

TRAVEL PLAN STATEMENT

Mowbray, North Horsham, West Sussex
Reserved Matters RM Area 13



Prepared for: Legal & General (Strategic Land North Horsham) Limited
Ref: 288_8220585_AD_Ph2_RM13_Travel_Plan_Statement

Document History

Issue	Date	Description	Prepared By	Checked By
1	28 May 26	First Issue to Client	A Davey	J Birch
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1.0 Introduction

- 1.1 This Travel Plan 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 13 within the Mowbray development, North Horsham, West Sussex. The application description is:

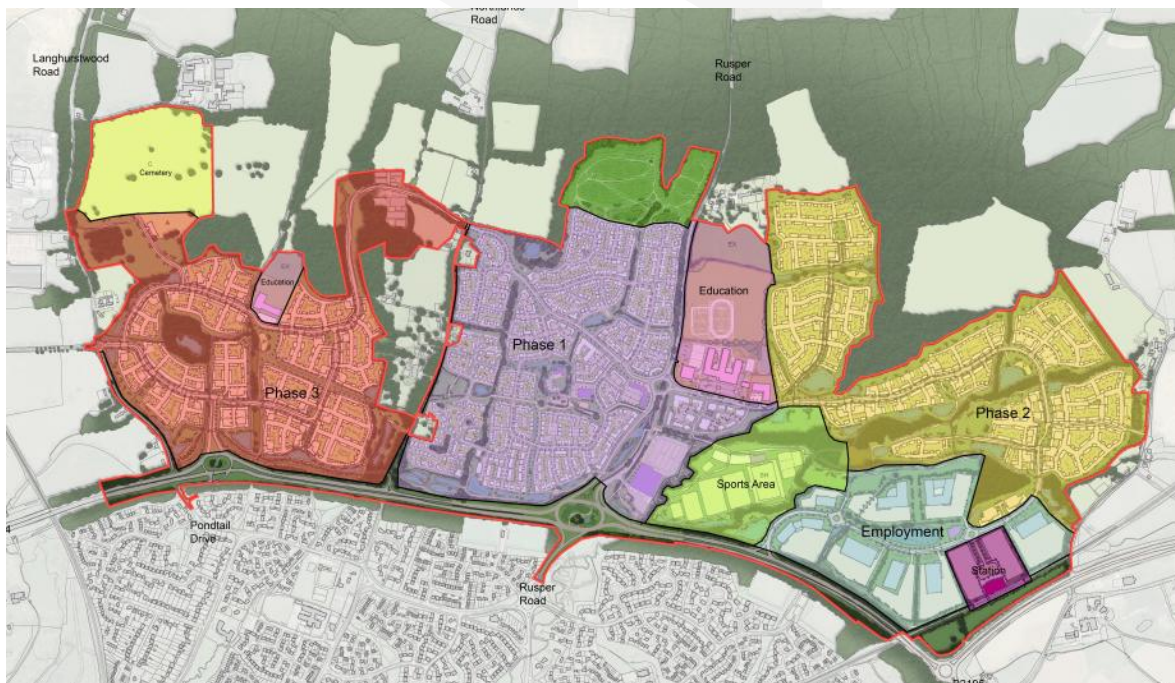
"Application for approval of Reserved Matters (layout, scale, appearance, means of access and landscaping) pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for RM Area 13 comprising 156 (C3 Use) residential units, car and cycle parking, drainage, internal roads, and associated 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 13 of residential Phase 2. RM Area 13 is one of the eight RM Areas (12 to 19) which make up residential Phase 2.

Figure 1: Phase 2 in the Context of the Wider Mowbray Masterplan



Source: Broadway Malyan Drawing 34854-312 Rev A

- 1.4 This Travel Plan Statement refers to the content and requirements set out in the 'Phase Specific Travel Plan Mowbray, Phase 2' dated 1 April 2026, produced in line with Condition 34 of the outline planning permission for the wider development (application reference: DC/16/1677).

