

TRANSPORT STATEMENT

Mowbray, North Horsham, West Sussex
Employment Land Road



Prepared for: Legal & General (Strategic Land North Horsham) Limited
Ref: 224_8220585_JB_Transport_Statement_RMA2

Document History

Issue	Date	Description	Prepared By	Checked By
1	4 Aug 25	First draft	J Birch	J Birch
2	3 Sept 25	Amended in line with client comments	J Birch	J Birch
3	12 Sept 25	Updated with revised location plan	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 full planning for the proposed primary road through the employment land within the Mowbray development, North Horsham, West Sussex.

1.2 Outline planning permission was granted in March 2018 for the following development on Land North of Horsham (planning 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 Whilst outline planning application has been granted for the Mowbray development, an application for the approval of all Reserved Matters in connection with the proposed primary road through the employment land has not been submitted within the required timescale, so a full application is necessary. However, the principles and parameters remain consistent with those agreed through the outline planning permission.

1.4 The employment land road is an extension of the section of primary road that has been constructed leading northwards away from the A264 dual carriageway where a new signal-controlled left-in / left-out junction has also been constructed to provide access to the employment land and Phase 2 of the Mowbray development. Full planning permission is now sought for the extension of the primary road eastwards through the employment land for around 780 metres.

1.5 The description of development is as follows:

"Construction of Primary Road from the Left-In, Left-Out junction with the A264 (constructed pursuant to Outline Planning Permission DC/16/1677) to Bush Lane (Bridleway 1585), footpaths and cycleways, foul and surface water drainage including a SUDS basin and foul pumping station, landscaping, substations and associated infrastructure."

1.6 Pre-application discussions have been held with West Sussex County Council as local Highway Authority and Metrobus, the operator of the bus service through the Mowbray development, to agree the design principles, the proposed highway layout and associated bus infrastructure.

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 application site is located to the north of the A264. A location plan showing the extent of the application site edged in red is provided in Appendix A.
- 2.3 The application site currently comprises previously undeveloped land used in the past for agricultural purposes.

Local Highway Network

- 2.4 The principal access to the employment land and Phase 2 of the Mowbray development is taken from the A264 dual carriageway, roughly midway between the Rusper Road roundabout, to the west, and the Moorhead roundabout, to the east. A new left-in / left-out signal-controlled junction has recently been constructed on the A264 together with a short section of primary road that will provide access to the employment land. A plan showing the left-in / left-out junction and the extent of primary road that has been constructed is provided at Appendix B. These works were constructed under a combined Section 38 / 278 agreement with West Sussex County Council as local highway authority, with the primary road to be offered for future adoption as public highway.
- 2.5 The main road through the employment land is classed as a primary road in accordance with the hierarchy defined for the Mowbray development and is also a bus route. The road will be subject to a speed limit of 30mph and has a carriageway width of 6.5m. The primary road will provide access to the sports area, health centre and proposed employment land. In time, it will be extended through Phase 2, providing access to the residential development parcels on either side of the road, and ultimately connect into Bailey Road that lies within Phase 1 of the Mowbray development, proving a loop through Phases 1 and 2, connecting Rusper Road with the A264.

Public Rights of Way

- 2.6 A public footpath (Footpath 1586) runs from south-west to north-east through the employment land. It crosses the A264 dual carriageway at-grade to the east of the newly constructed left-in / left-out junction that provides access to the employment and and Phase 2 from the A264. At this point, the A264 is raised above the adjacent land on an embankment and there are steps on the footpath leading up the embankment on both the north and south sides of the A264.
- 2.7 Some 500 metres or so to the north, the public footpath joins a public bridleway called Bush Lane (Bridleway 1585) that runs on an east to west alignment through Phase 2, connecting Wimland Road, to the east, with Rusper Road, to the west. The public footpath will be improved and a section of it will need to be diverted through the employment land. Further details are provided in Section 3 of this report.

- 2.8 There is an alternative signed route for pedestrians across the A264 dual carriageway that avoid the steps and the at-grade crossing of the A264 that is not a public right of way but is within the public highway. It follows a route at the bottom of the road embankment on the south side of the A264 eastwards for around 300 metres and then crosses under the A264 via an underpass on the immediate west side of the railway. This route then continues westwards as a private footpath within the Mowbray development, parallel with the north side of the A264, and then reconnects with Footpath 1586.
- 2.9 Improvements are proposed to this alternative route, known as the A264 Woodland Walk as part of the Underpass Works Scheme, in compliance with the obligations set out in the Section 106 agreement for the Mowbray development. These improvements include surfacing to ensure the route is useable in all weathers, and the provision of street lighting, so it is useable at night. Technical Approval has been obtained from West Sussex County Council for the improvements, which will be delivered via an agreement under Section 278 of the Highways Act. The works are scheduled to be undertaken in summer 2026 and in any event completed in compliance with the associated obligations in the Section 106 agreement, i.e. prior to occupation of any housing unit in sub-phase 2C or occupying more than 20,000 sqm of employment floorspace.
- 2.10 The employment land primary road is identified as a key route for pedestrians and cyclists. Further details on facilities for pedestrians and cyclists that will be delivered as part of the employment land road are provided in Section 3.

Public Transport

- 2.11 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 and Bailey Road, serving Bohunt School, with buses turning at the existing eastern extent of Bailey Road where a turning facility is provided.
- 2.12 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 late 2027.
- 2.13 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. Further details on public transport provision in connection with the employment land road are provided in Section 3.

3.0 Proposed Development

3.1 The proposals for which full planning permission is sought comprise the extension of the primary road eastwards from the newly constructed left-in / left-out signal-controlled junction that provides access to the employment land from the A264 for around 780 metres, together with associated infrastructure and landscaping.

3.2 Drawings illustrating the proposals are provided as separate planning documents, as follows:

MOW-RMA2-PH2-1001 – General Arrangement Sheet 1 of 3
 MOW-RMA2-PH2-1002 – General Arrangement Sheet 2 of 3
 MOW-RMA2-PH2-1003 – General Arrangement Sheet 3 of 3
 MOW-RMA2-PH2-1004 – Roundabout 1 Geometry
 MOW-RMA2-PH2-1005 – Roundabout 2 Geometry
 MOW-RMA2-PH2-1006 – Long Sections Location Plan
 MOW-RMA2-PH2-1007 – Long Sections Sheet 1 of 5
 MOW-RMA2-PH2-1008 – Long Sections Sheet 2 of 5
 MOW-RMA2-PH2-1009 – Long Sections Sheet 3 of 5
 MOW-RMA2-PH2-1010 – Long Sections Sheet 4 of 5
 MOW-RMA2-PH2-1011 – Long Sections Sheet 5 of 5
 MOW-RMA2-PH2-1012 – Levels & Contours Sheet 1 of 3
 MOW-RMA2-PH2-1013 – Levels & Contours Sheet 2 of 3
 MOW-RMA2-PH2-1014 – Levels & Contours Sheet 3 of 3
 MOW-RMA2-PH2-1015 – Visibility Splays Sheet 1 of 3
 MOW-RMA2-PH2-1016 – Visibility Splays Sheet 2 of 3
 MOW-RMA2-PH2-1017 – Visibility Splays Sheet 3 of 3
 MOW-RMA2-PH2-1018 – Adoption Plan Sheet 1 of 3
 MOW-RMA2-PH2-1019 – Adoption Plan Sheet 2 of 3
 MOW-RMA2-PH2-1020 – Adoption Plan Sheet 3 of 3

MOW-RMA2-PH2-6201 – HGV Western Roundabout
 MOW-RMA2-PH2-6202 – HGV Eastern Roundabout
 MOW-RMA2-PH2-6203 – 12m Bus
 MOW-RMA2-PH2-6204 – 11.3m Refuse Vehicle Sheet 1 of 4
 MOW-RMA2-PH2-6205 – 11.3m Refuse Vehicle Sheet 2 of 4
 MOW-RMA2-PH2-6207 – 11.3m Refuse Vehicle Sheet 3 of 4
 MOW-RMA2-PH2-6208 – 11.3m Refuse Vehicle Sheet 4 of 4
 MOW-RMA2-PH2-6209 – 9.5m Tanker, Pumping Station
 MOW-RMA2-PH2-6210 – Large Car, Car Park 1
 MOW-RMA2-PH2-6211 – Large Car, Car Park 2

MOW-RMA2-PH2-SK02 – Pedestrian and Cycle Route Strategy

Design Principles

3.3 The main road through the employment land will be classed as a primary road and will have a 6.5m wide carriageway, with a footway and cycleway on the north side and a footway on the south side, which will be separated from the carriageway by landscaped verges.

