

TRANSPORT STATEMENT

Mowbray, North Horsham, West Sussex
Moathouse (RM Area 11) Reserved Matters Application



Prepared for: Legal & General (Strategic Land North Horsham) Limited
Ref: 321_8220585_IK_MH_RMA_Transport_Statement

Document History

Issue	Date	Description	Prepared By	Checked By
1	8 Jul 26	First issue to client team	I Kalaras	J Birch
2	15 Jul 26	Amended following client comments	J Birch	J Birch
3	27 Aug 26	Scale bars added to plans in Appendix E	J Birch	J Birch

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Limited to support a Reserved Matters (RM) application for residential development on land identified as RM Area 11 within Phase 1 of the Mowbray development, North Horsham, West Sussex. RM Area 11 comprises the Moathouse. The application description is:

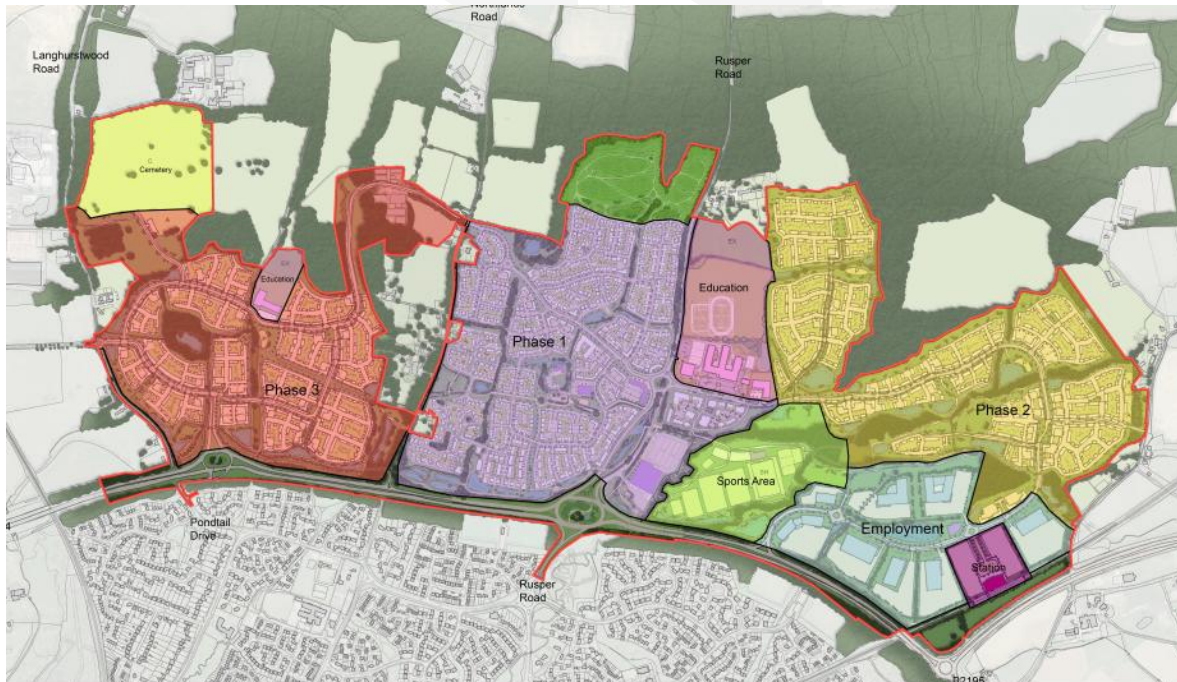
"Application for approval of Reserved Matters (layout, scale, appearance, means of access and landscaping) pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for RM Area 11 comprising demolition of existing garage and outbuilding and provision of 11 residential (C3) units, including single storey side extension to existing dwelling and conversion into 2 residential units and car and cycle parking, drainage, internal roads, landscaping and associated infrastructure."

- 1.2 Outline planning permission was granted by Horsham District Council (HDC) in March 2018 for the following development on Land North of Horsham (application reference: DC/16/1677):

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

- 1.3 The Mowbray development is delivered in phases, with the application site identified as RM Area 11 of residential Phase 1.

Figure 1: Phase 1 in the Context of the Wider Mowbray Masterplan



Source: Broadway Malyan Drawing 34854-312 Rev A

- 1.4 Through granting of Outline planning permission, matters such as compliance with local and national transport policies; the principle of accessibility by sustainable modes of travel; traffic impact; and overall housing numbers have already been found acceptable.

- 1.5 Condition 47 of the Outline planning permission requires '*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*'.
- 1.6 This Transport Statement has been prepared to set out the parameters and design of the on-site carriageways and footways in compliance with the relevant local and national highway design guides, compliance with local parking standards, and ensuring that the site can be safely and efficiently serviced by the largest vehicles anticipated to access the site, thereby complying with Condition 47 of the Outline planning permission.
- 1.7 This Transport Statement includes a Travel Plan Statement as Section 5.



2.0 Existing Situation

Site Context

- 2.1 The wider Mowbray development at North Horsham is currently under construction with various applications for the approval of reserved matters for individual infrastructure elements and sub-phases, both under consideration and determined. Prior to development, the wider Mowbray site had a mix of uses, including agricultural land and associated buildings, and dwellings.
- 2.2 The approximate centre of the application site is located some 4.6km to the northeast of Horsham town centre. The application site currently comprises a residential dwelling with an external garage and outbuilding.
- 2.3 The site is bounded to the north and northwest by undeveloped agricultural land, which will in due course deliver housing as part of Phase 1 (RM Area 5), to the west and south by undeveloped agricultural land, which will in due course deliver housing as part of Phase 1 (RM Area 6), to the east by the Village Centre (application reference DC/25/1018) and the previously approved Community Centre (application reference DC/22/2355). The previously constructed East-West Greenspace corridor (application reference DC/22/0369) runs in parallel with the southern site boundary and the Southern Loop Road, now named Lancet Drive (application reference DC/21/1219) surrounds the site. A location plan showing the extent of the application site edged in red is provided at Appendix A.

Local Highway Network

- 2.4 The application site comprises RM Area 11 (Moathouse) and is located approximately 150m to the south of Moat Road and to the west of Lancet Drive (formerly known as the Southern Loop Road).
- 2.5 Moat Road is classed as a primary road in accordance with the hierarchy defined for the Mowbray development and is a bus route. Moat Road is subject to a speed limit of 30mph and has a carriageway width of 6.5m. It is a key route for pedestrians and cyclists with cycle tracks and footways on both sides of the road. The section of Moat Road leading westwards from Rusper Road to Old Holbrook has already been constructed and bellmouth junctions have been built that will provide access to RM5, RM6 and the Village Centre. Moat Road will eventually be extended westwards into Phase 3, crossing Old Holbrook.
- 2.6 Lancet Drive is classed as a secondary road in terms of hierarchy and also subject to a 30mph speed limit. It comprises a 5.5m wide carriageway with widening at bends and 2.0m wide footways on either side along its entire length. The footway on the eastern side of Lancet Drive, opposite the access to the Village Centre, is separated from the carriageway by a landscaped verge.
- 2.7 Some 130m south of Moat Road, Lancet Drive connects with an access road known as Moat Way via a priority-controlled T-junction. Moat Way has been constructed to serve the Community Centre and RM Area 11 (Moathouse), and the first section will be adopted by West Sussex County Council as public highway. Plans showing the layout and extent of Moat Way that has been constructed, as well as the extent of public highway, is provided at Appendix B. The carriageway on Moat Road is 4.8m wide and 2m wide footways are provided on both sides of the adoptable road. The section of private road west of Moat Way leads into RM Area 11 and an existing culvert facilitates to the existing property (Moathouse) and RM Area 11. A footway continues on the south side of the road only into RM Area 11.

Public Transport

Bus Services

- 2.8 In accordance with the obligations in the Section 106 agreement for the Mowbray development, the first bus service (route 71) commenced in 2024, triggered by the occupation of the 100th dwelling in Phase 1. This service currently operates hourly through Phase 1 of the development, via Rusper Road, Moat Road and Bailey Road, serving Bohunt School, with buses turning at the existing eastern extent of Bailey Road and western extent of Moat Road where temporary turning facilities are provided.
- 2.9 In time, the bus service will be extended progressively eastwards, into Phase 2, via Bailey Road, and westwards into Phase 3, via Moat Road and across Old Holbrook. The frequency will increase to half hourly on the occupation of the 840th dwelling, currently scheduled for early 2028. The bus service will operate on a loop through Phase 2 and the employment land, arriving and departing via Bailey Road within Phase 1 and U-turning at the westernmost roundabout proposed on the employment land road.
- 2.10 Bus stops are located on both sides of Moat Road, approximately 490m and 630m to the north of the site, accessible via the pedestrian infrastructure described above. These bus stops comprise shelters and real-time information displays.

Rail Services

- 2.11 The nearest existing railway station to Mowbray is Littlehaven, located approximately 2km – equivalent to a 25-minute walk – south of the approximate centre of the application site. Littlehaven station provides connections to key destinations such as London, Crawley and Gatwick Airport. Littlehaven station provides 32 cycle parking spaces comprising 16 Sheffield stands. Table 1 summarises the frequency of the main direct services from Littlehaven.

