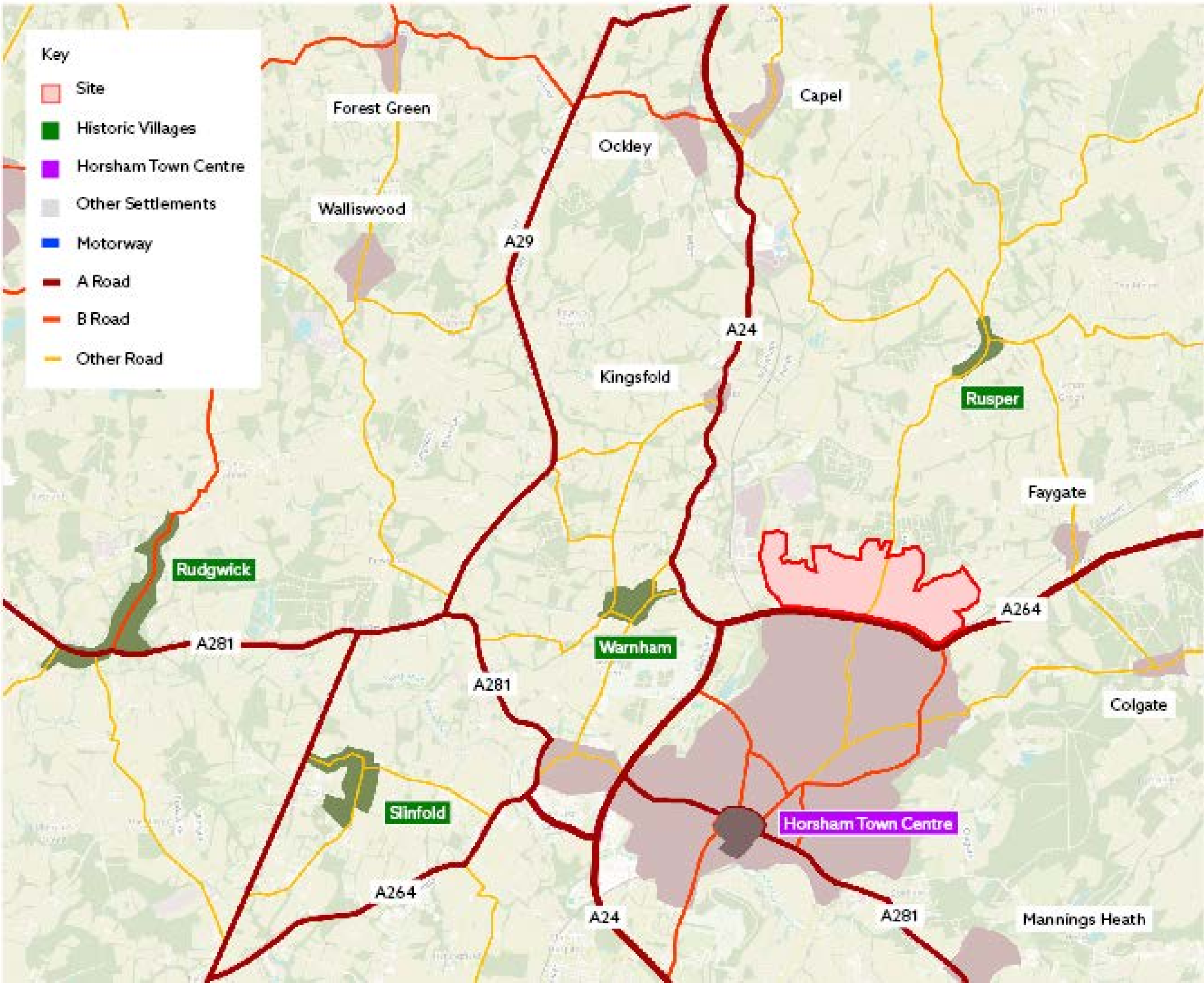
Analysis of Immediate Context

The RM13 site is located within Horsham District, characterised by market towns and villages set within attractive countryside.

Landscape character varies across the district. The south is defined by the chalk escarpment of the South Downs National Park, while the central area is generally flatter and shaped by the River Adur catchment. To the north, the landscape becomes more undulating with wooded valleys and rolling countryside.