- 3.4 The speed limit on the primary road will be 30mph, which is the same as the short section of primary road that has already been constructed leading northwards from the newly constructed left-in / left-out signal-controlled junction on the A264.
- 3.5 Two four-arm roundabouts are proposed on the primary road to provide access to the employment land parcels to the north and south of the primary road. The roundabouts have been designed as compact roundabouts, in general accordance with guidance contained in CD 166 of the Design Manual for Roads and Bridges – Geometric design of roundabouts.
- 3.6 In comparison with normal roundabouts, compact roundabouts are considered more appropriate in this location as the design reflects a more local context. Compact roundabouts are recommended where the speed limit is less than 40mph and the traffic levels are less than 8,000 two-way AADT. A compact roundabout has less capacity than a normal roundabout but can be more suitable where there is a need to accommodate at-grade crossings for pedestrians or cyclists. The relatively narrow entries and exits of a compact roundabout give more flexibility for the inclusion of pedestrian crossings in the roundabout design.
- 3.7 Whilst capacity is not the principal design consideration, the capacity of the roundabouts has been tested and proven to accommodate the traffic flows generated by the different land uses consistent with the original outline planning permission and for a range of alternative employment land uses to provide flexibility in the future should the mix change for any reason.
- 3.8 Both roundabouts will have an ICD of 38 metres and a central island diameter of 20 metres. A 3.6 metre-wide overrun area around the central island will be provided, which will be demarcated and surfaced in asphalt.
- 3.9 Whilst the ICD of a compact roundabout should not normally exceed 36 metres, a larger ICD is proposed in this case due to the need to accommodate the turning requirements of larger vehicles, such as articulated lorries and buses. West Sussex County Council has confirmed that an ICD larger than 36 metres will not require a Departure from Standard provided the reasons are justified and the audit team for the Road Safety Audit is made aware of the non-compliance for their consideration. The ICD is in line with guidance in Local Transport Note LTN 1/20 – Cycle Infrastructure Design,
- 3.10 A priority ghost island junction with central right turning lane is proposed to serve the health centre land parcel towards the western end of the employment land area and on the north side of the proposed primary road, west of the westernmost roundabout. The junction layout accords with the requirements of CD 123 of the Design Manual for Roads and Bridges – Geometric design of at-grade priority and signal-controlled junctions.
- 3.11 Similarly, a priority ghost island junction with central right turning lane is proposed to serve the land parcel towards the western end of the employment land and on the south side of the proposed primary road, west of the westernmost roundabout. Again, the junction layout accords with the requirements of CD 123.
- 3.12 Between the two roundabouts, four bellmouth junctions are proposed on the south side of the primary road to provide access to two car parking areas at the northern end of the southern employment land development parcels. Each parking area will have a separate entry and exit connected by an internal one-way loop road, hence the need for four bellmouths. The parking areas will be relatively small, with around only 50 to 70 car parking spaces each, and therefore the associated traffic movements will be relatively low. For this reason, the provision of ghost island junctions with central right turning lanes is not considered necessary and simple T-junctions are proposed instead.

- 3.13 To the east of the easternmost roundabout, a simple T-junction is proposed to provide access to a small residential land parcel on the north side of the primary road. A second simple T-junction is proposed to provide access to a land parcel on the south side of the primary road.
- 3.14 Beyond and to the north-east of the red line boundary defining the extent of the employment land road planning application, the primary road crosses a watercourse that will need to be culverted under the road. The road also crosses a bridleway called Bush Lane (Bridleway 1585) that runs on an east to west alignment through Phase 2, connecting Wimland Road, to the east, with Rusper Road, to the west. A signal-controlled Pegasus crossing suitable for use by pedestrians, cyclists and equestrians, is proposed where the bridleway crosses the road. The maintenance parking bay for the proposed Pegasus crossing is located within the red line boundary of the planning application for the employment land road. A pair of bus stops is also proposed to the north of the Pegasus crossing.
- 3.15 Due to the complex interactions in this location, the design of the section of primary road beyond the extent of the current planning application has been developed to a similar level of detail but any information shown on the application drawings beyond the red line boundary is provided for illustrative and contextual purposes only as this section of primary road will be subject to a separate planning application in due course.
- 3.16 To the west of the secondary road leading northwards from the westernmost roundabout is a proposed adoptable foul water pumping station that will require access by a tanker for maintenance purposes. A vehicle tracking assessment has been carried out to demonstrate that the access to the pumping station can accommodate the turning requirements of a tanker and the resulting swept path drawing is provided.
- 3.17 A sub-station is proposed on the east side of the primary road, towards the northern end of the application site. A second sub-station is proposed on the north side of the primary road to the west side of the westernmost roundabout.
- 3.18 Waiting restrictions are proposed to prevent on-street parking on the primary road, which will require a Traffic Regulation Order from West Sussex County Council.
- 3.19 Visibility splays for the proposed junctions are shown on the drawings provided. The splays show a 'y' distance of 43m, the stopping sight distance for a design speed of 30mph. Pedestrian crossing visibility splays are indicated for the proposed uncontrolled crossing points.

Pedestrian & Cycle Facilities

- 3.20 The site-wide cycling strategy document (reference PH/BC/ITL15764-002E, July 2022) was approved under the condition discharge application for Condition 19 of the outline planning permission (reference DISC/22/0232). This document indicates that the primary road through the employment land should include dedicated cycle facilities, i.e. mandatory / advisory / stepped cycle lanes, or segregated two-way cycle lanes.
- 3.21 In addition, the site-wide cycling strategy requires a proposed cycle and pedestrian route to run parallel with and on the north side the A264 and the railway line between the primary road at the access to the employment land and Phase 2 via the left-in / left-out signal-controlled junction and Wimland Road, as shown on the plan extracted from the site-wide cycling strategy that is provided at Appendix C.