1.5 In compliance with the Phase Specific Travel Plan, this Travel Plan Statement includes:

- a) A summary of the proposed schedule of accommodation;
- b) A site plan showing the proposal;
- c) Details on the proposed site access arrangements for all users expected;
- d) Details on the proposed site layout including connections for pedestrians and cyclists;
- e) Car and cycle parking provision against the latest policy requirements; and
- f) Details on electric vehicle charging points.



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 approximately 4.5km to the northeast of Horsham town centre. The application site currently comprises previously undeveloped land used in the past for agricultural purposes.
- 2.3 The site is bounded to the north by an open field; to the east by an area of woodland; to the south by undeveloped agricultural land which will in due course deliver housing as part of RM Area 12 of Phase 2; to the southwest by undeveloped land; and to the northwest by retained residential dwellings off Rusper Road. A spur road from Bailey Road, known as Palisade Road, has already been constructed to serve RM Area 12 and 13. A location plan showing the extent of the application site edged in red is provided in Appendix A.

Accessibility

- 2.4 This section of the Travel Plan Statement provides details of accessibility by non-car modes of transport, along with details of how the development connects to local infrastructure, how bus services can be accessed and the proximity of available local community facilities and schools.

Walking and Cycling

- 2.5 All pedestrian and cycle access to RM Area 13 will be taken through RM Area 12, which will deliver minimum 2.0m footways with 2.0m verges along its secondary street. All cycling will be on carriageway. This will connect to Bailey Road to the south.
- 2.6 Walking and cycling infrastructure in the form of shared footway / cycleways are provided along Bailey Road, providing connections towards Horsham and constructed parts of the Mowbray development to the south and west. In due course, Bailey Road will extend eastwards to serve future development RM Areas including local centres and employment land.
- 2.7 Dropped kerb and give-way facilities are provided at Palisade Road's junction with Bailey Road to enable cyclists to transition between Palisade Road and the shared-use path along Bailey Road. Tactile paved crossings are provided at junctions with minor roads, with pedestrian refuge islands provided at any larger junctions.
- 2.8 Bohunt secondary school is located some 675m walking distance southwest of the centre of the site, accessible via Palisade Road and Bailey Road.

Bus Services

- 2.9 The paragraphs below provide details of bus services operating within Horsham, providing access to the town centre and further destinations. All bus stops will be located on the primary road through Phase 2, known as Bailey Road.

- 2.10 For context, Table 1 summarises the main services available from stops within a reasonable walking distance from Phase 2 as at May 2026.

Table 1: Local Bus Services

Service	Bus Stop	Destination	One-Way Frequency	Hours of Operation
51/61	Holbrook Corner on North Heath Lane	The Common – Horsham – North Heath	1 per hour	09:20 to 17:00
200		Horsham – Gatwick Airport	2 per hour	24 hours – note that service shifts to 1 service per hour between 04:00 and 07:00
71	Mowbray, Bohunt School	Horsham – Mowbray	1 per hour	06:20 to 19:00

- 2.11 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 temporary 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 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. Given that Phase 1 will provide over 1,000 residential units, the second bus service is expected to be operational prior to first occupation of Phase 2.

Rail Services

- 2.13 The nearest existing railway station to Mowbray is Littlehaven, located approximately 2.0km – equivalent to a 20-minute walk, southwest of the approximate centre of the site. It provides connections to key destinations such as London, Crawley and Gatwick Airport. Littlehaven Station provides 32 cycle parking spaces comprising 16 Sheffield stands. Table 2 summarises the frequency of the main direct services from Littlehaven.