Table 1: Train Service Summary from Littlehaven Station

Destination	Peak Hour Frequency	Journey Time
Horsham	2	4 minutes
Crawley	3	9 minutes
Gatwick Airport	2	19 minutes
Redhill	2	30 minutes
East Croydon	3	46 minutes
London Bridge	3	62 minutes
London St Pancras	2	77 minutes
Stevenage	2	106 minutes
Peterborough	2	160 minutes

- 2.12 Horsham railway station lies 1.75km to the south of Littlehaven and provides access to further destinations, including Southampton Central, Clapham Junction and London Victoria. Horsham station is accessible from Mowbray via bus services on Route 71.

2.13 Horsham station offers the following facilities:

- Ticket office operating from 06:00 to 20:20 Monday to Saturday and 06:10 to 21:15 on Sundays;
- Toilets, seating area and waiting room;
- 253 cycle parking spaces outside the station entrance; and
- 220 car parking spaces.

2.14 Pedestrian and cycle access from the site to the station is provided via Lancet Drive and the segregated walking and cycling routes along Moat Road. These routes connect to the shared use path running southbound along the eastern side of Rusper Road at the Moat Road / Rusper Road / Bailey Road roundabout, continuing over the A264 via a ramped footbridge, and extending along Rusper Road south of the A264 via footways for pedestrians and an on-carriageway cycle route.



3.0 Proposed Development

3.1 The proposals for RM Area 11 (Moathouse) comprise the demolition of the existing garage and outbuilding, as well as the conversion of the existing residential dwelling into two residential units to provide a total of 11 private houses within the site, with the following unit mix:

- four x two-bedroom houses;
- six x three-bedroom houses; and
- one x four-bedroom house.

3.2 The proposed site layout and accommodation schedule are provided at Appendix C.

Access Arrangements

3.3 The access road into RM Area 11 will remain private and be maintained by a management company. A carriageway width of 4.8m will be maintained and the 2m wide footway on the south side of the access road will be extended into the site to facilitate pedestrian access. The proposed access arrangements are illustrated in drawing MOW-GLA-MH-PH2-6101 provided at Appendix D.

3.4 As shown in Appendix D, the access road connects to the driveways serving the parking spaces of Plots 6 and 7 to the east, and the parking spaces of Plots 8 to 11, along with two visitor parking spaces, to the west.

3.5 Heading north, the access road continues as a shared surface and splits into three distinct routes: one driveway branches northwest to serve the parking spaces of Plot 1, a second leads northeast to a shared parking courtyard between Plots 2 and 3, and a third eastern spur serves the parking spaces allocated to Plots 4 and 5.

3.6 No Public Rights of Way are affected by this application for the approval of reserved matters.

Servicing and Refuse Collection

3.7 Swept path analysis has been undertaken of HDC's 11.2m refuse vehicle. Drawing MOW-GLA-MH-PH2-6201 included at Appendix E demonstrates this vehicle will be able to enter the site, travel along the access road, manoeuvre within the turning head and exit the site in a forward gear.

3.8 Swept path analysis has also been undertaken for a fire tender. Drawing MOW-GLA-MH-PH2-6207 included in Appendix E demonstrates that the site layout will sufficiently accommodate the turning requirements of these vehicles and allow them to egress the site in a forward gear.

3.9 The fire tender will be able to reach within 45m of all points of all dwellings within the site. Therefore, the proposed development will provide emergency access in line with 2010 Building Regulations Approved Document B 'Fire Safety'.

3.10 It is also demonstrated in Appendix E that the site layout will safely accommodate home delivery vehicles, allowing them to enter the site, serve the proposed residential units, and exit in a forward gear.

4.0 Car and Cycle Parking

Car Parking

4.1 HDC sets car parking standards based on WSCC's 'Guidance on Parking at New Developments (September 2020)'. WSCC's parking standards adopt a zonal approach to determining the required parking provision for areas within West Sussex, based on accessibility characteristics, car ownership statistics and future growth trends. The zones are banded from 1-5, with 1 being the least accessible and 5 being the most accessible.

4.2 The site is located in Parking Behaviour Zone (PBZ) 2, for which the following standards apply:

Table 2: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	Spaces Required (PBZ2)
1	1 to 3	1.4
2	4	1.7
3	5 to 6	2.1
4+	7 or more	2.7

Source: Extract from WSCC's 'Guidance on Parking at New Developments (September 2020)'

4.3 In respect of visitor parking, paragraph 5.8 of WSCC's guidance 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"'.

4.4 It is worth noting that WSCC count garages with dimensions of 6.0m x 3.0m as 0.5 spaces. The above standards have been interrogated to determine the required number of parking spaces. The calculation results are included in Table 3.

Table 3: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Units	Parking Requirement
1	0	0
2	4	7
3	6	13
4+	1	3
Total Allocated		22
Total Allocated + Visitor Parking @ 0.2 Space per Dwelling		24

4.5 The development provides a total of 24 car parking spaces, broken down as 22 allocated and 2 visitor parking spaces. Eight of the twenty-two allocated parking spaces will be accommodated within car ports / barns. As such, the proposed parking provision is compliant with the requirements of the 2020 WSCC parking guidelines.

4.6 All the car parking spaces are 2.4m wide by 4.8m long and are provided with 6.0m reversing distances, which is in accordance with Manual for Streets (MfS) guidelines.

Electric Vehicle (EV) Charging Points

- 4.7 In respect of EV charging, paragraph 4.7 of WSCC's parking guidance requires that a minimum of 20% of all parking spaces are provided with active charging points. However, EV charging will be provided to each plot to comply with and exceed the above standards.

Cycle Parking

- 4.8 Table 1 of WSCC's parking guidance advises that the following cycle parking provision should be achieved, as a minimum.

Table 4: WSCC Cycle Parking Guidance

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
	5+ rooms (3+ bed)	2 spaces
	Multiple Occupation	1 space

- 4.9 Based on the schedule of accommodation in Appendix B, the cycle parking requirements at the site equate to a minimum of:
- 4 spaces for the 2-bed houses (1 apiece); and
 - 14 spaces for the 3 and 4-bed houses (2 apiece).
- 4.10 The site layout included in Appendix C shows that two cycle parking spaces will be provided per dwelling, within dedicated cycle stores located in rear gardens. As such, the proposed cycle parking provision will exceed the minimum requirements of WSCC's current parking guidelines.

5.0 Travel Plan Statement

- 5.1 A phase-specific Travel Plan as required by Condition 34 of outline planning permission reference DC/16/1677 has been approved for Phase 1 within which Moathouse is located (i-Transport's report reference PH/BC/RW/ITL15764-016C R dated 7 April 2022) under condition discharge application reference DISC/22/0136. The phase-specific Travel Plan 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.
- 5.2 This Transport Statement has set out details of connections for pedestrians and cyclists, access to bus services, car and cycle parking provision against the latest policy requirements, and details of the number of electric vehicle charging points, which accord with the measures set out within the Phase 1 Travel Plan.
- 5.3 Further details of the phase-specific Travel Plan for Phase 1 are described in the following paragraphs.

Aims

- 5.4 As set out in the phase-specific Travel Plan for Phase 1, the aims are to promote sustainable travel alternatives via 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 of the NPPF;
 - To improve accessibility to the site by non-car modes of transport;
 - To promote healthy lifestyles, 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

- 5.5 The phase-specific Travel Plan for Phase 1 also sets out the measures that the development of RM Area 11 is expected to comply with, 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 ongoing review of future transport measures;
 - To obtain robust travel information and conduct surveys 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

- 5.6 Targets were set out in the phase-specific Travel Plan for Phase 1, as summarised in Table 5, which the development of RM Area 11 is expected to comply with.

Table 5: 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 mode share	0-1%
Car Driver	69.0%	Decrease travel as single occupancy car driver	6%
Other	0.5%	Retain baseline	-
Total	100.0%		

Source: Census travel to work data for MSOA Horsham 002

Travel Plan Soft Measures

- 5.7 The Travel Plan for Phase 1 for Phase 1 sets out a range of 'soft' measures which can be implemented to support the stated objectives herein. The following measures are expected to be implemented as part of the development of RM Area 11.

Walking and Cycling Measures

- Provision of information about walking routes between 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.

Residents Travel Information Packs

- 5.8 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 Travel Plan, non-car mode travel options and will encourage use of sustainable modes of transport.
- 5.9 The Travel Information Packs will contain the following:
- Contain details for the Travel Plan Coordinator;
 - 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 sharing scheme, 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 (residents only).

Incentives

- 5.10 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 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

- 5.11 Marketing and strategies to raise awareness form an important part of a Travel Plan. The following tools will be used in the implementation of the Travel Plan for Phase 1:
- **Travel Information Packs:** As 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 formats;
 - **Travel Information Points and Noticeboards:** 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 Travel Plan Coordinator. The noticeboards will be used to display information relating to the Travel Plan, 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 Travel Plan Coordinator; and,
 - **Dedicated webpage:** The site website will include a dedicated webpage (or link) that references the Travel Plan and includes relevant travel information (including download links to the Travel Information Pack).