- 3.22 Therefore, in compliance with the site-wide cycling strategy, a 2.5m wide segregated, two-way cycleway is proposed on the north side of the primary road through the full extent of the employment land, which will provide cyclists with a dedicated cycle route in accordance with the approved site-wide cycling strategy.
- 3.23 Where the cycle route crosses side roads, for example at the access to the development land parcels and on the northern arms of the two roundabouts, it is proposed to raise the carriageway to the level of the cycleway and give priority to cyclists on the cycleway over vehicle turning to and from the primary road. A full set back priority junction is proposed at the access to the health centre land parcel in accordance with Figure 10.13 of Local Transport Note LTN 1/20 – Cycle Infrastructure Design. At the access to the small residential land parcel on the northern side of the primary road, to the east of easternmost roundabout, a partial set back priority junction is proposed as traffic flows to/from this land parcel will be low.
- 3.24 The crossings on the northern arms of the two roundabouts have been set back beyond the splitter islands, away from the roundabout, to provide space for vehicles to exit the roundabouts and give-way to pedestrians and cyclists using the crossings without obstructing the free-flow of traffic on the primary road. In the case of very large vehicles, such as a full-size articulated lorry, there would be sufficient space to the rear of the lorry's trailer for eastbound vehicles to pass through the roundabout.
- 3.25 A 2m wide footway is proposed on the northern side of the primary road, adjacent to the cycleway, for the full extent of road subject to this planning application. A 2.5m wide footway is proposed on the southern side of the road from a point roughly midway between the development accesses on either side of the primary road, to the west of the western most roundabout, eastwards for the full extent of the planning application. There is no need for the southern footway to continue further west towards the left-in / left-out junction on the A264 because all destinations will be on the northern side of the road to the west of where the southern footway will terminate.
- 3.26 Uncontrolled crossings for pedestrians and cyclists are proposed at several locations on the primary road to cater for the anticipated movements on the various north to south desire lines.
- 3.27 Where the southern footway terminates towards the western extent of the proposed primary road through the employment land, an uncontrolled crossing is proposed with a refuge island located in the central hatching of the ghost island junction at the access to the health centre land parcel, prior to the start of the right turn lane. Just to the west of the westernmost roundabout, another uncontrolled crossing with a refuge island is proposed in the central hatching of the ghost island junction at the access to the development parcel to the south, beyond the right turn lane.
- 3.28 Roughly midway between the two roundabouts, an uncontrolled crossing is proposed with a refuge island located in the central hatched area, located on the desire line between the northern and southern employment land parcels.
- 3.29 Uncontrolled pedestrian crossings are proposed via some of the splitter islands on the arms of the two roundabouts on the primary road, as shown on the general arrangement drawings provided.
- 3.30 An existing public right of way (Footpath 1586) will be diverted to facilitate the future development of one of the land parcels to the south of the primary road and to the west of the westernmost roundabout. The extent of the proposed footpath diversion is shown on the Pedestrian and Cycle Route Strategy drawing provided.

- 3.31 A short section of the existing bridleway will also need to be diverted where it crosses the primary road via the proposed Pegasus crossing described above as the alignment of the route will deviate from its existing route due to the staggered arrangement required, although not significantly.
- 3.32 Discussions have been held with the Rights of Way Officer at West Sussex County Council who has advised that the diversions would be processed under Section 257 of the Town and Country Planning Act and will be led by the local Planning Authority (Horsham District Council). Planning permission must already be in place before this process can commence, which will be after the granting of full planning permission for the primary road.
- 3.33 The applicant, Legal & General, propose to grant permissive rights to enable cyclists to use the section of this public footpath south of the primary road, between the road and the private footpath that continues eastwards, parallel with the north side of the A264 and connects with the Woodland Walk and proposed Underpass Works Scheme and then alongside the railway line to Wimland Road. Permissive rights will also be granted on the section of public footpath north of the primary road through to the connection with the existing bridleway to the east. This will enable the route to become a cycle path in accordance with the site-wide cycle strategy. An appropriate agreement will be put in place to formalise this arrangement. The sections of public and private footpaths that will be used by cyclists will be hard surfaced.
- 3.34 It is proposed to enhance the walking route from Wimland Road, westwards on the north side of the railway line and A264, providing a connection to the Woodland Walk that crosses under the A264, and to the existing public footpath that crosses the A264 at-grade.
- 3.35 Early discussions have been held with the Horsham Society, and it has been agreed, in principle, to divert the Riverside Walk (a 13-mile circular walk around Horsham) through the Mowbray development and employment land to Wimland Road. Three different routes have been considered, and the final alignment will be agreed through further discussions between Legal & General, the Horsham Society and Horsham District Council.

Public Transport

- 3.36 As described in Section 2, the bus service that serves Phase 1 of the Mowbray development (Metrobus Route 71) will be extended to the east into Phase 2. It will operate on a loop through Phase 2, arriving and departing via Bailey Road, and U-turning at the westernmost roundabout on the employment land road.
- 3.37 Pre-application discussions have been held with West Sussex County Council and Metrobus regarding the bus infrastructure required within the employment land area.
- 3.38 Bus stops are proposed to be located such that development parcels within Phase 2 are located within a reasonable walking distance of a bus stop.
- 3.39 It has been agreed that the bus stop serving the employment land will be located on the north side of the primary road, immediately to the east of the westernmost roundabout. This is likely to be the most heavily used stop within the employment land as it would be used by passengers to board and alight and serve not only the employment uses but other nearby facilities, such as the sports area and health centre.

- 3.40 Metrobus has advised that there would likely be increased dwell time at this stop for layover and/or timetabling purposes. If the bus stop were marked on the carriageway, there is a risk of a waiting bus blocking eastbound traffic flows on the primary road that could cause queues to form back to the adjacent roundabout at busy times. For this reason, it is proposed to provide a layby arrangement for this stop so the bus can wait off the carriageway. A layby would also allow the stop to be located further to the west, closer to the roundabout than would be the case with an on-carriageway stop, which would reduce the walking distance to the land uses to the west of the roundabout, including the sports area and health centre.
- 3.41 It is worth noting that provision has been made to locate a future westbound bus stop on the south side of the primary road and to the west of the westernmost roundabout should the bus route ever be extended through to Crawley and Gatwick in the future, which is an aspiration of West Sussex County Council and Metrobus. This potential future bus stop is shown in the general arrangement drawing (Sheet 1 of 3) provided. However, the future bus stop does not form part of this planning application, and it will not be provided as part of the highway works.
- 3.42 Elsewhere along the primary road, bus stops will be arranged in pairs, one on either side of the road, to the east of the easternmost roundabout. A pair of bus stops is proposed just beyond the planning application boundary of the employment land road, to the north of the proposed Pegasus crossing.
- 3.43 Consistent with all new bus stops within the Mowbray development, the bus stop that will serve the employment land will be equipped with a shelter and real-time information display. Image 1 below taken of the existing bus stop outside Bohunt School on Bailey Road shows the type of shelter and real-time information display that will be provided.



Image 1: Existing Bus Stop on Bailey Road outside Bohunt School

- 3.44 A vehicle tracking assessment has been carried out to demonstrate that the westernmost roundabout can accommodate the turning requirements of a bus and the resulting swept path drawing is provided.

Lighting

- 3.45 The primary road through the employment land will be illuminated by streetlights, consistent with the lighting arrangements on the primary road elsewhere within the Mowbray development. The proposed lighting column positions are shown on the general arrangement drawings provided although the final column locations will be subject to detailed design.
- 3.46 The sections of public and private footpaths that will be used by cyclists will be hard surfaced. The route alongside the A264 will be illuminated but the route north of the primary road through the employment land to the existing bridleway will not be illuminated as it is not expected to be used as a primary cycle route. Details of the proposed lighting are shown on the application drawings prepared by David Jarvis Associates, landscape architects.

Highway Drainage

- 3.47 Drainage is described in detail in a separate Flood Risk Assessment prepared by Glanville and submitted with the planning application.

Highway Adoption

- 3.48 The primary road will be offered for adoption to West Sussex County Council, as local Highway Authority, via an agreement under Section 38 of the Highways Act. The proposed extent of adoption is shown indicatively on the general arrangement drawings provided.
- 3.49 Highway drainage within the employment land road will comprises gullies and gully connections which solely serve the public highway and therefore will be adopted by West Sussex County Council via a Section 38 agreement. The gullies will discharge into a surface water sewer that will be offered for adoption by the sewerage undertaker, Southern Water, or a NAV (new appointments and variations) via an agreement under Section 104 of the Water Industry Act.
- 3.50 Foul drainage along the employment land road will comprise gravity sewers and a rising main as well as a pumping station. This infrastructure will also be offered for adoption by the sewerage undertaker, Southern Water, or a NAV (new appointments and variations) via a Section 104 agreement.

Landscaping

- 3.51 Tree planting is proposed on both sides of the primary road, between the footways and the carriageway as shown on the landscape proposals prepared by David Jarvis Associates. All proposed tree planting is outside of junction visibility splays and forward visibility envelopes.

