

TRANSPORT STATEMENT

Mowbray, North Horsham, West Sussex
Reserved Matters RM Area 12



Prepared for: Legal & General (Strategic Land North Horsham) Limited
Ref: 298_8220585_AD_Ph2_RM12_Transport_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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3	30 June 26	Adoption Extents Updated	A Davey	J Birch

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Limited to support a Reserved Matters application for residential development on land identified as RM Area 12 within the Mowbray development, North Horsham, West Sussex. The application description is:

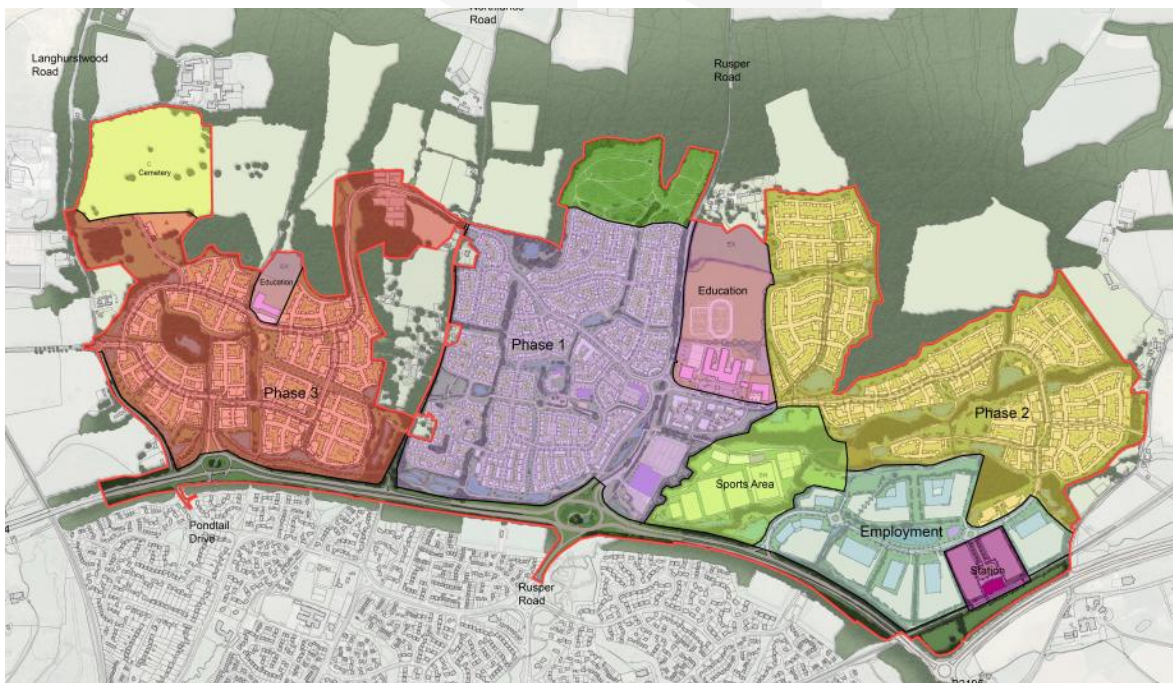
"Application for approval of Reserved Matters (layout, scale, appearance, means of access and landscaping) pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for RM Area 12 comprising 278 (C3 Use) residential units, car and cycle parking, play area, drainage, internal roads, 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 12 of residential Phase 2. RM Area 12 is the largest 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 Through granting of Outline planning permission, matters such as compliance with local and national transport policies; the principle of accessibility by sustainable modes of travel; traffic impact; and overall housing numbers have already been found acceptable.

- 1.5 Condition 47 of the Outline planning permission requires '*Any application for approval of Reserved Matters shall include detailed drawings of the main spine roads, pedestrian routes, cycle ways and associated verges and landscaping necessary to connect the Reserved Matters area to existing highways and public rights of way*'.
- 1.6 This Transport Statement has been prepared to set out the parameters and design of the on-site carriageways and footways in compliance with the relevant local and national highway design guides, compliance with local parking standards, and ensuring that the site can be safely and efficiently serviced by the largest vehicles anticipated to access the site, thereby complying with Condition 47 of the Outline planning permission.