Car Sharing

- 5.12 The West Sussex car sharing scheme will be promoted to residents by the Travel Plan Coordinator, to encourage residents 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

- 5.13 The Travel Plan Coordinator will inform and engage from the outset. This will be key to the success of the travel planning approach. The Travel Plan Coordinator will:
- Liaise with residents / visitors / parcel developers to understand their needs and concerns and to examine ways of addressing them. The Travel Plan Coordinator 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 phase-specific Travel Plan 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.

Management and Implementation

- 5.14 Travel Plans are a continuous process requiring monitoring, review and revision to ensure they remain relevant.

Travel Plan Coordinator

- 5.15 Legal & General (Strategic Land North Horsham) Limited will nominate an individual to act as the Travel Plan Coordinator to manage the implementation of the phase-specific Travel Plan.
- 5.16 The phase-specific Travel Plan for Phase 1 sets out the roles and responsibilities of the Travel Plan Coordinator, which include:
- Manage the day-to-day delivery of the targets and measures;
 - Market the phase-specific Travel Plan (and associated Travel Plan Statements) to encourage interest and involvement of residents / employees;
 - Maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, to be able to provide residents / employees with journey planning advice;
 - Communicate with other Travel Plan Coordinators 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;
 - Liaise with public transport operators on measures such as negotiating possible discounted bus tickets or travel vouchers;
 - Organise travel surveys and monitoring of the phase-specific Travel Plan targets in line with the Action Plan; and,
 - Provide feedback to residents / employees and to liaise with the local authority and WSCC as required.

- 5.17 The Phase 1 Travel Plan Coordinator will liaise with all parcel developers to coordinate activities and communicate updates. Each parcel developer will provide details of a nominated individual to liaise with the Travel Plan Coordinator.

Travel Plan Funding

- 5.18 Legal & General (Strategic Land North Horsham) Limited will arrange the funding of the preparation, implementation, and initial operation of the Travel Plan process, including the day-to-day site Travel Plan Coordinator 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. In time, funding will be through fees payable to the Management Company responsible for the Mowbray estate.
- 5.19 Parcel developers will fund individual Travel Plan measures, including the sustainable travel vouchers, and will be responsible for coordinating with the Travel Plan Coordinator in implementing the wider phase-specific Travel Plan measures (e.g. Welcome Packs).

Monitoring and Review

- 5.20 The Phase 1 Travel Plan Coordinator will be responsible for commissioning the required surveys (set out in the phase-specific Travel Plan for Phase 1) 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 ongoing success of the phase-specific Travel Plan.
- 5.21 RM Area 11 will fall under the monitoring and review requirements of the Phase 1 phase-specific Travel Plan and the relevant Travel Plan Coordinator.
- 5.22 Should the phase-specific Travel Plan targets not be met by the end of the monitoring period, the Travel Plan Coordinator will use reasonable endeavours to work with WSCC to identify a strategy and to agree further reasonable actions to achieve success.

Action Plan

- 5.23 The Action Plan included in the phase-specific Travel Plan for Phase 1, includes the measures set out in the Table 6 below.

Table 6: RM Area 11 Sustainable Travel Action Plan

Measures	Summary of Measures	Responsibility	Timescales
Infrastructure Measures	Install cycle parking and associated facilities	Parcel Developer	As plots / units are built
	Site layout infrastructure, including footways, shared surface, pedestrian / cycle links, signage and car parking spaces	Parcel Developer	As plots / units are built

Measures	Summary of Measures	Responsibility	Timescales
	Provision of Electric Vehicle charging points	Parcel Developer	Prior to occupation
	Provision of broadband in homes	Parcel Developer	Prior to occupation
Establish Baseline	Baseline survey of site	Travel Plan Coordinator	Following full occupation
	Update Travel Plan following baseline surveys and seek agreement with WSCC	Travel Plan Coordinator	Within 3 months of receipt of survey results
Travel Plan Promotion Measures	Prepare Residents' / Staff Travel Information Packs	Travel Plan Coordinator / Parcel Developer	Prior to occupation and update as appropriate
	Walking and cycling maps	Travel Plan Coordinator	Prior to baseline survey and update as appropriate
	Prepare dedicated webpage page that references Travel Plan and includes relevant travel information	Travel Plan Coordinator	Within 3 months of first occupation and update as required
	Personalised Travel Planning sessions	Travel Plan Coordinator	Ongoing, as requested
	Provide sustainable travel vouchers up to £150	Parcel Developer	Redeemable upon application
	Promote car sharing scheme	Travel Plan Coordinator	Ongoing
Monitoring and Review	Undertake future TRICS monitoring surveys	Travel Plan Coordinator	Year 1; 650 th occupation; full residential occupation
	Prepare a monitoring report and review the Travel Plan in light of survey results	Travel Plan Coordinator	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	Travel Plan Coordinator	Within 3 months of receipt of survey results
	Review Travel Plan targets	Travel Plan Coordinator	Within 3 months of receipt of survey results

6.0 Summary & Conclusion

Summary

- 6.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Limited to support a Reserved Matters application for residential development on land identified as RM Area 11 (Moathouse) within the Mowbray development, North Horsham, West Sussex.
- 6.2 The proposals comprise the demolition of existing garage and outbuilding, as well as the conversion of the existing residential dwelling into two residential units to provide a total of 11 private houses within the site.
- 6.3 Vehicle access to the site will be provided via an extension of the 4.8m wide access road, Moat Way, already constructed to serve the adjacent Community Centre, to the northwest. The 2m wide footway on the south side of Moat Way will also be extended into the site to facilitate pedestrian access.
- 6.4 This Transport Statement has demonstrated that the site layout will sufficiently accommodate the turning requirements of refuse, emergency and home delivery vehicles.
- 6.5 Car parking, including visitor parking, cycle parking and EV charging will be provided on site, in accordance with local parking standards set out within the WSCC's *'Guidance on Parking at New Developments (September 2020)'*.
- 6.6 No Public Rights of Way are affected by this Reserved Matters application.
- 6.7 The contents of this Transport Statement provide the requisite information required by Conditions 21, 47 and 61 of the outline planning permission (reference DC/16/1677) in respect of the proposed Village Centre development.
- 6.8 The proposals for RM Area 11 will be developed in compliance with the aims and objectives of the approved phase-specific Travel Plan for Phase 1, including implementing the various soft measures, as appropriate.

Conclusion

- 6.9 It is therefore concluded that the proposals for RM Area 11 are appropriate in transport terms, and the approval of reserved matters should be granted accordingly.