Stage 1 Road Safety Audit

- 3.52 An independent Stage 1 Road Safety Audit has been carried out of the proposed adopted highway and included a site visit on 12 August 2025. The Audit Team reviewed the drawings showing the proposals as listed in paragraph 3.2 of this Transport Statement.
- 3.53 A copy of the Stage 1 Road Safety Audit report and Glanville's Response Report is provided at Appendix D. All the audit team's recommendations have been addressed such that there are no residual highway safety concerns with the proposals.

4.0 Summary & Conclusion

Summary

- 4.1 This Transport Statement has been prepared to support a full planning application for the proposed primary road through the employment land within the Mowbray development, North Horsham, West Sussex. The description of development is as follows:

"Construction of Primary Road from the Left-In, Left-Out junction with the A264 (constructed pursuant to Outline Planning Permission DC/16/1677) to Bush Lane (Bridleway 1585), footpaths and cycleways, foul and surface water drainage including a SUDS basin and foul pumping station, landscaping, substations and associated infrastructure."

- 4.2 Whilst outline planning application has been granted for the Mowbray development, an application for the approval of all Reserved Matters for the proposed primary road through the employment land has not been submitted within the required timescale, so a full application is necessary. However, the principles and parameters remain consistent with those agreed through the outline planning permission.
- 4.3 The proposed highway layout has been agreed with West Sussex County Council during pre-application discussions.
- 4.4 Provision for pedestrians and cyclists complies with the approved site-wide cycling strategy.
- 4.5 Appropriate provision for public transport has been made and agreed with the bus operator, Metrobus.
- 4.6 The proposed highway and drainage infrastructure complies with appropriate design standards to enable adoption by West Sussex County Council and Southern Water or a NAV (new appointments and variations), as appropriate.
- 4.7 An independent Stage 1 Road Safety Audit of the proposed adoptable highway has been carried out which has not identified any residual safety problems.

Conclusion

- 4.8 Therefore, it is concluded that the proposals are appropriate in transport terms and planning permission should be granted accordingly.

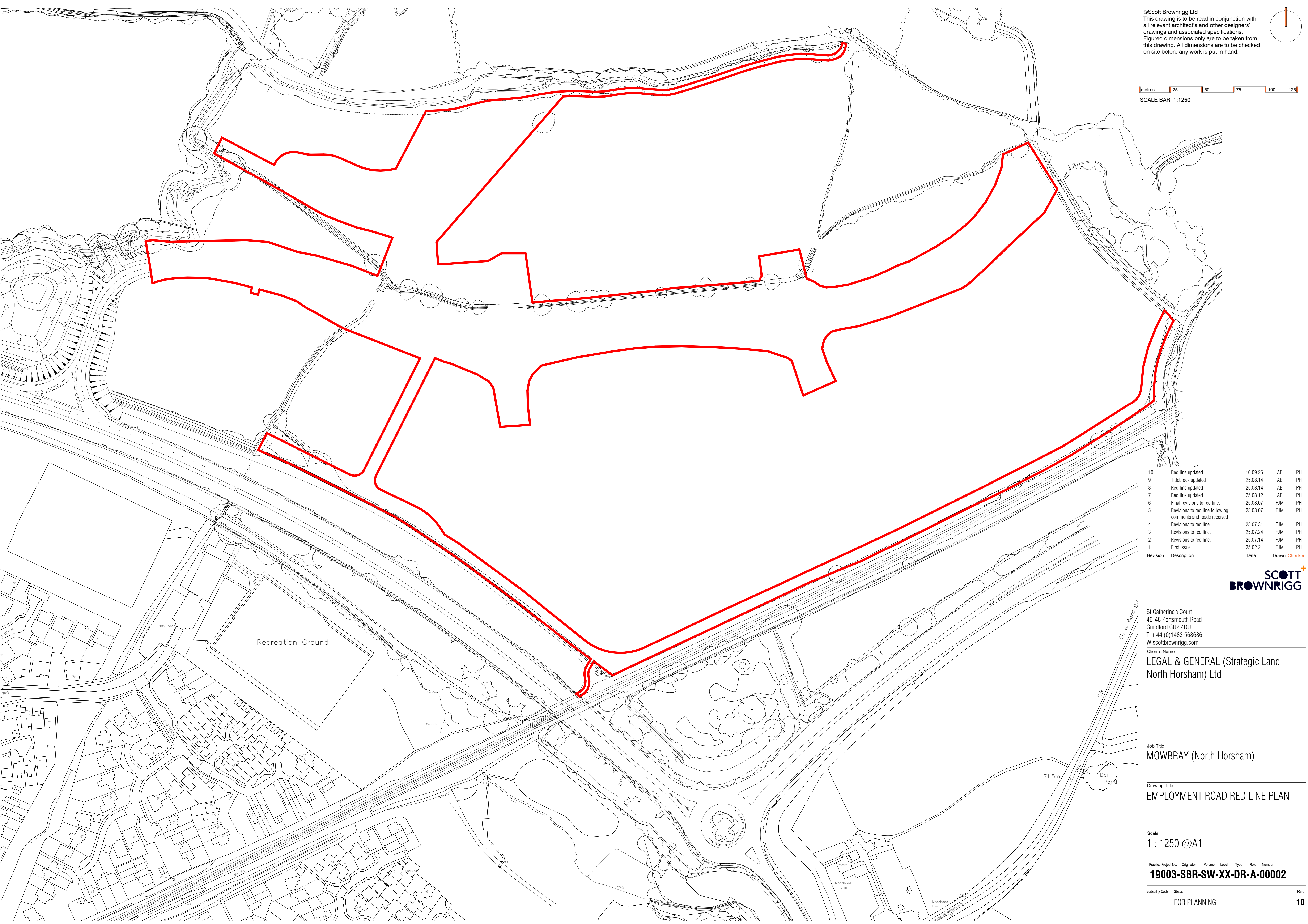
Appendices





Appendix A

Site Location Plan



©Scott Brownrigg Ltd
This drawing is to be read in conjunction with
all relevant architect's and other designers'
drawings and associated specifications.
Figured dimensions only are to be taken from
this drawing. All dimensions are to be checked
on site before any work is put in hand.

metres 25 50 75 100 125

SCALE BAR: 1:1250

10	Red line updated	10.09.25	AE	PH
9	Titleblock updated	25.08.14	AE	PH
8	Red line updated	25.08.14	AE	PH
7	Red line updated	25.08.12	AE	PH
6	Final revisions to red line.	25.08.07	FJM	PH
5	Revisions to red line following comments and roads received	25.08.07	FJM	PH
4	Revisions to red line.	25.07.31	FJM	PH
3	Revisions to red line.	25.07.24	FJM	PH
2	Revisions to red line.	25.07.14	FJM	PH
1	First issue.	25.02.21	FJM	PH

Revision Description Date Drawn Checked

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Job Title
MOWBRAY (North Horsham)