Building typology also differs throughout the district, with each town and village having its own identity, scale and relationship to the surrounding landscape. Historic building styles vary accordingly, including the traditional use of locally made brick in the northern parts of the district.

The district benefits from strong road and rail connections across the South East. The A24 provides direct access to London, Gatwick Airport and the south coast, while rail services from Horsham offer connections to London Victoria, London Bridge, Gatwick Airport and Brighton



Wide Site Analysis of Horsham District
(Taken from Phase 2 DLS)

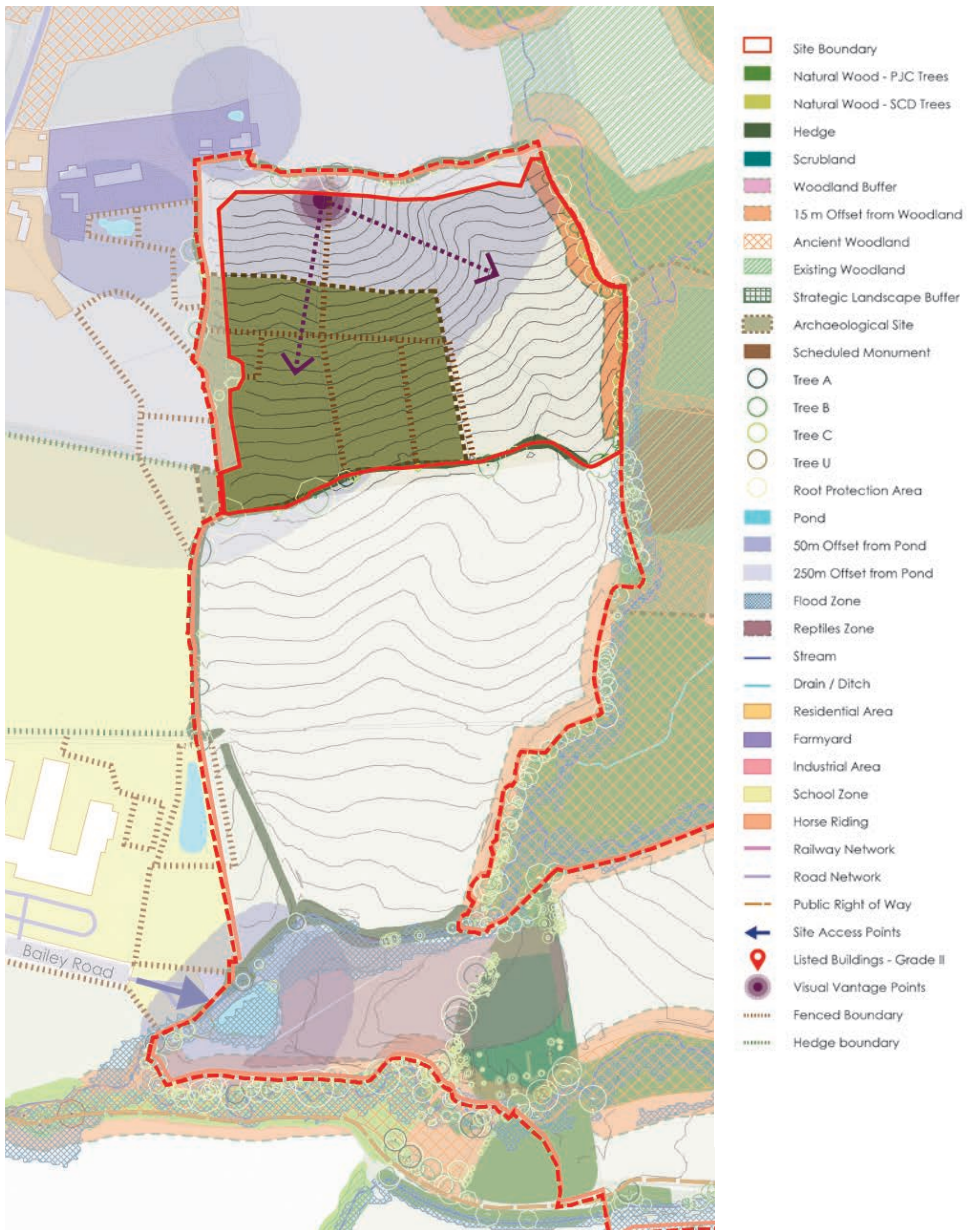
Introduction

Opportunities & Constraints

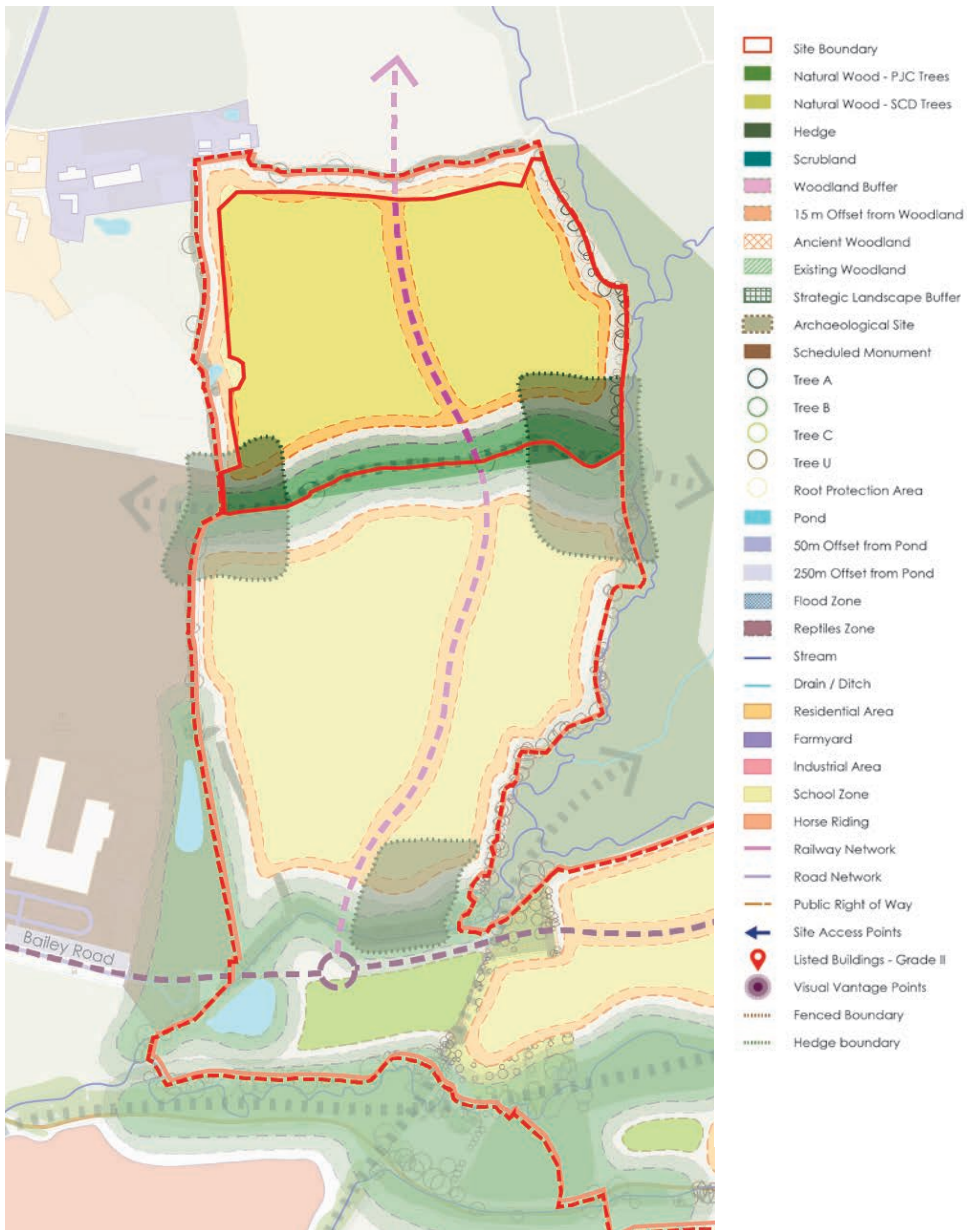
Situated at the north-west corner of the Phase 2 masterplan area, the site benefits from a distinctive setting shaped by its natural landform, heritage context, and landscape features, each presenting both opportunities and constraints for development..