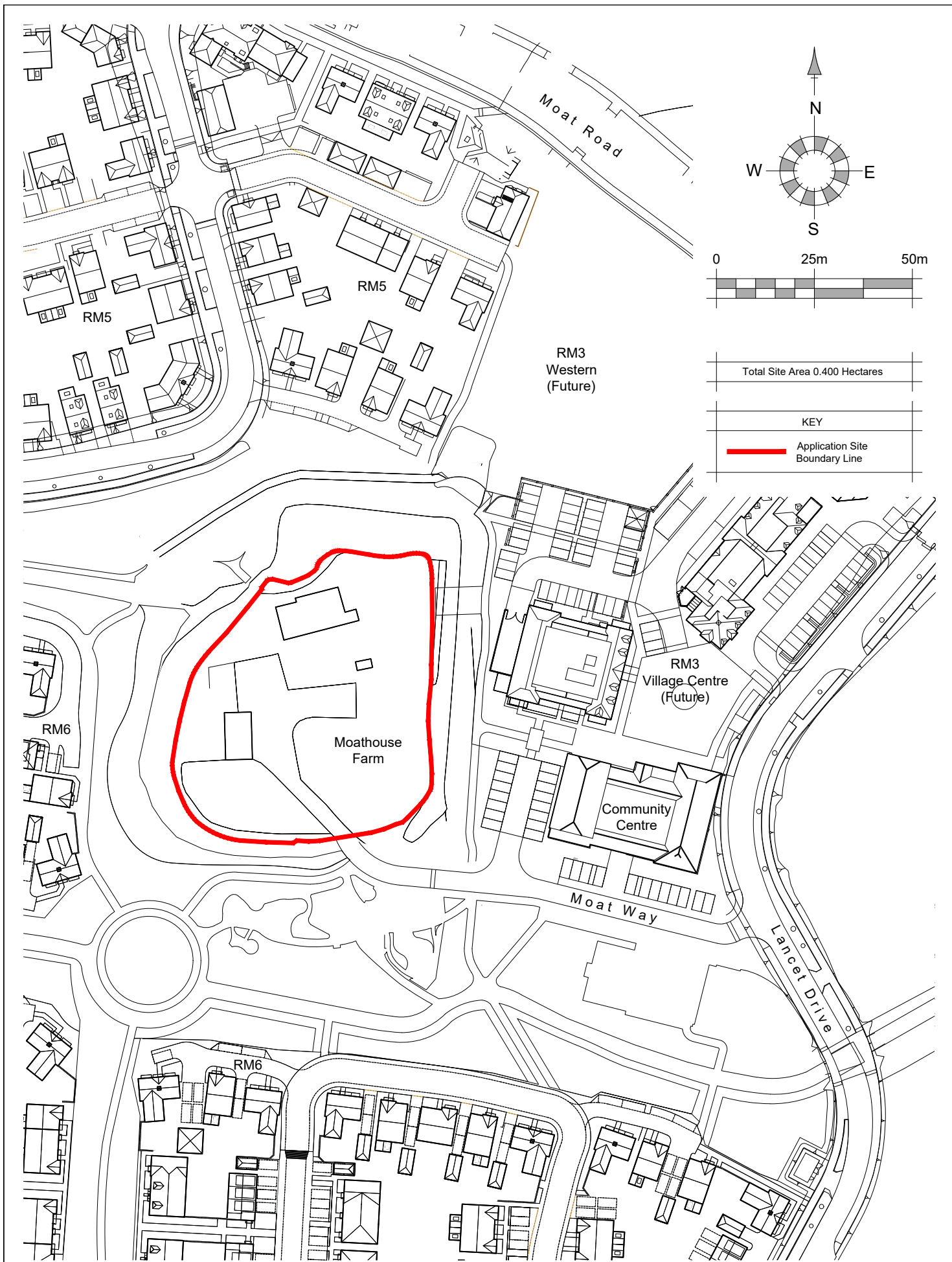
Appendices



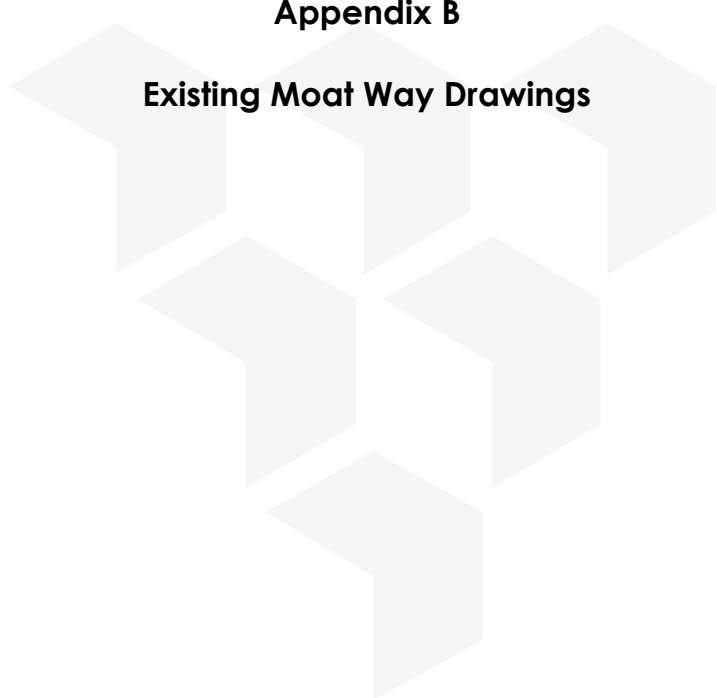


Appendix A

Site Location Plan



REV.	DATE	REVISIONS:	BY	Planning	CLIENT: Legal & General (Strategic Land North Horsham)		PROJECT: Moat House, North Horsham		 architecture planning masterplanning Broadmeads House, Farnham Business Park, Weydon Lane, Farnham, Surrey GU9 8QT. info@ospaarchitecture.com www.ospaarchitecture.com Tel: 01252 267878
					SCALE: 1:1250 (A4 ORIGINAL)		DRAWING: Site Location Plan		
					DRAWN: MM		25057		
					DATE: 07/07/26		S201		
						—			
© COPYRIGHT EXISTS ON THE DESIGNS AND INFORMATION SHOWN ON THIS DRAWING				This drawing may be scaled or cross referenced to the scale bar for planning application purposes only. Do not scale for any other purpose, use figured dimensions only. Subject to site survey and all necessary consents. All dimensions to be checked by user and any discrepancies, errors or omissions to be reported to the Architect before work commences. This drawing is to be read in conjunction with all other relevant materials.					



Appendix B

Existing Moat Way Drawings



Note:
Road to continue west as
part of private works.

- STREET LIGHTING KEY (Proposed shown red)**
-  **3** Proposed 6 metre column fitted with post top mounted luminaire with 0 degree tilt. Luminaire to be Philips BGP702 Micro Luma DM10 with 6no. 8W LEDs providing 1.20klm. Luminaire to be fitted with electronic DALI enabled ballast. Column to be painted BS12C39.

- KEY**
-  Existing highway boundary
 -  Proposed highway boundary
 -  Land ownership boundary
 -  **S38**
Carriageway
 -  Footway
 -  Proposed gully and connection
 -  Proposed highway surface water drains and catchpits
 -  Proposed foul water sewer
 -  Proposed foul water manhole/inspection chamber
 -  Tactile paving
 -  2.4m x 43m visibility splay
 -  Proposed headwall
 -  Easement

A3	Drawing schedule updated.	22.06.2023 BW	CS
A2	Visibility plays updated and annotated and land ownership boundary added in line with comments received from WSCC.	18.05.2023 MM	CS
A1	Issued for APPROVAL.	28.03.2023 DS	CS
Rev	Description	Date	Chkd

		Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 817799 postbox@glanvillegroup.com www.glanvillegroup.com	
Client :		Legal & General (Strategic Land North Horsham) Limited	
Project :		Mowbray (Land North of Horsham)	
Title :		Community Centre S.38 Works Plan / Agreement Plan	
Project Engineer :	C Salt	Scale :	1:200 @ A1
Project Director :	J Birch	Date :	March 2023
Status :		APPROVAL	
Drawing No. Mowbray-GLA-CC-PH1-D-C_1110			Rev A3