Table 2: Train Service Summary from Littlehaven Station

Destination	Peak Hour Frequency	Journey Time
Horsham	2	4 minutes
Crawley	2	9 minutes
Gatwick Airport	2	19 minutes
Redhill	2	30 minutes
East Croydon	2	46 minutes
London Bridge	2	62 minutes
London St Pancras	2	77 minutes
Stevenage	2	106 minutes
Peterborough	2	159 minutes

- 2.14 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. 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.
- 2.15 Pedestrian and cycle access from the site to the station is provided via the shared use paths along Bailey Road, which continue along the eastern side of Rusper Road, over the A264 via a ramped bridge and then along Rusper Road south of the A264 with footways for pedestrians and on carriageway for cyclists.



3.0 Proposed Development

- 3.1 The proposals comprise the construction of 156 residential dwellings, with the following unit mix:

Table 3: RM Area 13 Accommodation Schedule

Number of Bedrooms	Number of Affordable Units	Number of Private Units	Total Number of Units
1	5 Flats	0	5 Units
2	9 Flats / 12 Houses	21 Houses	42 Units
3	5 Houses	50 Houses	55 Units
4	3 Houses	43 Houses	46 Units
5	0	8 Houses	8 Units
Total	34	122	156

*See Broadway Malyan Accommodation Schedule for details.

- 3.2 A site layout is provided at Appendix B.

Design Strategy

- 3.3 Access to the development site will be taken from RM Area 12, which in turn takes access from the secondary road spur (Palisade Road) off of Bailey Road. Bailey Road and the southern section of Palisade Road were consented following approval of Reserved Matters "pursuant to Condition 5 of Outline Planning Permission DC/16/1677 for extension of the primary road between Phases 1 and 2, temporary turning head, provision of pedestrian/ cycle paths, SUDS basins and associated landscaping" (application reference: DC/23/2328). Both Bailey Road and Palisade Road are subject to a Section 38 agreement with WSCC for future adoption.
- 3.4 It is proposed to extend Palisade Road through RM Area 12, and into RM Area 13, forming a secondary street as a spine road through these development RM Areas, as shown in Appendix C. This will be subject to a Section 38 agreement with WSCC for future adoption.
- 3.5 The secondary street carriageway width will be 5.5m throughout to align with the Phase 2 Design & Landscape Strategy. The carriageway will be flanked by minimum 2.0m wide footways on both sides, along with minimum 2.0m wide verges with landscaping and trees, apart from where driveways and tertiary streets join the secondary street.
- 3.6 As set out in the Phase 2 Design & Landscape Strategy, tertiary streets are more varied in their design, with a mix of 4.8m carriageway plus 2.0m footways with 1.0m verge, or 4.8m shared surfaces with 2.0m verge and 1.0m verge on the other side. The majority of these roads are proposed to be adopted subject to a Section 38 agreement with WSCC.
- 3.7 Private streets and parking courts within the development will be accessed off tertiary streets. These will act as minimum 3.7m wide shared surfaces and generally serve fewer than five dwellings.
- 3.8 All cycling will be undertaken on street in line with the Horsham Design Code, as per the arrangement for RM Area 12 to the south. Further to the south, dropped kerb and give-way facilities are provided at Palisade Road's junction with Bailey Road to enable cyclists to transition between Palisade Road and the shared-use path along Bailey Road.

4.0 Car and Cycle Parking

Car Parking

- 4.1 Horsham District Council set 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 4: 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 at Table 5.

Table 5: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Units	Parking Requirement
1	5	7
2	42	72
3	55	116
4+	54	146
Total Allocated		341
Total Allocated + Visitor Parking @ 0.2 Space per Dwelling		372

- 4.6 The development provides a total provision of 385 parking bays, broken down as 354 allocated and 31 visitor parking spaces.
- 4.7 The proposed parking provision slightly exceeds the requirements of WSCC's guidance. Given the suburban location of the development, this would prevent parking from overspilling onto the surrounding roads.

Electric Vehicle (EV) Charging Points

- 4.8 In respect of EV charging, paragraph 4.2 of WSCC's parking guidance requires that a minimum of 20% of all parking spaces are provided with active charging points. EV charging will be provided to each plot to comply with and exceed the above standards.