RM13 benefits from a strong landscape framework, with Castle Copse ancient woodland to the east providing a high-quality setting and sense of enclosure. The site falls from north-west to south-east, offering potential for southward views and helping to structure the layout. Existing hedgerows and tree lines, including those along the northern edge and within internal field patterns, can be retained and enhanced to form a clear green infrastructure network. Together with proposed landscaped corridors and a central linear green, these features create opportunities to integrate amenity spaces within the residential areas and establish a strong landscape-led character.

The eastern boundary is constrained by the requirement to maintain a 15m buffer to Castle Copse ancient woodland, defining a fixed development edge. The sloping topography will require careful alignment of streets and building lines to respond to levels. Existing hedgerows and boundary vegetation, along with adjacent uses such as Hawkesbourne Farm, also constrain built form and require sensitive treatment of site edges and views.



Constraints diagram for RM area 13
(Taken from Phase 2 DLS)



Opportunities diagram for RM area 13
(Taken from Phase 2 DLS)

Introduction

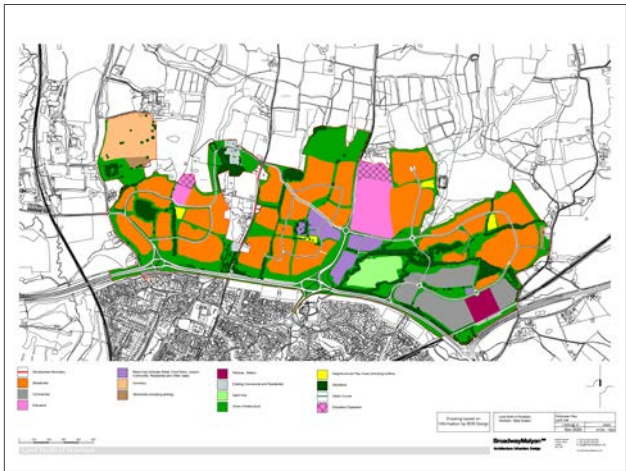
Compliance with Masterplan : Approved Parameters

This reserved matters application is submitted under outline consent ref: DC/16/1677.

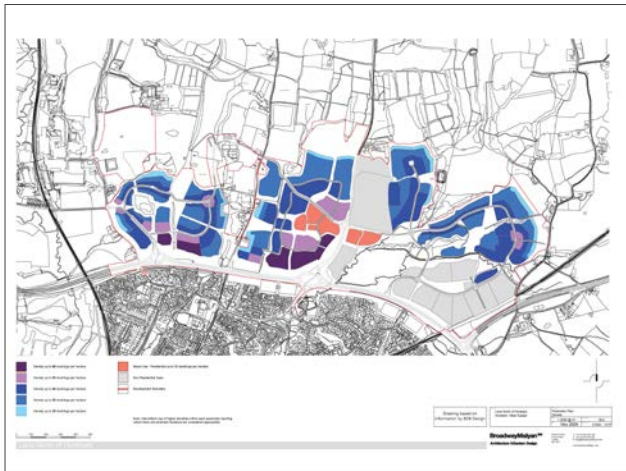
The outline planning permission sets out 5 parameters that each reserved matters application for any phase must broadly be in accordance with. These include:

- 1. Land Use
- 2. Density
- 3. Building Heights
- 4. Movement and Access
- 5. Green Infrastructure

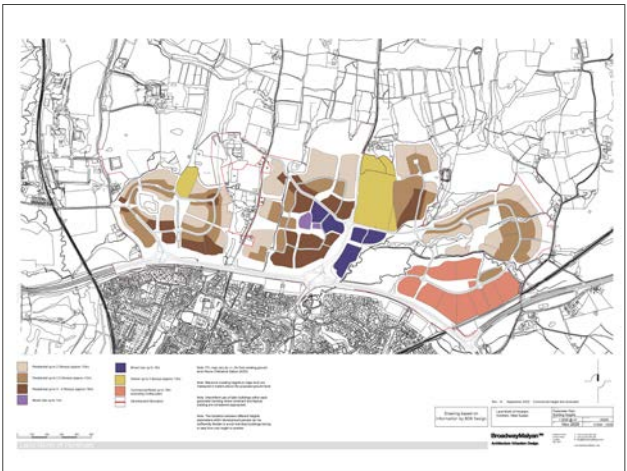
The proposals for RM area 13 have been designed in accordance with those parameters.