CONSTRUCTION KEY - ADOPTABLE

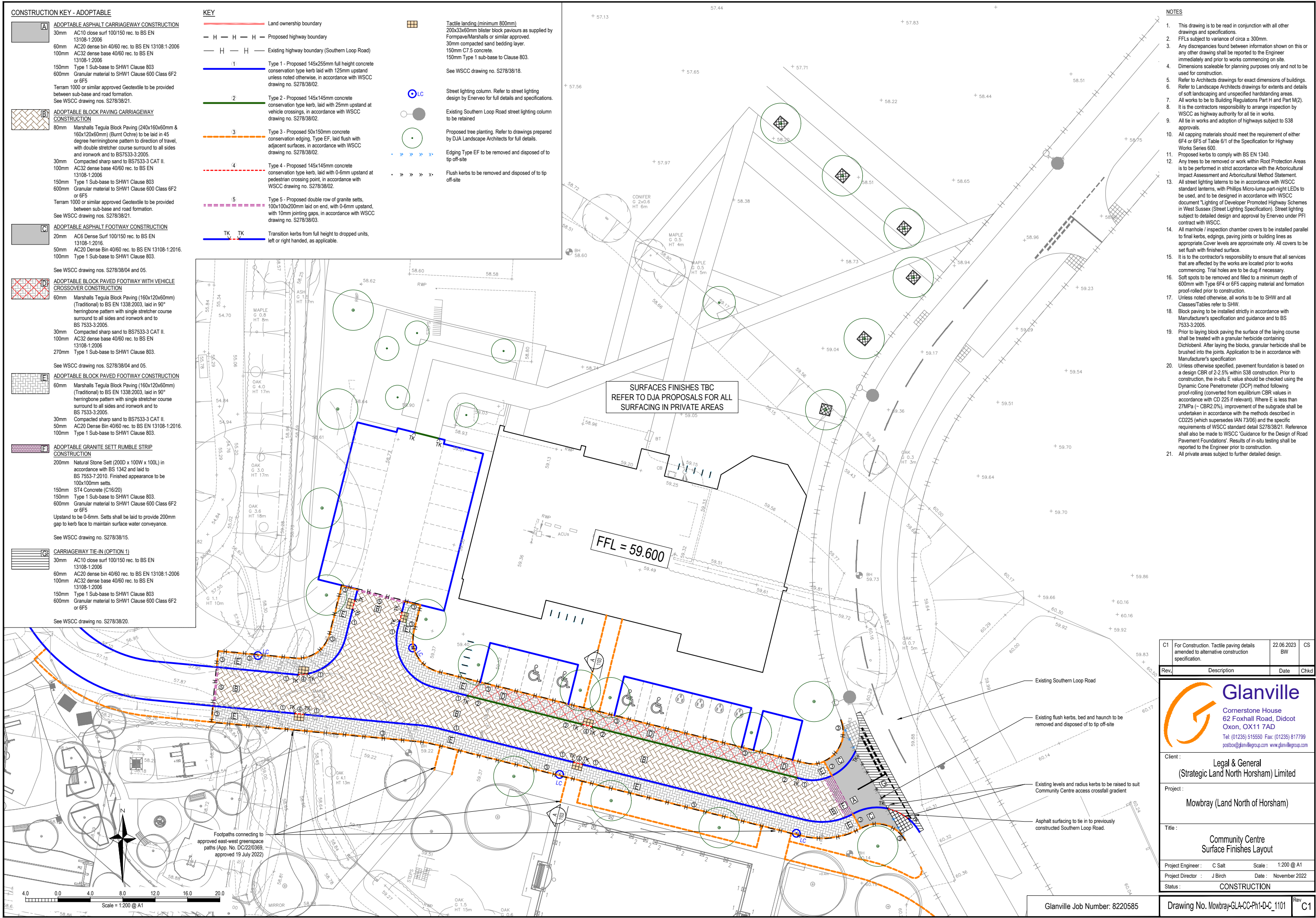
- ADOPTABLE ASPHALT CARRIAGEWAY CONSTRUCTION**
- 30mm AC10 close surf 100/150 rec. to BS EN 13108-1:2006
60mm AC20 dense bin 40/60 rec. to BS EN 13108-1:2006
100mm AC32 dense base 40/60 rec. to BS EN 13108-1:2006
150mm Type 1 Sub-base to SHW1 Clause 803
600mm Granular material to SHW1 Clause 600 Class 6F2 or 6F5
Terram 1000 or similar approved Geotextile to be provided between sub-base and road formation.
See WSCC drawing nos. S278/38/21.
- ADOPTABLE BLOCK PAVING CARRIAGEWAY CONSTRUCTION**
- 80mm Marshalls Tegula Block Paving (240x160x60mm & 160x120x60mm) (Burnt Ochre) to be laid in 45 degree herringbone pattern to direction of travel, with double stretcher course surround to all sides and ironwork and to BS7533-3:2005.
30mm Compacted sharp sand to BS7533-3 CAT II.
100mm AC32 dense base 40/60 rec. to BS EN 13108-1:2006
150mm Type 1 Sub-base to SHW1 Clause 803
600mm Granular material to SHW1 Clause 600 Class 6F2 or 6F5
Terram 1000 or similar approved Geotextile to be provided between sub-base and road formation.
See WSCC drawing nos. S278/38/21.
- ADOPTABLE ASPHALT FOOTWAY CONSTRUCTION**
- 20mm AC6 Dense Surf 100/150 rec. to BS EN 13108-1:2016.
50mm AC20 Dense Bin 40/60 rec. to BS EN 13108-1:2016.
100mm Type 1 Sub-base to SHW1 Clause 803.
See WSCC drawing nos. S278/38/04 and 05.
- ADOPTABLE BLOCK PAVED FOOTWAY WITH VEHICLE CROSSOVER CONSTRUCTION**
- 60mm Marshalls Tegula Block Paving (160x120x60mm) (Traditional) to BS EN 1338:2003, laid in 90° herringbone pattern with single stretcher course surround to all sides and ironwork and to BS 7533-3:2005.
30mm Compacted sharp sand to BS7533-3 CAT II.
100mm AC32 dense base 40/60 rec. to BS EN 13108-1:2006
270mm Type 1 Sub-base to SHW1 Clause 803.
See WSCC drawing nos. S278/38/04 and 05.
- ADOPTABLE BLOCK PAVED FOOTWAY CONSTRUCTION**
- 60mm Marshalls Tegula Block Paving (160x120x60mm) (Traditional) to BS EN 1338:2003, laid in 90° herringbone pattern with single stretcher course surround to all sides and ironwork and to BS 7533-3:2005.
30mm Compacted sharp sand to BS7533-3 CAT II.
50mm AC20 Dense Bin 40/60 rec. to BS EN 13108-1:2016.
100mm Type 1 Sub-base to SHW1 Clause 803.
- ADOPTABLE GRANITE SETT RUMBLE STRIP CONSTRUCTION**
- 200mm Natural Stone Sett (200D x 100W x 100L) in accordance with BS 1342 and laid to BS 7553-7:2010. Finished appearance to be 100x100mm setts.
150mm ST4 Concrete (C16/20)
150mm Type 1 Sub-base to SHW1 Clause 803.
600mm Granular material to SHW1 Clause 600 Class 6F2 or 6F5
Upstand to be 0-6mm. Setts shall be laid to provide 200mm gap to kerb face to maintain surface water conveyance.
See WSCC drawing no. S278/38/15.
- CARRIAGEWAY TIE-IN (OPTION 1)**
- 30mm AC10 close surf 100/150 rec. to BS EN 13108-1:2006
60mm AC20 dense bin 40/60 rec. to BS EN 13108-1:2006
100mm AC32 dense base 40/60 rec. to BS EN 13108-1:2006
150mm Type 1 Sub-base to SHW1 Clause 803
600mm Granular material to SHW1 Clause 600 Class 6F2 or 6F5
See WSCC drawing no. S278/38/20.

KEY

- Land ownership boundary
- Proposed highway boundary
- Existing highway boundary (Southern Loop Road)
- Type 1 - Proposed 145x255mm full height concrete conservation type kerb laid with 125mm upstand unless noted otherwise, in accordance with WSCC drawing no. S278/38/02.
- Type 2 - Proposed 145x145mm concrete conservation type kerb, laid with 25mm upstand at vehicle crossings, in accordance with WSCC drawing no. S278/38/02.
- Type 3 - Proposed 50x150mm concrete conservation edging, Type EF, laid flush with adjacent surfaces, in accordance with WSCC drawing no. S278/38/02.
- Type 4 - Proposed 145x145mm concrete conservation type kerb, laid with 0-6mm upstand at pedestrian crossing point, in accordance with WSCC drawing no. S278/38/02.
- Type 5 - Proposed double row of granite setts, 100x100x200mm laid on end, with 0-6mm upstand, with 10mm jointing gaps, in accordance with WSCC drawing no. S278/38/03.
- Transition kerbs from full height to dropped units, left or right handed, as applicable.
- Tactile landing (minimum 800mm)
200x33x60mm blister block paviours as supplied by Formpave/Marshalls or similar approved.
30mm compacted sand bedding layer.
150mm C7.5 concrete.
150mm Type 1 sub-base to Clause 803.
See WSCC drawing no. S278/38/18.
- Street lighting column. Refer to street lighting design by Eneveo for full details and specifications.
- Existing Southern Loop Road street lighting column to be retained
- Proposed tree planting. Refer to drawings prepared by DJA Landscape Architects for full details.
- Edging Type EF to be removed and disposed of to tip off-site
- Flush kerbs to be removed and disposed of to tip off-site

NOTES

- This drawing is to be read in conjunction with all other drawings and specifications.
- FLLs subject to variance of circa ± 300mm.
- Any discrepancies found between information shown on this or any other drawing shall be reported to the Engineer immediately and prior to works commencing on site.
- Dimensions scaleable for planning purposes only and not to be used for construction.
- Refer to Architects drawings for exact dimensions of buildings.
- Refer to Landscape Architects drawings for extents and details of soft landscaping and unspecified hardstanding areas.
- All works to be to Building Regulations Part H and Part M(2).
- It is the contractors responsibility to arrange inspection by WSCC as highway authority for all tie in works.
- All tie in works and adoption of highways subject to S38 approvals.
- All capping materials should meet the requirement of either 6F4 or 6F5 of Table 6/1 of the Specification for Highway Works Series 600.
- Proposed kerbs to comply with BS EN 1340.
- Any trees to be removed or work within Root Protection Areas is to be performed in strict accordance with the Arboricultural Impact Assessment and Arboricultural Method Statement.
- All street lighting lanterns to be in accordance with WSCC standard lanterns, with Philips Micro-luma part-night LEDs to be used, and to be designed in accordance with WSCC document "Lighting of Developer Promoted Highway Schemes in West Sussex (Street Lighting Specification)". Street lighting subject to detailed design and approval by Eneveo under PFI contract with WSCC.
- All manhole / inspection chamber covers to be installed parallel to final kerbs, edgings, paving joints or building lines as appropriate. Cover levels are approximate only. All covers to be set flush with finished surface.
- It is to the contractor's responsibility to ensure that all services that are affected by the works are located prior to works commencing. Trial holes are to be dug if necessary.
- Soft spots to be removed and filled to a minimum depth of 600mm with Type 6F4 or 6F5 capping material and formation proof-rolled prior to construction.
- Unless noted otherwise, all works to be to SHW and all Classes/Tables refer to SHW.
- Block paving to be installed strictly in accordance with Manufacturer's specification and guidance and to BS 7533-3:2005.
- Prior to laying block paving the surface of the laying course shall be treated with a granular herbicide containing Dichlobenil. After laying the blocks, granular herbicide shall be brushed into the joints. Application to be in accordance with Manufacturer's specification
- Unless otherwise specified, pavement foundation is based on a design CBR of 2-2.5% within S38 construction. Prior to construction, the in-situ E value should be checked using the Dynamic Cone Penetrometer (DCP) method following proof-rolling (converted from equilibrium CBR values in accordance with CD 225 if relevant). Where E is less than 27MPa (~ CBR2.0%), improvement of the subgrade shall be undertaken in accordance with the methods described in CD225 (which supersedes IAN 73/06) and the specific requirements of WSCC standard detail S278/38/21. Reference shall also be made to WSCC 'Guidance for the Design of Road Pavement Foundations'. Results of in-situ testing shall be reported to the Engineer prior to construction.
- All private areas subject to further detailed design.