Cycle Parking

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

Table 6: 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
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
	4+ rooms (3+ bed)	1 space

- 4.10 Based on the schedule of accommodation in Table 3, the cycle parking requirements at the site equate to a minimum of:
- 7 spaces for the 1-2 bed flats (0.5 apiece, given they would have communal storage);
 - 33 spaces for the 1-2 bed houses (1 apiece); and
 - 218 spaces for the 3, 4 and 5-beds (2 apiece).
- 4.11 Cycle parking will be provided in accordance with the above standards. Cycle storage will be provided in garages for those dwellings which have them, and in dedicated cycle stores in rear gardens for all other dwellings.

5.0 Phase 2 Infrastructure Measures

5.1 The Phase Specific Travel Plan (PSTP) for Phase 2 was approved on 26 May 2026 (ref. DISC/26/0060). The PSTP sets out a list of highway infrastructure improvements that will be provided as part of Phase 2 of the wider Land at North Horsham development:

- The extension of Bailey Road through Phase 2 including direct access to all RM Areas except RM Area 13, which will be accessed via RM Area 12. Bailey Road incorporates shared footway / cycleway connections.
- An extension to the route of the existing bus service 71 through Phase 2, via Bailey Road. The infrastructure within Phases 1 and 2 includes temporary turning heads on, or immediately off, Moat Road and Bailey Road to enable buses to serve Phases 1 and 2 and connect to Horsham town centre. In the long-term, buses will U-turn at the westernmost roundabout to be constructed within the employment area and return through residential Phases 1 and 2.
- A second hourly bus service with the same route as the existing hourly service, to run at alternate intervals resulting in a half-hourly bus provision through Phases 1 and 2 of the development, which terminates within Horsham town centre. This service will be introduced following the occupation of the 840th residential unit in the wider Mowbray development, in line with the Section 106 obligations related to public transport. Given that this trigger will be reached by Phase 1, which will provide over 1,000 residential units, the second bus service is expected to be operational prior to first occupation of Phase 2.
- Strategic pedestrian and cycle links in accordance with the approved site-wide Cycling Strategy and Design & Landscape Strategy.

6.0 TPS Aim, Objectives and Targets

Aims

- 6.1 As set out in the Phase 2 PSTP, 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

- 6.2 The PSTP also sets out the objectives that will apply to Phase 2:
- a) 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;
 - b) 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;
 - c) 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;
 - d) To promote appropriate management measures for servicing movements within and through the site, including parking and deliveries;
 - e) To provide a framework for the future monitoring of travel patterns and the on-going review of future transport measures;
 - f) To obtain robust travel information and conduct surveys in order to monitor the Travel Plan against targets;
 - g) To support a range of sustainable transport alternatives to provide future residents / visitors with options for travel to and from the site;
 - h) To develop an awareness of the options for sustainable travel to and from the site amongst residents;
 - i) 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
 - j) To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

Targets

- 6.3 Targets were set out in the PSTP for Phase 2, as summarised in Table 7.

Table 7: Phase 2 Reserved Matter Travel Plan Target Range

Mode	Census Data	Target Aims	Phase 2 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 single occupancy car driver	6%
Other	0.5%	Retain baseline	-
Total	100.0%		

Source: Census travel to work data for MSOA Horsham 002

- 6.4 The PSTP for Phase 2 also sets out how the Travel Plan Co-ordinator (TPC) will capture baseline surveys for Phase 2 to generate site-specific modal shift baseline.

7.0 Travel Plan Soft Measures

- 7.1 The PSTP for Phase 2 sets out a range of 'soft' measures which can be implemented to support the objectives stated herein. The following set of measures will be implemented as part of the TPS for RM Area 12.

Walking and Cycling Measures

- Provision of information about walking routes between the individual development RM Areas and key local destinations on a dedicated Travel Plan page for residents to view, as well as within Travel Information Packs;
- Development of walking route maps identifying routes between the individual development RM Areas 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

- 7.2 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 TPS, non-car mode travel options and will encourage use of sustainable modes of transport.
- 7.3 The Travel Information Packs will contain the following:
- Contact details for the Travel Plan Co-ordinator (TPC);
 - 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 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.