2.0 Existing Situation

Site Context

- 2.1 The wider Mowbray development at North Horsham is currently under construction with various applications for the approval of reserved matters for individual infrastructure elements and sub-phases, both under consideration and determined. Prior to development, the wider Mowbray site had a mix of uses, including agricultural land and associated buildings, and dwellings.
- 2.2 The approximate centre of the application site is located some 4.2km kilometres 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 undeveloped agricultural land which will in due course deliver housing as part of Phase 2; to the east by an area of woodland; to the south by undeveloped agricultural land which will in due course form the primary road through Phase 2, known as Bailey Road; to the southwest by Bohunt Horsham secondary school; 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 Transport 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 Walking and cycling infrastructure in the form of shared footway / cycleways are provided along Bailey Road to the south of the site, 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.
- 2.6 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.
- 2.7 Bohunt secondary school is located along the site's southwestern boundary, accessible via Palisade Road and Bailey Road.

Bus Services

- 2.8 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.
- 2.9 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

- 2.10 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.
- 2.11 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

- 2.12 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

2.13 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.

2.14 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 278 residential dwellings, with the following unit mix:

Table 3: RM Area 12 Accommodation Schedule

Number of Bedrooms	Number of Affordable Units	Number of BTR** Units	Number of Private Units	Total Number of Units
1	8 Flats	37 Flats	6 Flats	51 Units
2	17 Flats / 22 Houses	42 Flats	5 Flats / 32 Houses	118 Units
3	8 Houses	1 House	71 Houses	80 Units
4	4 Houses	0	22 Houses	26 Units
5	0	0	3 Houses	3 Units
Total	59	80	139	278

*See Broadway Malyan Accommodation Schedule for details.

**Build to Rent (BTR)

- 3.2 The site layout and accommodation schedule are provided at Appendix B.

Design Strategy

- 3.3 Access to the development site will be taken 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 to the north, forming a secondary street as a spine road through these development 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 taper from 6.3m at the Palisade Road tie-in, to 5.5m within the site 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 wide 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, save for the BTR apartment blocks along the eastern boundary of the site and the southwestern-most road, whose access roads will be transferred to a management company upon completion and retained in private ownership.
- 3.7 Private streets and parking courts at the edges of 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 The speed limit within the site will be 30mph in line with the wider Mowbray development. However, the internal road network has been designed to a 20mph design speed.

- 3.9 Forward and junction visibility of 25m is achievable throughout the development suitable for a 20mph design speed. However, where geometry dictates a lower vehicles speed, an absolute minimum 17m (15mph) visibility splay is achievable.
- 3.10 All car parking spaces will be provided with a 6.0m reversing distance, to allow vehicles to easily exit each space.
- 3.11 All cycling will be undertaken on street in line with the site-wide cycling strategy and Horsham Design Code. 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.
- 3.12 The development will be street-lit, with indicative streetlighting locations shown in the general arrangement drawing at Appendix C. The streetlighting will be subject to detailed design through the S38 approval process.

Refuse Collection and Emergency Access

- 3.13 Swept path analysis has been undertaken of HDC's 11.2m refuse vehicle manoeuvring along the secondary and tertiary streets, and turning within turning heads, demonstrating the proposals can accommodate such manoeuvres. Streets will typically provide 6m to 8m kerb radii to accommodate these vehicle movements into and out of junctions. The swept path analysis is shown at Appendix D.
- 3.14 HDC apply Manual for Street 'drag and carry' distances of 25m for refuse collectors dragging bins and 30m for residents carrying waste. Bin stores / bin collection points will be provided within 25m of where a refuse vehicle will stop and within 30m of all dwellings, compliant with the above standards.
- 3.15 Building Regulations Approved Document B 'Fire Safety' requires access for a fire appliance within 45m of all points of all buildings. The swept path analysis at Appendix D demonstrates that these distances are achievable for the vast majority of dwellings and therefore compliant with Building Regulations. For dwellings outside the 45m distance, specific fire safety measures will be implemented (e.g., sprinklers).