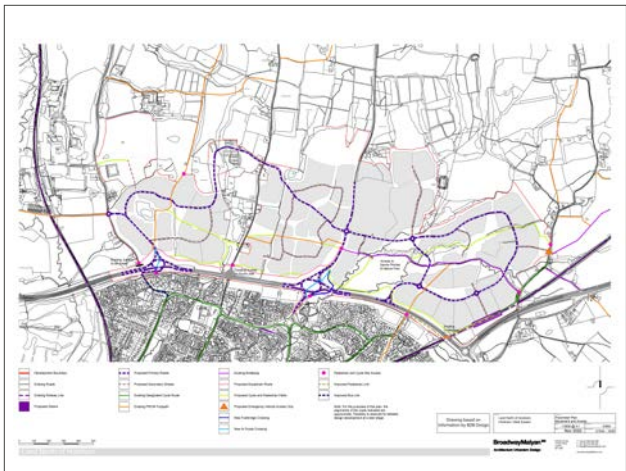
Parameter Plan - Land Use



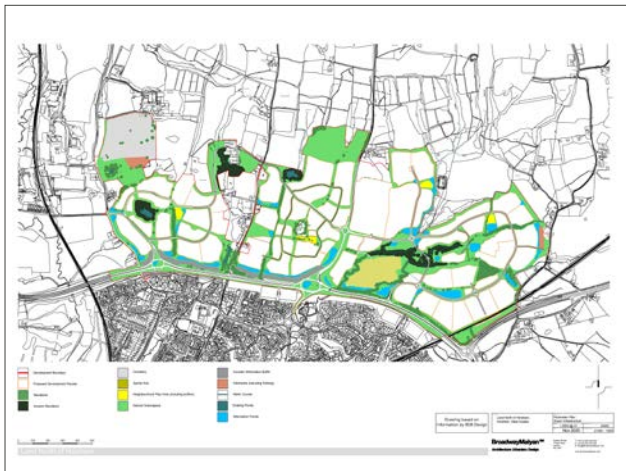
Parameter Plan - Density



Parameter Plan - Building Heights



Parameter Plan - Movement & Access



Parameter Plan - Green Infrastructure

Design Development

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Design Development

Pre-Application Meeting - March 2026

A masterplan layout for RM13 was prepared and presented to Horsham District Council in March 2026. The proposal featured 283 dwellings across various typologies.

HORSHAM DISTRICT COUNCIL FEEDBACK

1. Overall scheme feels too dense and number of homes may need to be reduced.
2. Loosen street layout to an organic, lower-density format.
3. Redesign the RM 13 long green space from a roadside verge into a proper village green.
4. Bin location for terraced houses to be revisited and long alleys removed.
5. Parking to be broken up with landscape

WHAT WE DID NEXT

1. Improve layout of apartment blocks to include more homes without increasing the building footprint and then reduce the amount of houses within masterplan.
2. Reconfigured the southern parcel roadway along the woodland edge, adopting a more organic, rural alignment.
3. Replaced the elongated green verge with a central pocket park, redesigning the layout so all surrounding homes directly front onto this new community space
4. Removed all terrace house conditions and alleys for semi detached houses reduced in length to the back of houses
5. Landscape and tree positions shown between parking bays



Masterplan for RM 13 presented at Pre App - March 2026

Design Development

Aligning with the Design Code

Throughout the design process, the masterplan has been carefully scrutinised and evaluated against the L&G internal design code to ensure it aligns with the key principles, rules, and overarching objectives established for the development.

KEY THEMES

- 1. Vista stoppers - key views to terminate with a building or marker tree.
- 2. House type grouping - secondary street to have active frontage from buildings
- 3. Apartment location and associate parking - key views to not be dominated by parking courts.

WHAT WE DID

- 1. Wherever possible, roads terminate with a marker tree or building to create a strong visual focal point.
- 2. Positive and active elevational frontages are provided on all buildings facing onto the secondary street, helping to create an attractive and well-overlooked streetscape.
- 3. Apartment parking areas have been carefully positioned so they do not dominate key views, with parking concealed behind apartment buildings or screened by adjacent house-type gardens where possible.



This design development leads into the design proposal that is presented in the next chapter.