Drawing Title
EMPLOYMENT ROAD RED LINE PLAN

Scale
1 : 1250 @A1

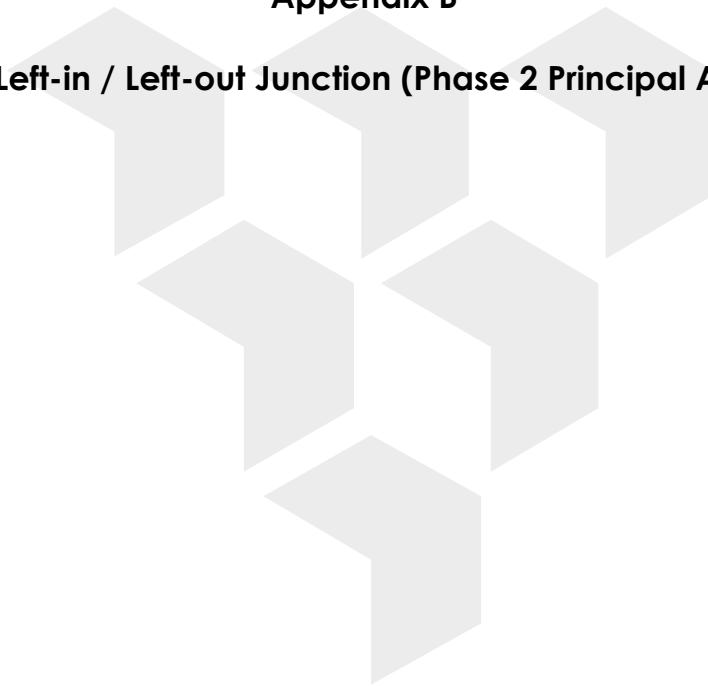
Practice Project No. Originator Volume Level Type Role Number
19003-SBR-SW-XX-DR-A-00002

Subsidiary Code Status
FOR PLANNING

Rev
10

Appendix B

A264 Left-in / Left-out Junction (Phase 2 Principal Access)





- Source: MK Surveys drawing no. 31246 Sheets 6 & 7

KEY

- | | | | |
|------|---|-------------------------|------|
| A12 | Wooden post and end 4 rail fence (WSCC HWS1) shown at top of new headwalls within existing toe-drain. | 11/09/2024
D.Strange | GT |
| A11 | Traffic signal poles in traffic island and A264 central reserve relocated. | 07/03/2024
D.Strange | GT |
| A10 | Revised following WSCC LILO Design Review 2 dated 21 April 2023. French drain added. Proposed highway boundary revised to suit. | 01/06/2023
D.Strange | GT |
| A9 | Revised following WSCC LILO Design Review 1 dated 30 January 2023. Layout updated to show edging within traffic island. Location and orientation of local direction sign amended. | 16/02/2023
D.Strange | GT |
| A8 | Street lighting feeder pillar relocated. | 30/11/2022
D.Strange | GT |
| A7 | Western verge width of new site access increased to 3.0m. Junction visibility splay shown. Traffic signal head locations amended. | 04/11/2022
D.Strange | GT |
| A6 | Eastern embankment adjusted | 25/10/2022
A. Harper | GT |
| A5 | Traffic signals maintenance bay shown. Earthworks updated. | 21/10/2022
D.Strange | GT |
| A4 | Eastern verge width of new site access increased to 3.0m. | 30/09/2022
D.Strange | GT |
| A3 | Extent of works amended. A264 speed limit proposed to be 50mph. | 16/09/2022
D.Strange | GT |
| A2 | Revised following site visit. | 19/08/2022
T.Hart | GT |
| A1 | Issued for APPROVAL. | 17/08/2022
T.Hart | GT |
| 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) Ltd	
Project : Mowbray (Land North of Horsham)	
Title : Junction Ref. C1: Left-in / Left-out S.278 / S.38 Highway Works General Arrangement	
Project Engineer : G Turner	Scale : As Shown @ A1
Project Director : J. Birch	Date : August 2022
Status : Approved for Construction	
Drawing No. Mowbray-GLA-JLO-Ph-D-H-6300 Rev 1 A12	

Appendix C

Plan Extracted from Site Wide Cycling Strategy

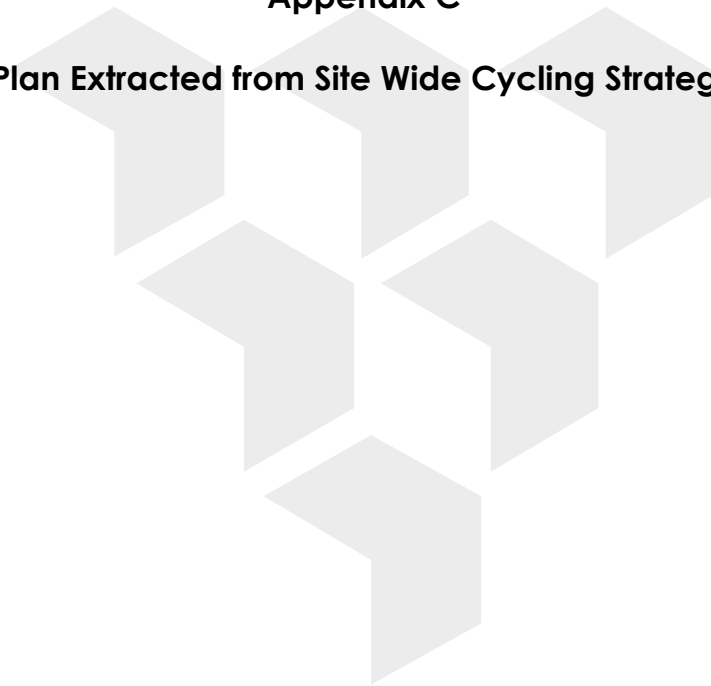
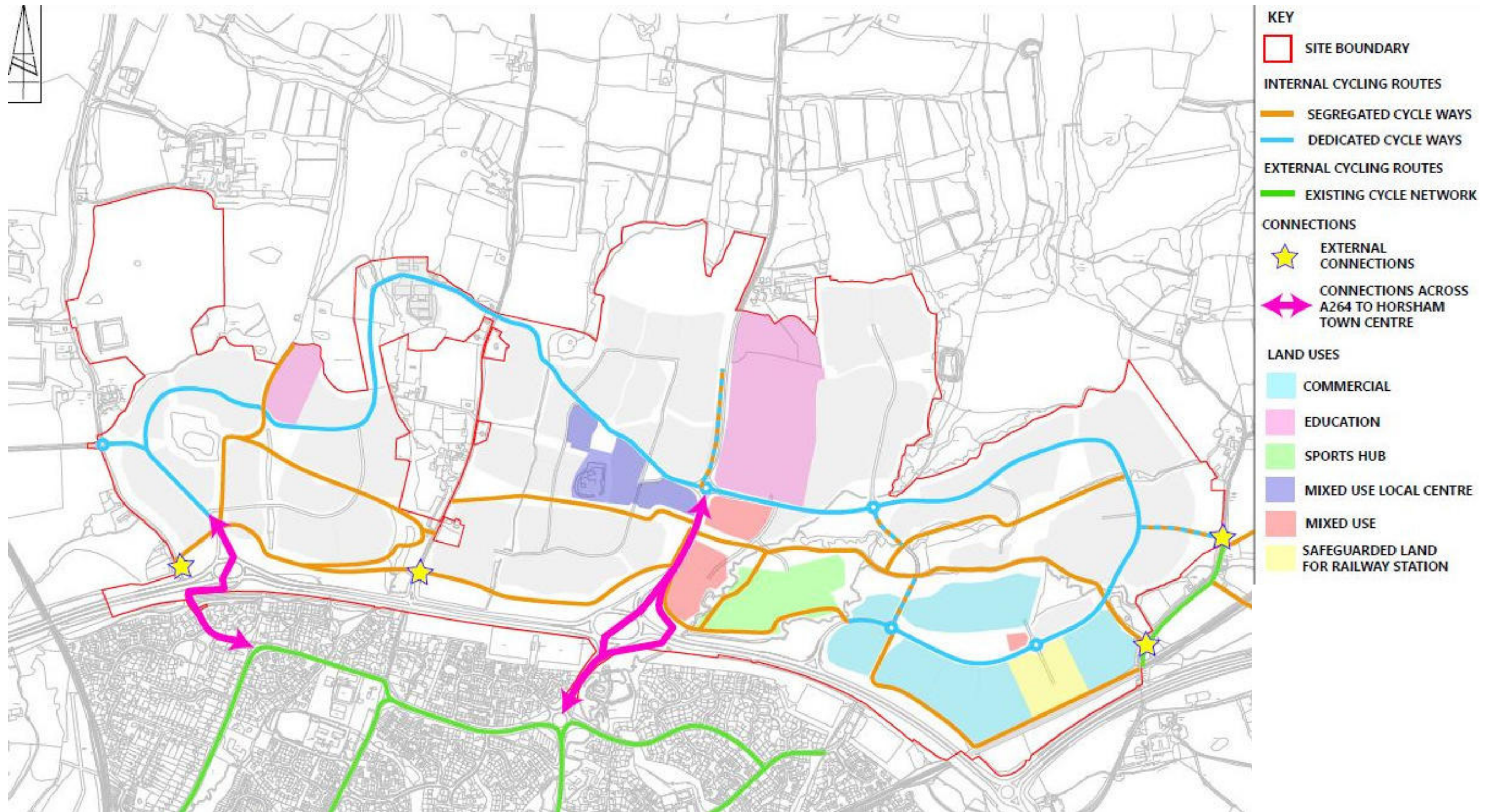