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	51	71
2	115	201
3	80	168
4+	30	78
Total Allocated		518
Total Allocated + Visitor Parking @ 0.2 Space per Dwelling		574

- 4.6 The development provides a total of 600 car parking bays, broken down as 545 allocated and 55 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. However, 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:
- 58 spaces for the 1-2 bed flats (0.5 apiece, given they would have communal storage);
 - 54 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 Summary

- 5.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Limited to support a Reserved Matters application for residential development on land identified as RM Area 12 within the Mowbray development, North Horsham, West Sussex.
- 5.2 The site will be served via an extension of Palisade Road, a secondary road, off Bailey Road which is the primary road through the Mowbray development. A network of secondary and tertiary streets will run through RM Area 12 to serve the residential dwellings, with a mix of traditional carriageway / footway arrangements and shared surfaces.
- 5.3 This Transport Statement has demonstrated that the carriageway and footway network can safely accommodate all users of the highway, providing sufficient width for servicing vehicles, forward and junction visibility.
- 5.4 Turning heads will be provided for refuse vehicles and fire tenders on tertiary streets, demonstrating compliance with standards set out in Manual for Streets and Building Regulations.
- 5.5 Car parking, including visitor parking, will be provided to ensure all parking can be accommodated on-site without leading to overspill parking. Cycle parking will be provided for all dwellings, with details cycle parking plans to be secured by planning condition.

Appendices



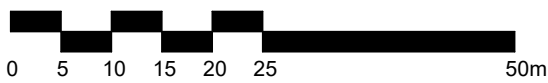
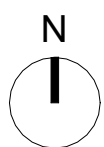


Appendix A

Site Location Plan



Bush
Lane



General Notes

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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 - RM12
8.46 Hectares

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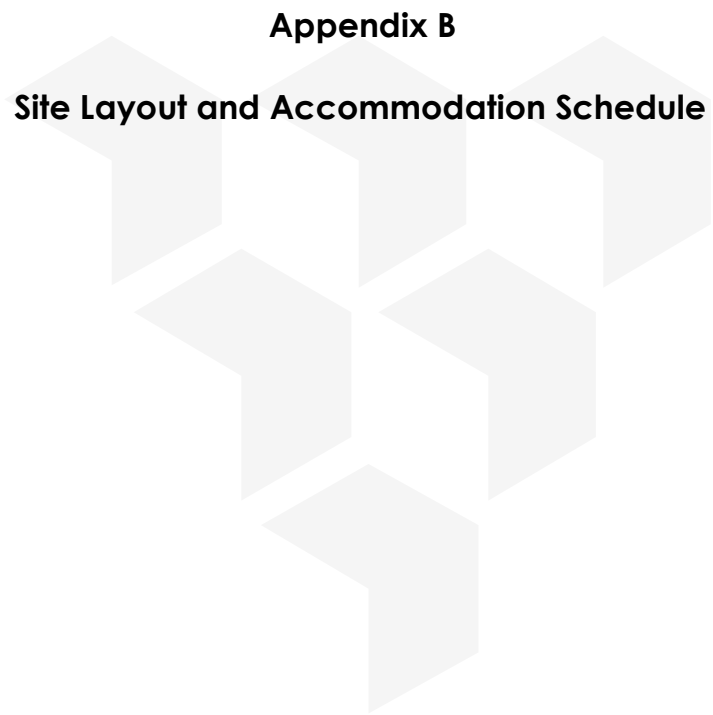
Project
Mowbray - RM12
North Horsham, West Sussex, UK

Drawing Title
Site Location Plan

Status Code
PL

Work Status
For Planning
Scale Drawn Checked Date
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Revision
project - originator - function - spatial - form - discipline - number