C1	For Construction. Tactile paving details amended to alternative construction specification.	22.06.2023 BW	CS
Rev.	Description	Date	Chkd



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

Project : Mowbray (Land North of Horsham)

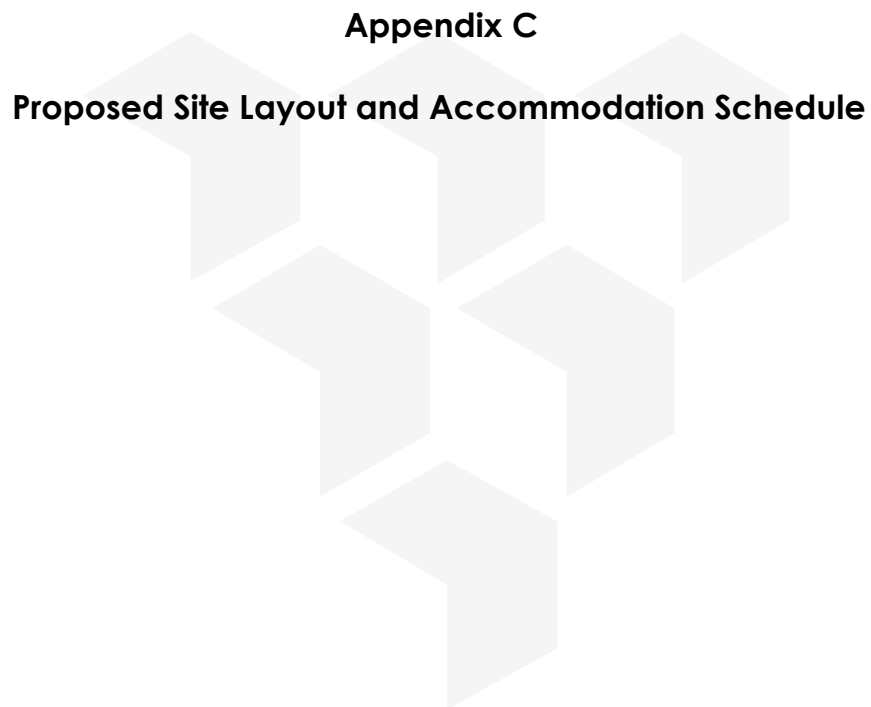
Title : Community Centre
Surface Finishes Layout

Project Engineer : C Salt Scale : 1:200 @ A1
Project Director : J Birch Date : November 2022
Status : CONSTRUCTION

Glanville Job Number: 8220585

Drawing No. Mowbray-GLA-CC-Ph1-D-C_1101

Rev
C1



Appendix C

Proposed Site Layout and Accommodation Schedule



REV.	DATE	REVISIONS:	BY	REV.	DATE	REVISIONS:	BY	REV.	DATE	REVISIONS:	BY	STATUS:

Planning

CLIENT: Legal & General (Strategic Land North Horsham)	PROJECT: Moat House North Horsham
SCALE: 1:200 (A1 ORIGINAL)	DRAWING: Site Layout
DRAWN: MM DATE: 14.05.26	25057 P201



architecture planning masterplanning

Broadmede House, Farnham Business Park,
Weydon Lane, Farnham, Surrey GU9 8QT.
info@osparchitecture.com www.osparchitecture.com
Tel: 01252 267878



schedule of accommodation

Project Title: Moat House, North Horsham

Project Ref: 25057

Drawing Ref: SK201D

Client: Legal & General

Date: 26.06.26

Plot No.	Reference	House Type	Tenure	Area ft ²	Area m ²
1	4A	4 Bedroom House	Private	1,704	158.3
2	3E	3 Bed + Study House	Private	1,305	121.2
3	3A	3 Bedroom 'Barn'	Private	1,141	106.0
4	3B	3 Bedroom 'Barn'	Private	1,055	98.0
5	3C	3 Bedroom House	Private	1,119	104.0
6	2A	2 Bedroom House	Private	883	82.0
7	2B	2 Bedroom House	Private	883	82.0
8	3C	3 Bedroom House	Private	1,119	104.0
9	2A	2 Bedroom House	Private	883	82.0
10	3C	3 Bedroom House	Private	1,119	104.0
11	2C	2 Bedroom House	Private	883	82.0
Total				12,095	1,123.6



Project Title: Moat House, North Horsham

Project Ref: 25057

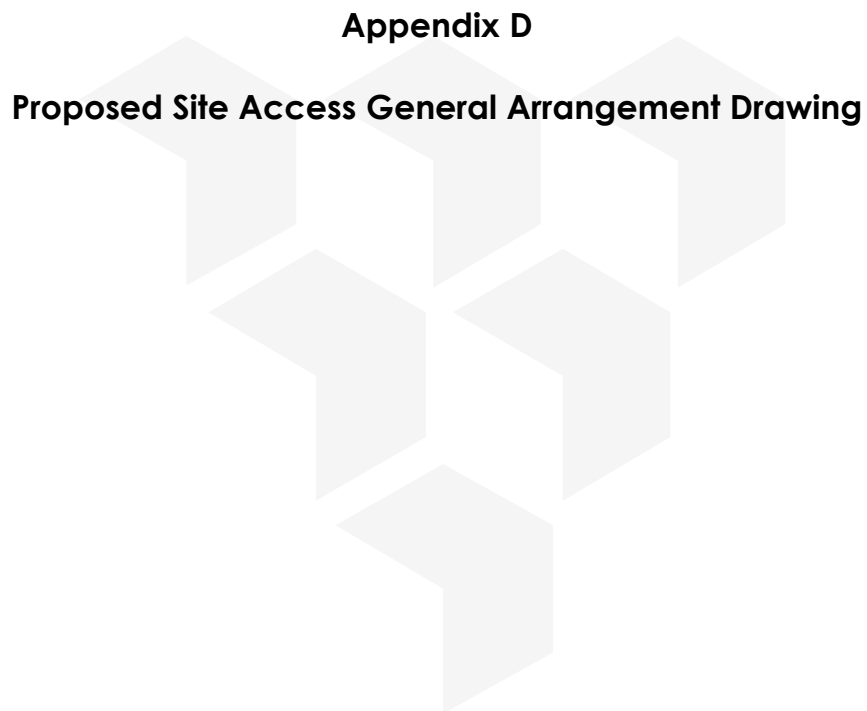
Client: Legal & General

Drawing Ref: SK201D

Date: 26.06.26

Private					
Reference	Description	House Type	Area ft ²	No. units	Total Area ft ²
2A	2B4P	2 Bedroom House	883	2	1,766
2B	2B4P	2 Bedroom House	883	1	883
2C	2B4P	2 Bedroom House	883	1	883
3A	3B5P	3 Bedroom House	1,141	1	1,141
3B	3B4P	3 Bedroom House	1,055	1	1,055
3C	3B5P	3 Bedroom House	1,119	3	3,358
3E	3B5P	3 Bed + Study House	1,305	1	1,305
4A	4B7P	4 Bedroom House	1,704	1	1,704
Total				11	12,095

All figures are approximate and have been calculated in accordance with the description of Net Sales Area (NSA) on page 30 of the RICS guidance note Code of Measuring Practice 6th Edition, May 2015 (republished January 2018). Figures relate to the current stage of the project and any development decisions to be made on the basis of this information should include due allowance for the increases and decreases inherent in the design and building processes.



Appendix D

Proposed Site Access General Arrangement Drawing



- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: OSP drawing 25057 P201
- © Crown copyright and database rights 2026 OS 100018363.



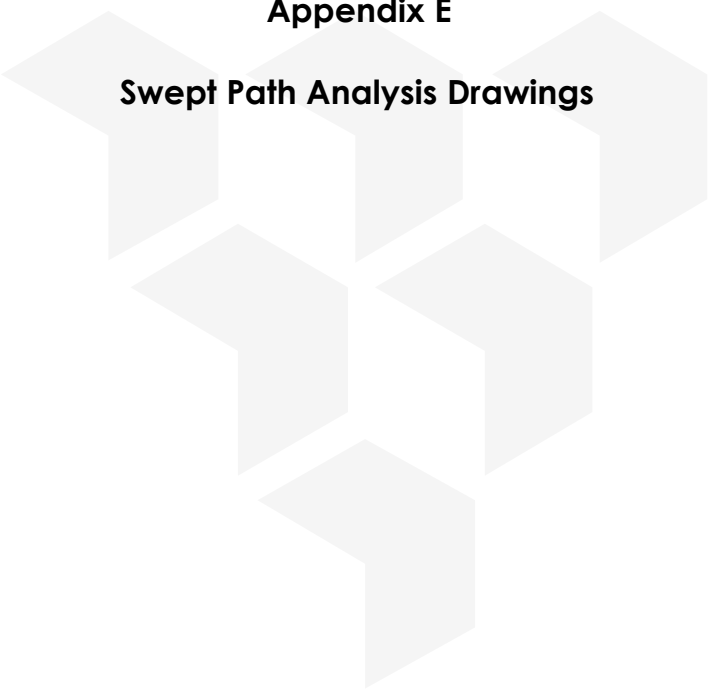
A	Architect's layout updated.	13/07/26	TH	IK
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