Incentives

- 7.4 New residents should be able to apply for a sustainable travel voucher from the RM Area 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 be contained within the Travel Information Pack for each household. The Travel Information Pack will contain contact details of the RM Area 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 Co-ordinator will provide details of any arrangements with bus operators and local cycle stores.

Marketing

7.5 Marketing and awareness-raising strategies form an important part of a Travel Plan. The following tools will be used:

- **Travel Information Packs:** As stated 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 packs will be available in both hard copy and electronic (PDF) formats;
- **Travel Information Points and Notice Boards:** 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 TPC. 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 TPC; and
- **Dedicated Webpage / Facebook Page:** 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). A Facebook page can also be created and managed by the TPC to promote the Travel Plan.

Car Sharing

7.6 The West Sussex Car sharing scheme will be promoted to residents/employees by the TPC, this is for residents/employees 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

- 7.7 The TPC will inform and engage from the outset. This will be key to the success of the travel planning approach. The TPC will:
- Liaise with residents/visitors/RM Area developers to understand their particular needs and concerns and to examine ways of addressing them. The TPC 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 PSTP 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.

8.0 Management and Implementation

Travel Plan Management

- 8.1 TPs are a continuous process requiring monitoring, review and revision to ensure they remain relevant.

Travel Plan Coordinator (TPC)

- 8.2 Legal & General (Strategic Land North Horsham) Ltd will nominate an individual(s) to act as the Travel Plan Co-ordinator to manage the implementation of the PSTP.
- 8.3 The PSTP Phase 2 sets out the roles and responsibilities of the Phase 2 TPC. These responsibilities include:
- Manage the day-to-day delivery of the targets and measures;
 - Market the PSTP (and associated TPSs) to encourage interest and involvement of residents/employees;
 - Maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, in order to be able to provide residents/employees with journey planning advice;
 - Communicate with other TPCs in order 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 PSTP targets in line with the Action Plan; and
 - Provide feedback to residents/employees and to liaise with the local authority and WSCC as required.
- 8.4 The Phase 2 TPC will liaise with all RM Area developers to co-ordinate activities and communicate updates. Each TPS will provide details of a nominated individual to liaise with the TPC.
- 8.5 In addition, the TPC may set up and chair a Steering Group comprised of site residents. The Steering Group is to provide a common feedback loop between the residents, the TPC and external parties.

Travel Plan Funding

- 8.6 Legal & General (Strategic Land North Horsham) Ltd will fund the construction of off-site physical infrastructure measures and improvements (excluding development RM Area commitments) and will arrange the appointment of a TPC. The initial implementation and operation of the Travel Plan, including the day-to-day TPC role, the promotion of sustainable travel, and the monitoring and review process, will be funded by the management company for Mowbray, which will in turn be funded by the service charge payable by residents.
- 8.7 RM Area developers will fund the individual TPS measures, including on-site physical infrastructure, the provision of sustainable travel vouchers, and will be responsible for co-ordinating with the TPC in implementing the wider PSTP measures (e.g. Travel Information Packs etc.).

9.0 Monitoring and Review

- 9.1 The Phase 2 TPC will be responsible for commissioning the required surveys (set out in the PSTP for Phase 2) 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 2 PSTP.
- 9.2 RM Area 13 will fall under the monitoring and review requirements of the Phase 2 PSTP and TPC.
- 9.3 Should the PSTP targets not be met by the end of the monitoring period, the TPC will use reasonable endeavours to work with WSCC to identify a strategy and to agree further reasonable actions to achieve success.



10.0 Action Plan

- 10.1 The Phase 2 PSTP sets out how the Phase 2 PSTP process will be managed (including information on the role of the Phase 2 TPC), and sets out the monitoring and reviewing progress, as well as details on Travel Plan measures that are to be implemented.
- 10.2 Based on the information provided in the Phase 2 PSTP, the Action plan for RM Area 13 is set out below.