Figure 4.1 Proposed Cycle Route Strategy



Appendix D
Stage 1 Road Safety Audit and Response Report

**Mowbray Development,
North of Horsham**

Proposed RMA2 Employment Land

Stage 1 Road Safety Audit

August 2025

**Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH**

**info@alpha-consultants.co.uk
www.alpha-consultants.co.uk**



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:	15/08/2025
Document reference and revision:	AC/GC/1508251
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 August 2025 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 'RMA2 – Employment Land'. This will connect with a new left-in/left-out junction on the A264, which is currently under construction.
- 1.2 The Audit Team membership was as follows:
- | | |
|------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| B Newiss (Audit Team Member) | Alpha Consultants |
- 1.3 The Audit took place at the offices of Alpha Consultants during August 2025 and included an examination of the following documents:
- Drawing No. MOW-GLA-RMA2-Ph2-D-C-1001 P9
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1002 P10
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1003 P10
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1004
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1005
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1006
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1007
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1008
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1009
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1010
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1011
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1012
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1013
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1014
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1018
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1019
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-1020
 - Drawing No. MOW-GLA-RMA2-PH2-D-C-6201 P2
 - Drawing No. MOW-GLA-RMA2-PH2-D-C-6202 P2
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6203
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6204
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6205
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6206
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6207
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6208
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6209 P2
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6210
 - Drawing No. MOW-GLA-RMA2-Ph2-D-C-6211

- 1.4 The Audit Team visited the site on the afternoon of 12 August 2025. The weather was partly cloudy and dry. The surfaces were also dry.
- 1.5 The terms of reference of the Audit are as described in the DMRB GG 119.
- 1.6 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.7 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

GENERAL

2.1 Problem

Location: Junctions and crossing points

Summary: Provision of suitable visibility splays and sightlines



Description:

In order for the proposed arrangement to operate safely, it will be important that users have sufficient visibility of one another. This includes at junctions and at pedestrian/cycle crossing facilities. If visibility is inadequate at these locations, this could lead to a heightened risk of associated collisions.

Recommendation:

It is recommended that appropriate visibility splays/sightlines are identified at all junctions/crossing facilities and kept clear of obstruction.

2.2 Problem

Location: Proposed trees

Summary: Potential impact of trees on visibility splays and safe passage of cyclists/pedestrians



Description:

It is noted from the drawings that trees are proposed at various locations throughout the scheme. The Audit Team recognises the aesthetic and ecological value of including these within the proposals. However, if not appropriately located, they could potentially interfere with visibility splays and sightlines at junctions and crossing points.

Any low-hanging foliage or a build-up of leaves/detritus on surfaces could also pose a risk to footway/cycleway users.

Recommendation:

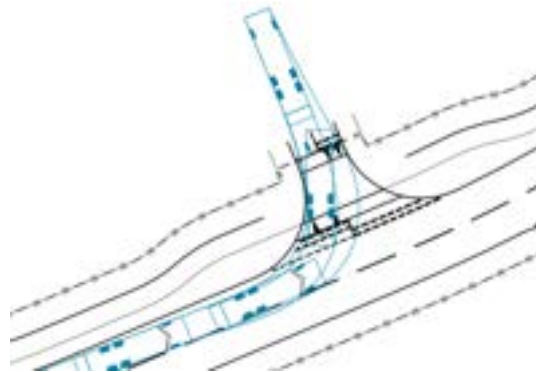
It is recommended that the planting of trees within or close to identified visibility splays and sightlines is avoided. It is also recommended that arrangements are put in place for the regular inspection and maintenance of any trees. Tree canopies should be maintained to a suitable height if overhanging a pedestrian/cycle route, whilst sweeping should be undertaken as necessary to ensure surfaces are kept sufficiently clear of leaves and detritus.

JUNCTIONS

2.3 Problem

Location: Side road junctions

Summary: Larger vehicle swept paths and potential conflict with opposing vehicles



Description:

It is noted from the vehicle swept path information provided that larger vehicles will likely overrun the opposite side of the carriageway when entering or leaving some side road junctions. Whilst this is not unusual at junctions of this type, it will be important that drivers have adequate visibility of any opposing vehicles, before undertaking their turning manoeuvre. If visibility is restricted, this could lead to a heightened risk of conflict at the junctions and potentially hazardous reversing manoeuvres by larger vehicles.

Recommendation:

It is recommended that appropriate inter-visibility is provided between opposing drivers at any junctions where larger vehicles may need to encroach onto the opposite side of the carriageway during turning manoeuvres.

WALKING, CYCLING AND HORSE RIDING

2.4 Problem

Location: Side road junctions to south of main carriageway

Summary: Crossing points on some junction radii may increase likelihood of vehicle overrun and risk to waiting pedestrians



Description:

A number of side road junctions to the south of the main carriageway are to have crossing points located on the junction radii. The swept path information indicates that vehicles may need to pass very close to these crossing points in some cases and particularly at the narrower junctions. With little margin for driver error, it is possible that some vehicles may overrun the dropped kerb line and crossing point. This could pose a risk to any waiting pedestrians.

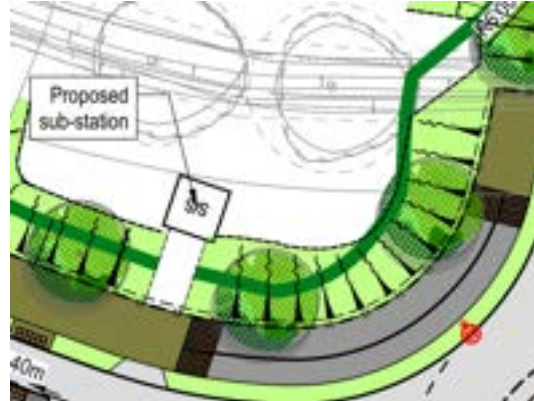
Recommendation:

It is recommended that the proposed arrangement at these junctions is reviewed, and adjusted if necessary, with a view to minimising the likelihood of vehicle overrun and associated risk to pedestrians.

2.5 Problem

Location: Cycleways to north of main carriageway

Summary: Slopes/gradient adjacent to cycleway could pose a risk to users



Description:

It appears from the drawings that there will be an adjacent slope very close to some sections of new cycleway. Depending on the severity/gradient, cyclists could be at risk if they were to veer slightly from the cycleway surface. This could be a particular risk during the hours of darkness, when any adjacent slopes may be less obvious to users.

Recommendation:

It is recommended that the likely severity of any slopes is assessed and additional measures to protect cyclists introduced if appropriate. It is noted that post and rail fence or a 'buffer verge' is proposed at some locations. A similar measure could be applied elsewhere if necessary.