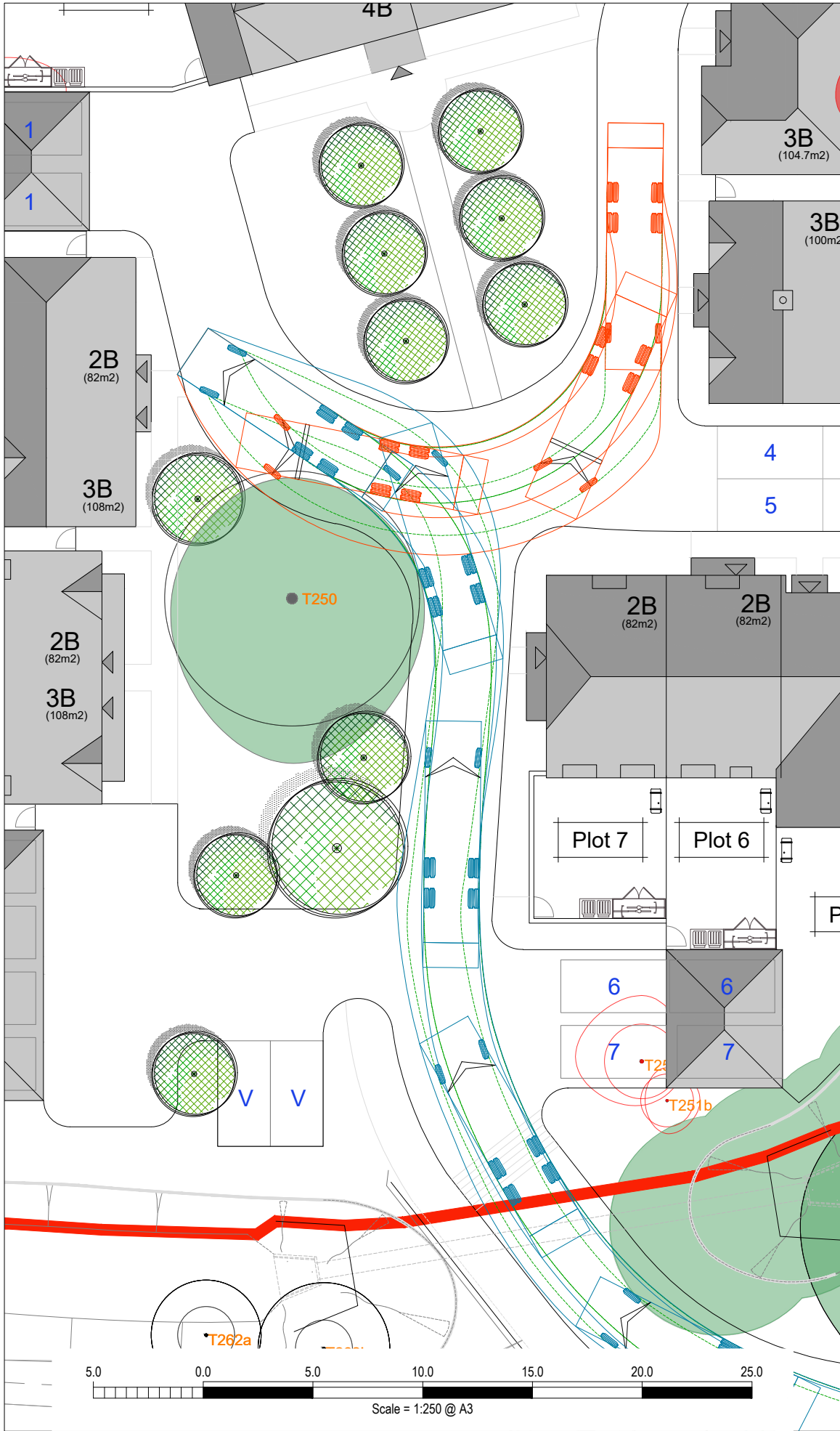
Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	Legal & General (Strategic Land North Horsham) Ltd.
Project :	Phase 1 North Horsham
Title :	Moathouse RM Area 11 Site Access Arrangement
Engineer : T. Hart	Date : June 2026
Director : J. Birch	Scale : 1:500 @ A3
Status :	PLANNING
Drawing No.	MOW-GLA-MH-PH1-6101
Rev	A

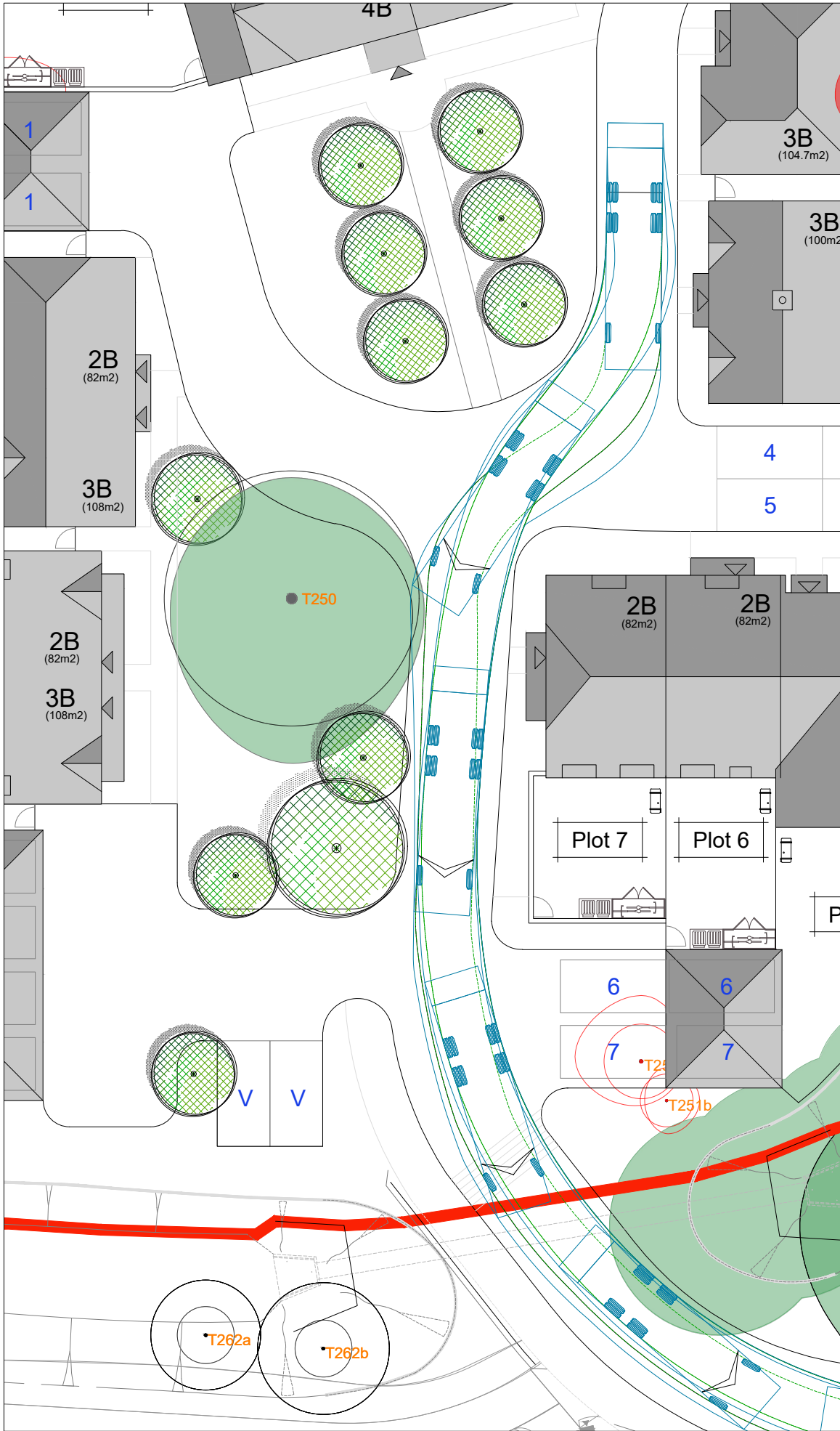


Appendix E

Swept Path Analysis Drawings



TURNING AREA - ENTRY



TURNING AREA - EXIT

NOTES

- This drawing is to be read in conjunction with all relevant documents and specifications.
- Dimensions are not to be scaled.