Table 8: RM Area 13 Sustainable Travel Action Plan

Measures	Summary of Measures	Responsibility	Timescales
Infrastructure Measures	Install cycle parking and associated facilities	RM Area Developer	As plots are built out
	Site layout infrastructure, including footways, shared surface, pedestrian / cycle links, signage and car parking spaces	L & G (off-site) / RM Area Developer (on-site)	Prior to occupation
	Provision of Electric Vehicle charging points	RM Area Developer	Prior to occupation
	Provision of broadband in homes	RM Area Developer	Prior to occupation
Establish Baseline	Baseline survey of site	TPC	Following 100 th occupation
	Update Travel Plan following baseline surveys and seek agreement with WSCC	TPC	Within 3 months of receipt of survey results
Travel Plan Promotion Measures	Prepare Residents' Travel Information Pack	RM Area Developer	Prior to occupation and update as appropriate
	Provision of Walking and Cycling maps	RM Area Developer	Prior to baseline survey and update as appropriate
	Prepare dedicated webpage / social media page that references Travel Plan and includes relevant travel information	TPC	Within 3 months of first occupation and update as required
	Personalised Travel Planning sessions	TPC	Ongoing, as requested
	Provide sustainable travel vouchers up to £150	RM Area Developer	Redeemable upon application
	Promote car sharing scheme	TPC	Ongoing

Measures	Summary of Measures	Responsibility	Timescales
Monitoring and Reviewing	Undertake future TRICS monitoring surveys	TPC	On occupation of the 500 th and 900 th dwellings and 12 months after occupation of the final dwelling.
	Prepare a monitoring report and review the Travel Plan in light of survey results	TPC	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	TPC	Within 3 months of receipt of survey results
	Review Travel Plan targets	TPC	Within 3 months of receipt of survey results

Appendices





Appendix A

Location Plan



- General Notes
1. This Drawing Represents the Design Intent ONLY.

2. Contractors and Consultants are, not to scale DIMENSIONS, from this Drawing.

3. All dimensions are shown in millimetres unless otherwise indicated.

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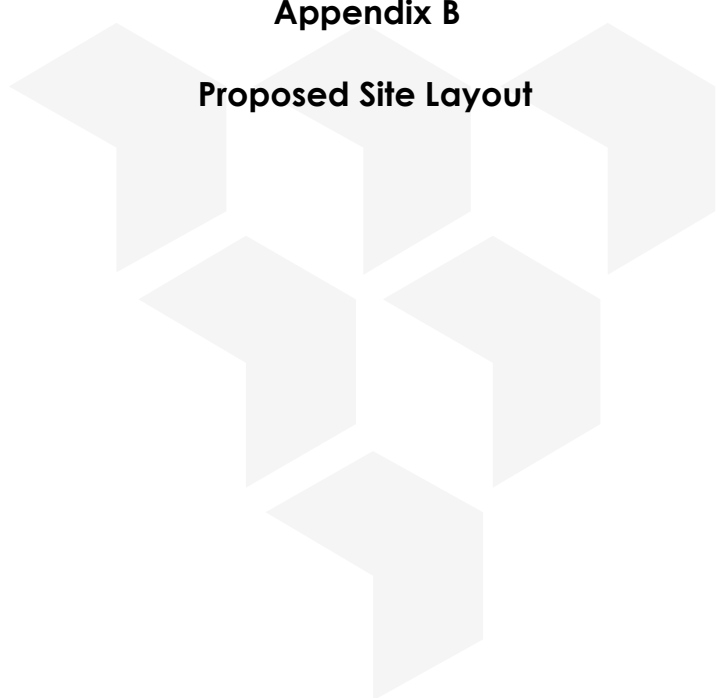
5. Landscape shown is for illustrative purposes only. For detailed landscape information, please refer to the landscape information & documents.