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:

15 August 2025

AUDIT TEAM MEMBER

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

Signed:

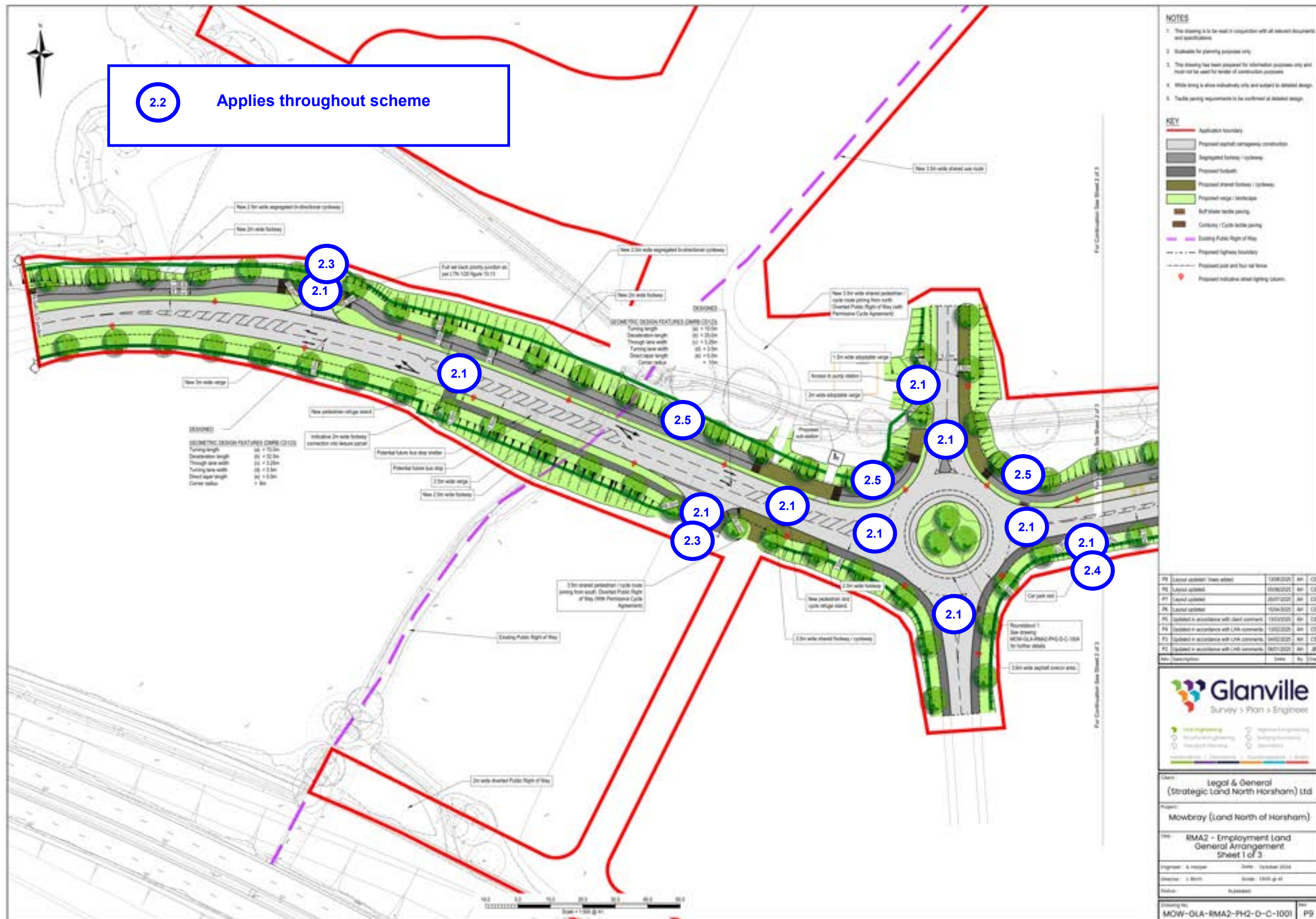


Date:

18 August 2025

Appendix A

Problem Location Plans



2.2 Applies throughout scheme

- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Suitable 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. While being a design indicator only and subject to detailed design.
 5. Traffic signing requirements to be confirmed at detailed design.

- KEY**
- Application boundary
 - Proposed asphalt carriageway construction
 - Designated footway / cycleway
 - Proposed footpath
 - Proposed shared footway / cycleway
 - Proposed verge / landscape
 - Buff stone tactile paving
 - Concrete / Cycle tactile paving
 - Existing Public Right of Way
 - Proposed highway boundary
 - Proposed post and rail fence
 - Proposed individual street lighting column

PR	Layout updated	1/10/2024	AM	CS
PR	Layout updated	05/06/2024	AM	CS
PR	Layout updated	25/07/2024	AM	CS
PR	Layout updated	19/04/2025	AM	CS
PR	Updated in accordance with client comments	1/03/2025	AM	CS
PR	Updated in accordance with LPA comments	1/03/2025	AM	CS
PR	Updated in accordance with LPA comments	04/02/2025	AM	CS
PR	Updated in accordance with LPA comments	08/07/2025	AM	CS
PR	Updated in accordance with LPA comments	08/07/2025	AM	CS
PR	Updated in accordance with LPA comments	08/07/2025	AM	CS