Source: OSP drawing 25057 P201

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KEY

11.2m refuse vehicle - forward gear

11.2m refuse vehicle - reverse gear

Wheel tracks

E	Scale bar added.	26/08/26	TH	JB
D	Architect's layout updated.	13/07/26	TH	IK
C	Architect's layout updated. Swept paths revised to suit.	29/06/26	TH	IK
B	Wheel tracks shown.	17/06/26	TH	IK
A	Manoeuvre completed with turn on the spot.	10/06/26	TH	IK
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 : Phase 1
North Horsham

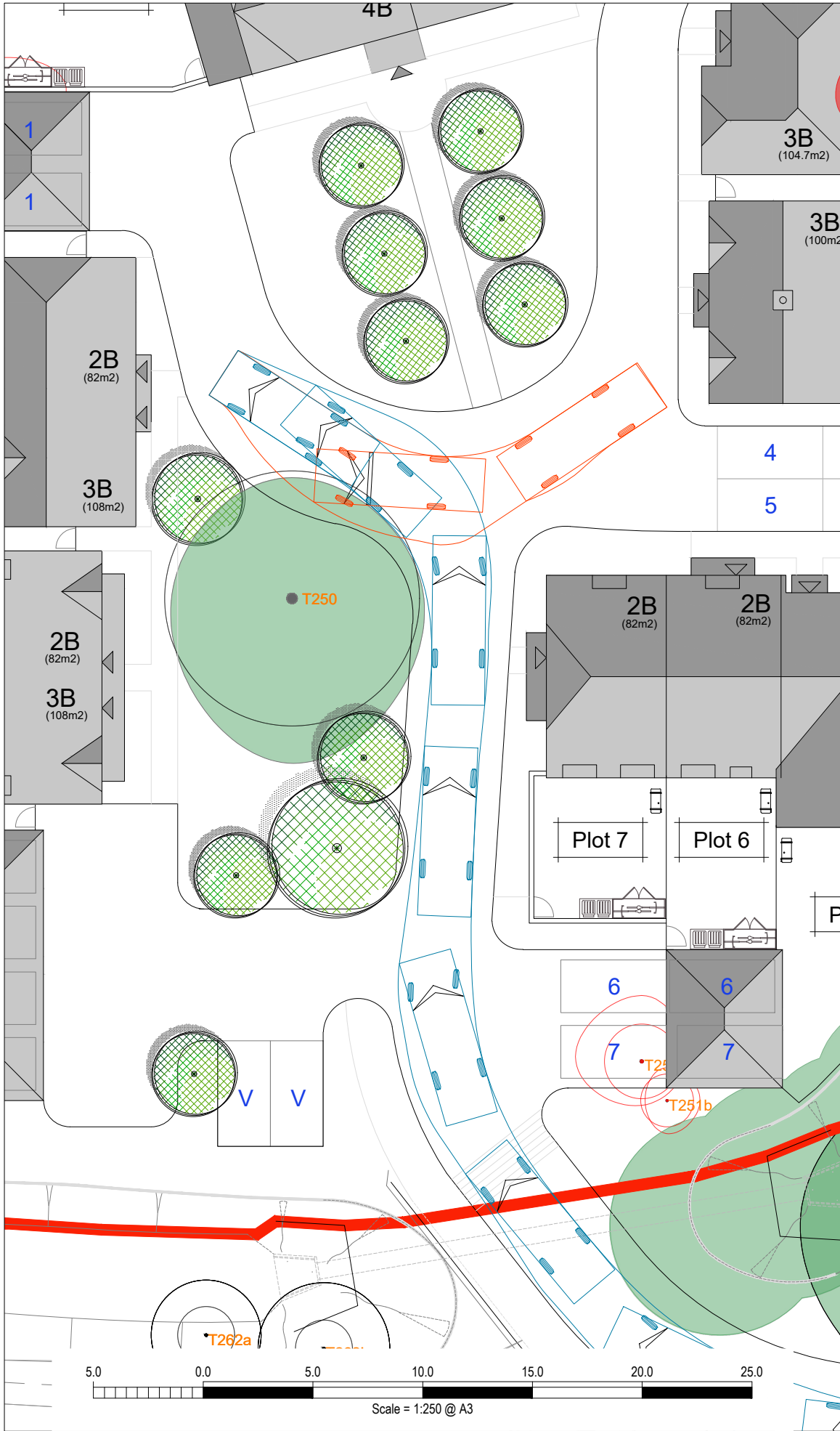
Title : Moathouse RM Area 11
Swept Path Analysis
11.2m Refuse Vehicle

Engineer : T. Hart Date : June 2026

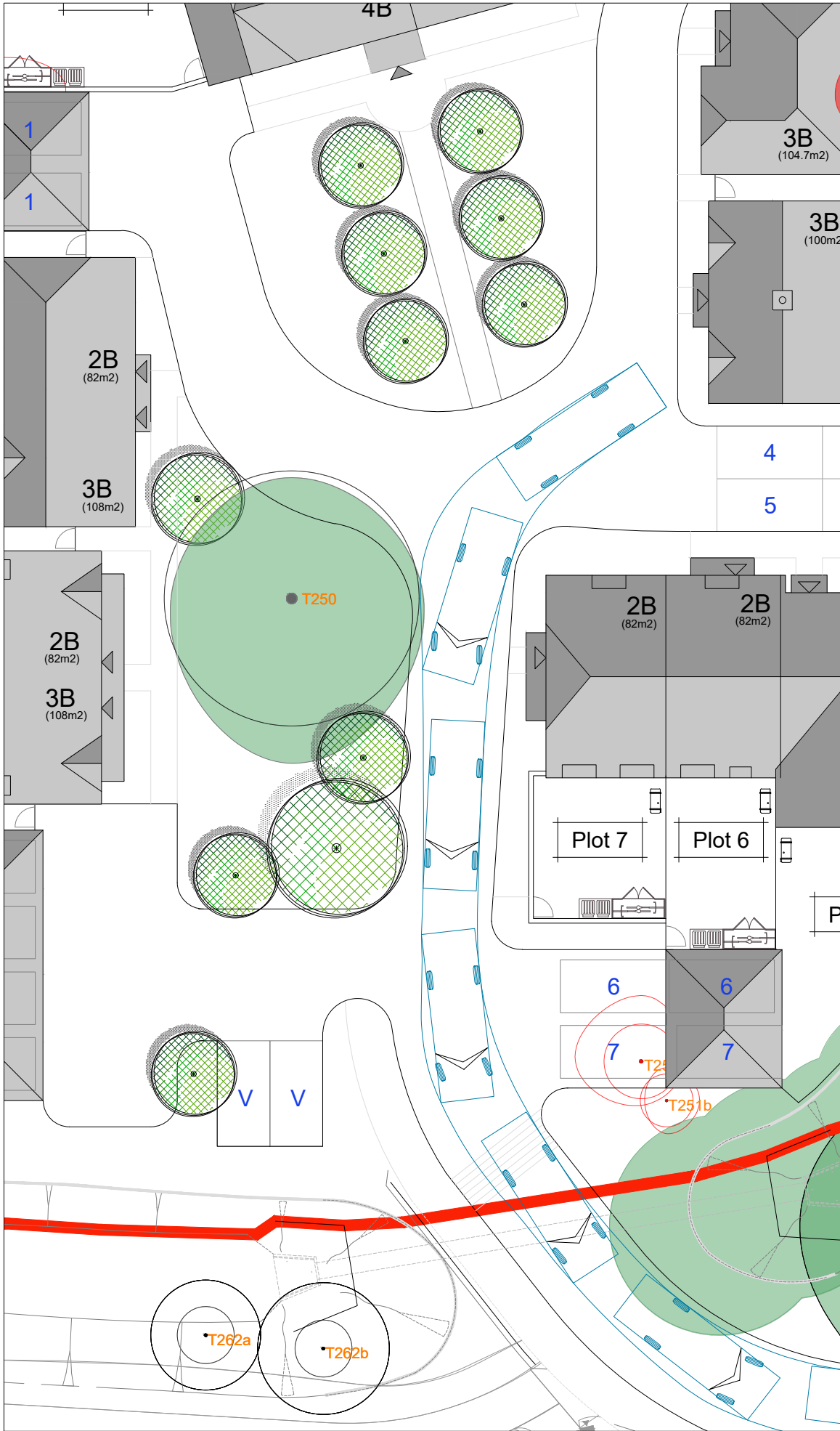
Director : J. Birch Scale : 1:250 @ A3

Status : PLANNING

Drawing No. MOW-GLA-MH-PH1-6201 Rev E



TURNING AREA - ENTRY



TURNING AREA - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: OSP drawing 25057 P201

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KEY

Fire tender - forward gear

Fire tender - reverse gear

Rev. Description Date By Chkd

B	Scale bar added.	26/08/26	TH	JB
A	Architect's layout updated.	13/07/26	TH	IK

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 :
**Phase 1
North Horsham**

Title :
**Moathouse RM Area 11
Swept Path Analysis
Fire Tender**

Engineer : T. Hart Date : June 2026

Director : J. Birch Scale : 1:250 @ A3

Status : PLANNING

Drawing No. **MOW-GLA-MH-PH1-6207**

Rev **B**



LOTS 2 TO 4 - ENTRY



LOTS 1 & 10 TO 11 - ENTRY



LOTS 8 TO 9 - ENTRY



LOTS 2 TO 4 - EXIT



LOTS 1 & 10 TO 11 - EXIT



LOTS 8 TO 9 - EXIT

- NOTES
- This drawing is to be read in conjunction with all relevant documents and specifications.
 - Dimensions are not to be scaled.
- Source: OSP drawing 25057 P201
- © Crown copyright and database rights 2026 OS 100018363.

KEY

Home delivery vehicle - forward gear

Home delivery vehicle - reverse gear

N

B	Scale bar added.	26/08/26	TH	JB
A	Architect's layout updated.	13/07/26	TH	IK
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 :
**Phase 1
North Horsham**

Title :
**Moathouse RM Area 11
Swept Path Analysis
Home Delivery Vehicle**

Engineer : T. Hart
Date : June 2026

Director : J. Birch
Scale : 1:500 @ A3

Status :
PLANNING

Drawing No.
MOW-GLA-MH-PH1-6208

Rev
B