6. The survey information shown on this drawing is based on a topographical survey prepared by a third party, and therefore Broadway Malyan Limited accepts no responsibility for the accuracy or completeness of the survey.

7. Drawings to be read in conjunction with the associated Design & Access Statement, associated consultant design team documents & reports, in addition to the landscape information.

Site Boundary - RM13
6.09 Hectares

Rev.	Description	Date	Issued	Check
BroadwayMalyan^{BM} 4 Pear Place London SE1 8BT T +44 (0)20 7261 4200 T +44 (0)20 7261 4300 E Lon@BroadwayMalyan.com www.BroadwayMalyan.com				
Legal and General				
Project Mowbray - RM13 North Horsham, West Sussex, UK Drawing Title Site Location Plan				
Status Code PL				
Work Status For Planning Scale 1:1250@ A1 Drawn JV Checked SL Date 04.06.26 Drawing Number 34854-BM-13-ZZ-DR-A-00100 Revision project - originator - function - spatial - form - discipline - number				



Appendix B

Proposed Site Layout



- General Notes**
1. This Drawing Represents the Design Intent ONLY.
 2. Contractors and Consultants are, not to scale DIMENSIONS, from this Drawing.
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 6. The survey information shown on this drawing is based on a topographical survey prepared by a third party, and therefore Broadway Malyan Limited accepts no responsibility for the accuracy or completeness of the survey.
 7. Drawings to be read in conjunction with the associated Design & Access Statement, associated consultant design team documents & reports, in addition to the landscape information.

North Horsham - RM13			
Affordable - Houses			
Reference	Type	Area (ft²)	Count
A1	2b4p	856.8	12
A2	3b5p	1001.0	5
A3	4b6p	1160.3	3

Affordable - Apartments			
Reference	Type	Area (ft²)	Count
APT-A1	1b2p	544.7	5
APT-A2	2b4p	757.7	7
APT-A3	2b3p WCH	757.7	2

Affordable Total		28307.5	34
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Private - Houses			
Reference	Type	Area (ft²)	Count
P1	2b3p	766.3	16
P2	2b4p	856.8	5
P3	3b4p	932.1	9
P4	3b5p-01	1079.6	12
P5	3b5p-02	1229.2	6
P6	3b5p-03	1355.2	23
P7	4b6p	1369.1	18
P8	4b7p-01	1598.2	16
P9	4b7p-02	1779.2	9
P10	5b8p	2006.4	8

Private Total		158340.1	122
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RM13 Total		186647.3	156
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Rev.	Description	Date	Issued	Check
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Legal and General

Project
Mowbray - RM13
North Horsham, West Sussex, UK

Drawing Title
Proposed site plan

Status Code
PL

Work Status
For Planning

Scale	Drawn	Checked	Date
1:500@ A1	JV	SL	20.05.26

Drawing Number	Revision
34854-BM-13-ZZ-DR-A-01100	
project - originator - function - spatial - form - discipline - number	

RM-13

Accommodation Schedule - 15th May 2026

Affordable			Sqft	Sqm	No of	Total Sqft	Total Sqm	Mix	Baseline Target Mix
Houses - Reference	Houses - Type								
A1	2 bed 4 person		856.8	79.6	12	10281.7	955.2	35.3%	39.7%
A2	3 bed 5 person		1001.0	93	5	5005.2	465	14.7%	14.3%
A3	4 bed 6 person		1160.3	107.8	3	3481.0	323.4	8.8%	7.7%
Total					20	18767.9	1743.6		
					13%				
Apartments - Reference	Apartments - Type								
APT - A1	1 bed 2 person		544.7	50.6	5	2723.3	253	14.7%	13.3%
APT - A2	2 bed 4 person		756.7	70.3	7	5296.9	492.1	26.5%	25.0%
APT - A3	2 bed 3 person WCH		756.7	70.3	2	1513.4	140.6		
Total					14	9533.6	885.7		
					9%				
Affordable TOTAL					34	28301.5	2629.3		