Masterplan for RM 13 - April 2026

Proposed Site Layout

3

Proposed Site Layout

Proposed Layout - June 2026

The proposed masterplan layout for RM13 responds to pre-app feedback and provides 156 homes across various typologies. The proposal has been developed in accordance with the following key principles:

1. Higher density with strong frontages framing formal streets
2. Medium density development with more informal character
3. Lowest density to landscape corridor
4. Focal building at arrival
5. Tree lined secondary street with increased scale and density
6. Tertiary street with regular building line and informal green pockets
7. Shared surface streets
8. Informal open space and green buffer
9. Pedestrian connection to adjacent parcel
10. Focal green linking to green corridor west-east and north-south



Proposed Masterplan for RM 13

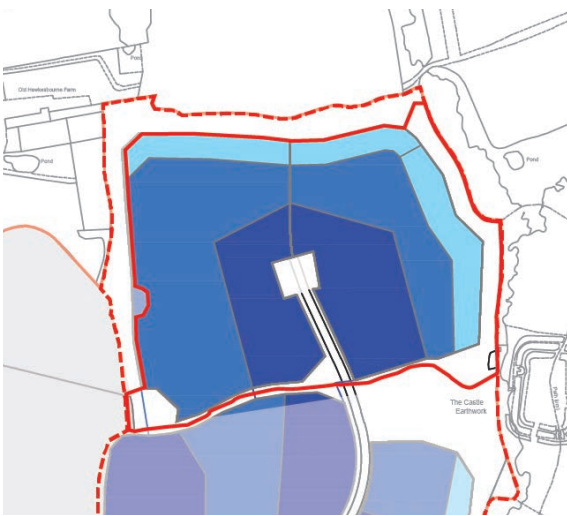
Proposed Site Layout Typologies

The proposals for RM 13 are for 156 new homes with a mix ranging from 1 bed apartment to 5 bed family homes.

Varying building alignments and site relationships allows us to establish marker buildings that frame essential spaces and punctuate key corners along both secondary and tertiary routes.

The masterplan shows the distribution of house types across the proposal, which can be compared directly to the approved density parameter plan below for RM13.

North Horsham - RM13 - Typologies	
Reference	Count
Substation	
Apartments	14
2 bed houses	33
3 bed houses	55
4 bed houses	46
5 bed houses	8
RM13 Total	156



Approved density parameter plan for RM 13



Proposed Masterplan for RM 13 showing typology distribution

Proposed Site Layout

Affordable Housing Proposal

As required under the S.106 , 21.1% of the homes are affordable with a split between shared ownership and affordable rented accommodation.

The masterplan shows the distribution of tenures across the proposal and is summarised in the table below.

5% of the affordable homes and Build to Rent homes are designed as M4(3) wheelchair adaptable. Refer to the masterplan strategy chapter for further detail.

North Horsham - RM13 - Tenure	
Reference	Count
Affordable	34
Private	122
RM13 Total	156



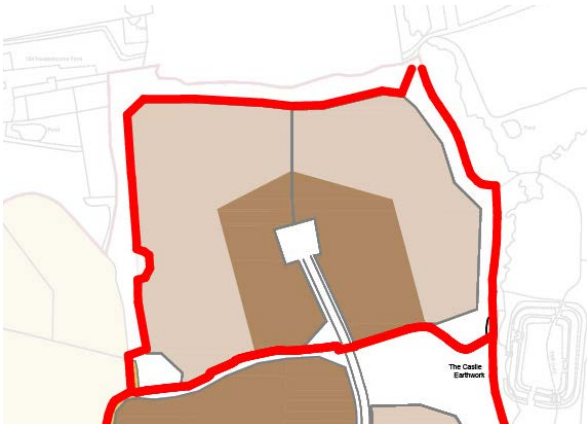
Proposed tenure distribution for RM13

Proposed Site Layout Scale and Massing

The scale of houses are predominantly 2 storeys with some at 2.5 storeys.
The apartment block is 3 storeys tall.

The proposed masterplan outlines the building height distribution, which can be compared directly to the approved parameter plan below for RM13.

North Horsham - RM13 - Typologies	
Reference	
1 storey	
2 storey	
2.5 storey	
3 storey	



Approved building heights parameter plan for RM 13



Proposed height distribution for RM13