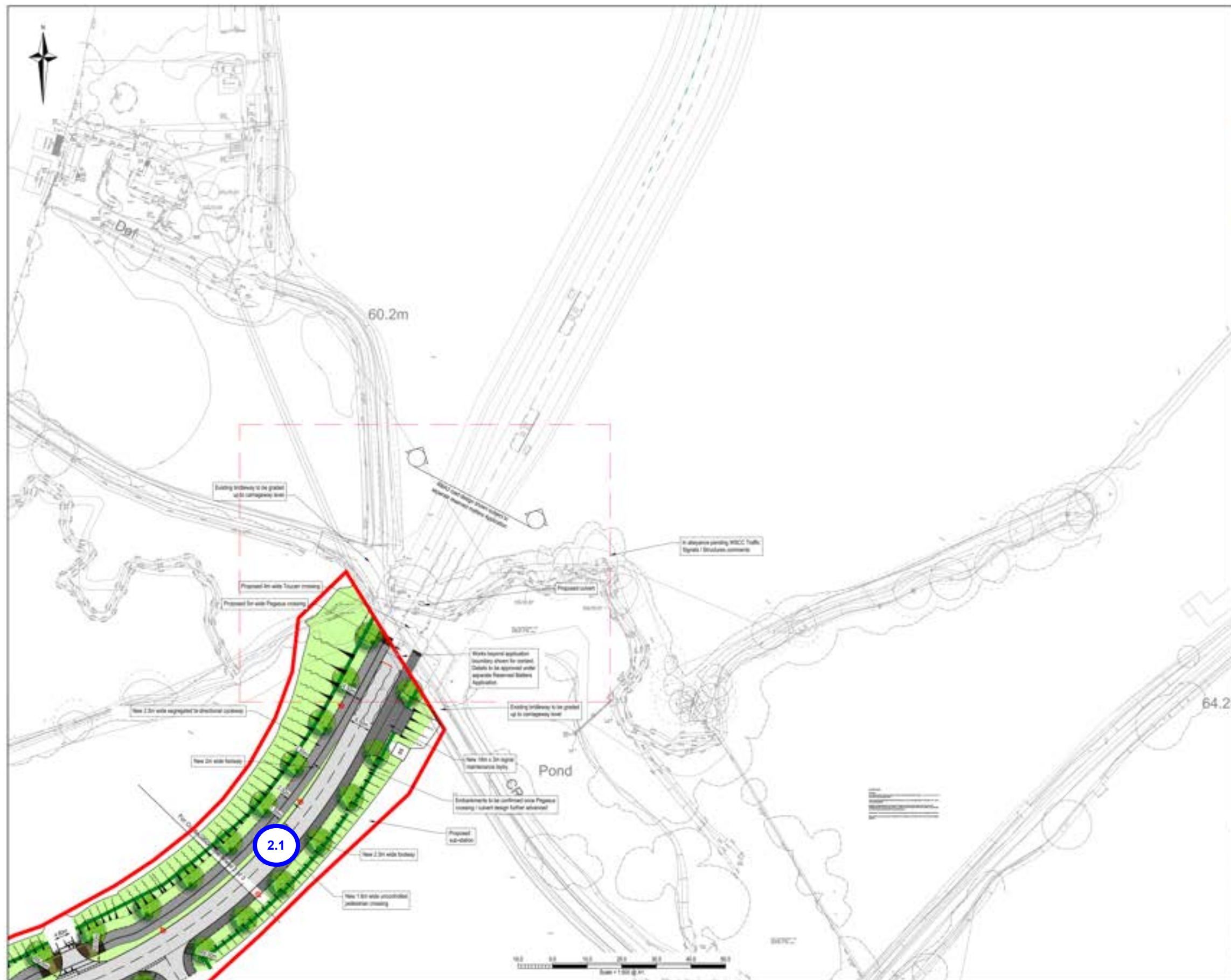
Glanville
Survey > Plan > Engineer

Land Engineering
Infrastructure Engineering
Transport Planning

Highways Engineering
Building Engineering
Groundworks

Planning & Design
Construction
Other

Client:	Legal & General (Strategic Land North Horsham) Ltd
Project:	Mowbray (Land North of Horsham)
Site:	RMA2 - Employment Land General Arrangement Sheet 1 of 3
Engineer & Designer:	Date: October 2024
Checker:	By: 18/10/24
Author:	Author
Drawing No:	MOW-GLA-RMA2-PH2-D-C-1001
Sheet:	P9



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Suitable 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. While being a site plan only and subject to detailed design.
5. Traffic survey requirements to be confirmed at detailed design.

KEY

- Application boundary
- Proposed asphalt carpark/construction
- Designated footway / cycleway
- Proposed footpath
- Proposed shared footway/cycleway
- Proposed verge / landscape
- Proposed off-site footway/cycleway. Refer to Landscape Architects drawings for surfacing details.
- Red stone tactile paving
- Red stone tactile paving
- Concrete / Cycle-tactile paving
- Proposed post and rail fence
- Proposed highway boundary
- Proposed indicative street lighting column

PI1	Layout updated: Trees added	12/08/2024	AM	C2
PI2	Layout updated	08/08/2024	AM	C3
PI3	Layout updated	25/07/2024	AM	C3
PI4	Layout updated	10/06/2024	AM	C3
PI5	Updated in accordance with client comment	13/02/2024	AM	C3
PI6	Residential parcel access amended	13/02/2024	AM	C3
PI7	Updated in accordance with LPA comments	13/02/2024	AM	C3
PI8	Updated in accordance with LPA comments	04/02/2024	AM	C3
PI9	Updated in accordance with LPA comments	04/02/2024	AM	C3
PI10	Updated in accordance with LPA comments	04/02/2024	AM	C3

Rev Description Date By Status



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

Project: Mowbray (Land North of Horsham)

File: RMA2 - Employment Land General Arrangement Sheet 3 of 3

Engineer: A. Morgan Date: October 2024

Director: J. Smith Scale: 1:1000 g.d.

Author: J. Smith

Drawing No: MOW-GLA-RMA2-PH2-D-C-1003 Rev: P10

Project Details

Report title:	Stage 1 Road Safety Audit Response Report (RMA2 Employment Land)
Date:	26 August 2025
Document reference and revision	213_8220585_RSA1_Response_Report_RMA2_(Issue_1)
Prepared by:	Glanville Consultants
On behalf of:	West Sussex County Council

Authorisation Sheet

Project:	Mowbray (Land North of Horsham)
Report title:	Stage 1 Road Safety Audit Response Report (RMA2 – Employment Land)

Prepared by	
Name:	A Harper
Position:	Principal Technician
Signed:	
Organisation:	Glanville Consultants
Date:	22 August 2025
Approved by	
Name:	C Salt
Position:	Principal Engineer
Signed:	
Organisation:	Glanville Consultants
Date:	22 August 2025

Introduction

The proposal 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 'RMA2 – Employment Land'. This will connect with a new left-in/left-out junction on the A264, which is currently under construction.

This report provides a response to the Stage 1 Road Safety Audit (Alpha report reference: AC/GC/1508251).

Key Personnel

Overseeing Organisation:	West Sussex County Council – Ian Gledhill
RSA Team:	J Bown – Audit Team Leader B Newiss – Audit Team Member
Design Organisation:	A Harper (Glanville Consultants) C Salt (Glanville Consultants)
Developer's Representative:	M Wild (Legal & General)

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
2.1	It is recommended that appropriate visibility splays/sightlines are identified at all junctions/crossing facilities and kept clear of obstruction.	The Design Organisation accepts the Audit Team's recommendation. Visibility splays of 2.4m x 17m (LTN 1/20 for 20kph) have been provided from any direct accesses which front onto the shared use facility.		
2.2	It is recommended that the planting of trees within or close to identified visibility splays and sightlines is avoided. It is also recommended that arrangements are put in place for the regular inspection and maintenance of any trees. Tree canopies should be maintained to a suitable height if overhanging a pedestrian/cycle route, whilst sweeping should be undertaken as necessary to ensure surfaces are kept sufficiently clear of leaves and detritus.	The Design Organisation partially accepts the Audit Team's recommendation. All tree canopies within visibility zones will be maintained at a height no lower than 2m above ground level to maintain clear visibility, and 2.4m above ground level in proximity to cycleways to maintain vertical clearance, whichever is the greater. The roads and footways will be adopted by WSCC in its role as highway authority, who will be responsible for ongoing maintenance, including clearance of leaves. Trees outside highway land will be maintained by a private management company.		

2.3	It is recommended that appropriate inter-visibility is provided between opposing drivers at any junctions where larger vehicles may need to encroach onto the opposite side of the carriageway during turning manoeuvres.	The Design Organisation accepts the Audit Team's recommendation. Junctions will be kept clear of any obstructions as far as reasonably practical to ensure drivers have sufficient inter-visibility for both vehicles entering and exiting junctions. Additionally, junction visibility splays of 2.4m x 43m (MfS, 30mph) have been achieved at any junction.		
2.4	It is recommended that the proposed arrangement at these junctions is reviewed, and adjusted, if necessary, with a view to minimising the likelihood of vehicle overrun and associated risk to pedestrians.	The Design Organisation accepts the Audit Team's recommendation. The radii of the car park accesses have been increased to minimise the likelihood of vehicle overrun however the widths of the accesses have remained unaltered to discourage the two-way movement of vehicles.		

2.5	It is recommended that the likely severity of any slopes is assessed and additional measures to protect cyclists introduced if appropriate. It is noted that post and rail fence or a 'buffer verge' is proposed at some locations. A similar measure could be applied elsewhere if necessary.	The Design Organisation accepts the Audit Team's recommendation. Sloped surfaces with a 1:5 gradient have been used throughout, adjacent to the cycle route with some localised areas of 1:3 gradient where there is a constraint due to the presence of existing trees. A 0.5m verge has been introduced at the top of all embankments. Therefore, it is deemed that a fence is not necessary in all locations. However, a post and rail fence has been introduced where higher risks have been identified e.g. where there is a change in direction and therefore higher risk of cyclists deviating from the cycleway surface, where slope gradients are steeper than 1:5, and/or in proximity to watercourses.		
-----	---	---	--	--

Design Organisation and Overseeing Organisation Statements

Design Organisation Statement

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in the response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Charlotte Salt
Signed:	
Position:	Principal Engineer
Organisation:	Glanville Consultants
Date:	26 August 2025

Overseeing Organisation Statement

On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in the 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:	
Date:	

Hertfordshire

|

Oxfordshire

|

Cambridgeshire

|

Bristol

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