21.8%

BTR			Sqft	Sqm	No of	Total Sqft	Total Sqm	Mix
Houses - Reference	Houses - Type							
B5	3 bed 5 person		0.0	0	0	0.0	0	
Total					0	0.0	0.0	
					0%			
Apartments - Reference	Apartments - Type							
APT - B1	1 bed 2 person		0.0	0	0	0.0	0	
APT - B2	2 bed 4 person		0.0	0	0	0.0	0	
APT - B3	2 bed 3 person WCH		0.0	0	0	0.0	0	
Total					0	0.0	0.0	
BTR TOTAL					0	0.0	0.0	

0%

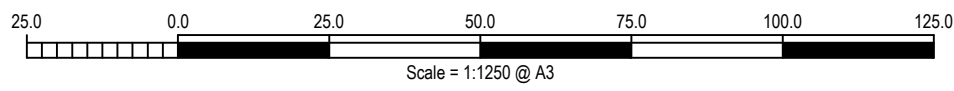
Private			Sqft	Sqm	No of	Total Sqft	Total Sqm	Mix	
Houses - Reference	Houses - Type								
P1	2 bed 3 person		766.4	71.2	16	12262.2	1139.2	13.1%	17.2%
P2	2 bed 4 person		856.8	79.6	5	4284.0	398	4.1%	
P3	3 bed 4 person		932.2	86.6	9	8389.4	779.4	7.4%	41.0%
P4	3 bed 5 person		1079.6	100.3	12	12955.4	1203.6	9.8%	
P5	3 bed 5 person		1299.2	120.7	6	7795.2	724.2	4.9%	
P6	3 bed 5 person		1355.2	125.9	23	31169.0	2895.7	18.9%	35.2%
P7	4 bed 6 person		1369.2	127.2	18	24645.0	2289.6	14.8%	
P8	4 bed 7 person		1598.4	148.5	16	25575.0	2376	13.1%	
P9	4 bed 7 person		1779.3	165.3	9	16013.5	1487.7	7.4%	
P10	5 bed 8 person		2006.4	186.4	8	16051.1	1491.2	6.6%	6.6%
Total					122	159140.0	14784.6		
					78%				
Apartments - Reference	Apartments - Type								
APT - P1	1 bed 2 person		0.0	0	0	0.0	0	0%	
APT - P2	2 bed 4 person		0.0	0	0	0.0	0	0%	
Total					0	0.0	0.0		
					0%				
Private TOTAL					122	159140.0	14784.6	100%	

78.2%

			Sqft	Sqm	No of	Total Sqft	Total Sqm
OVERALL TOTALS					156	187441.5	17413.9

Appendix C

Highways General Arrangement



- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Broadway Malyan drawing 34854-BM-13-ZZ-DR-A-01100
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- KEY**
- 2.4m x 25.0m (M/S 20mph) visibility splays
 - 25m (M/S 20mph) forward visibility splays
 - 17m (M/S 15mph) forward visibility splays
 - Indicative street light
 - Uncontrolled crossing incorporating dropped kerbs and tactile paving



G	Architect's layout updated.	16/06/26	TH	AD
F	Architect's layout updated.	03/06/26	TH	AD
E	Architect's layout updated.	22/05/26	TH	AD
D	Architect's layout updated.	05/05/26	TH	AD
C	Crossings revised.	15/04/26	TH	AD
B	Architect's layout updated.	01/04/26	TH	AD
A	Architect's layout updated.	25/02/26	TH	AD
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) Limited		
Project:	Mowbray (Land North of Horsham)		
Title:	RM 13 Overall General Arrangement		
Engineer:	T. Hart	Date:	January 2026
Director:	J. Birch	Scale:	1:500 @A1
Status:	PLANNING		
Drawing No.	MOW-PH2-P13-6101		Rev
		G	