Rev.	Description	Date	Issued	Check
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Appendix B

Site Layout and Accommodation Schedule



North Horsham - RM12			
Affordable - Houses			
Reference	Type	Area (ft²)	Count
A1	2b4p	856.8	22
A2	3b5p	1001.0	8
A3	4b6p	1160.3	4

Affordable - Apartments			
Reference	Type	Area (ft²)	Count
APT A1	1b2p	556.3 *	8
APT A2	2b4p	772.2 *	14
APT A3	2b3p WCH	767.8 *	3

BTR - Houses			
Reference	Type	Area (ft²)	Count
B5	3b5p-02	1229.2	1

BTR - Apartments			
Reference	Type	Area (ft²)	Count
APT B1	1b2p	557.8 *	37
APT B2	2b4p	790.5 *	38
APT B3	2b3p WCH	785.7 *	4

Private - Houses			
Reference	Type	Area (ft²)	Count
P1	2b3p	766.3	18
P2	2b4p	856.8	14
P3	3b4p	932.1	14
P4	3b5p-01	1079.6	16
P5	3b5p-02	1229.2	7
P6	3b5p-03	1355.2	34
P7	4b6p	1369.1	10
P8	4b7p-01	1598.2	8
P9	4b7p-02	1779.2	4
P10	5b8p	2006.4	3

Private - Apartments			
Reference	Type	Area (ft²)	Count
APT P1	1b2p	569.4	6
APT P2	2b4p	783.6	5

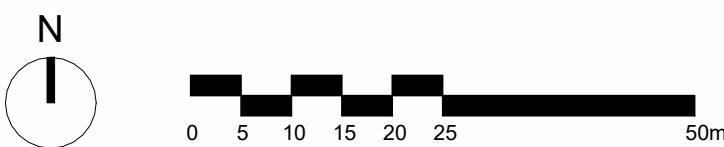
Private Total		157189.1	139
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RM12 Total		261305.5	278
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Affordable Total		49064.4	59
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BTR Total		55052.0	80
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* Average area
Refer to accommodation schedule & plot by plot schedule: 34854-BM-12-ZZ-SH-A-02600; 34854-BM-12-ZZ-SH-A-02601



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Legal and General

Project

Mowbray - RM12

North Horsham, West Sussex, UK

Drawing Title

Proposed site plan

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Work Status

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project - originator - function - spatial - form - discipline - number

Rev.	Description	Date	Issued	Check
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RM-12

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	22	18849.7	1751.2	37.3%	39.7%
A2	3 bed 5 person		1001.0	93	8	8008.3	744	13.6%	14.3%
A3	4 bed 6 person		1160.3	107.8	4	4641.4	431.2	6.8%	7.7%
Total					34	31499.5	2926.4		
					12%				
Apartments - Reference	Apartments - Type								
APT - A1	1 bed 2 person		544.7	50.6	8	4357.2	404.8	13.6%	13.3%
APT - A2	2 bed 4 person		756.7	70.3	14	10593.8	984.2	28.8%	25.0%
APT - A3	2 bed 3 person WCH		756.7	70.3	3	2270.1	210.9		
Total					25	17221.2	1599.9		
					9%				
Affordable TOTAL					59	48720.6	4526.3		

21.2%

BTR			Sqft	Sqm	No of	Total Sqft	Total Sqm	Mix
Houses - Reference	Houses - Type							
B5	3 bed 5 person		1299.2	120.7	1	1299.2	120.7	
Total					1	1299.2	120.7	
					0%			
Apartments - Reference	Apartments - Type							
APT - B1	1 bed 2 person		569.4	52.9	37	21067.4	1957.226	
APT - B2	2 bed 4 person		784.7	72.9	38	29818.2	2770.2	
APT - B3	2 bed 3 person WCH		784.7	72.9	4	3138.8	291.6	
Total					79	54024.3	5019.0	
BTR TOTAL					80	55323.5	5139.7	

29%

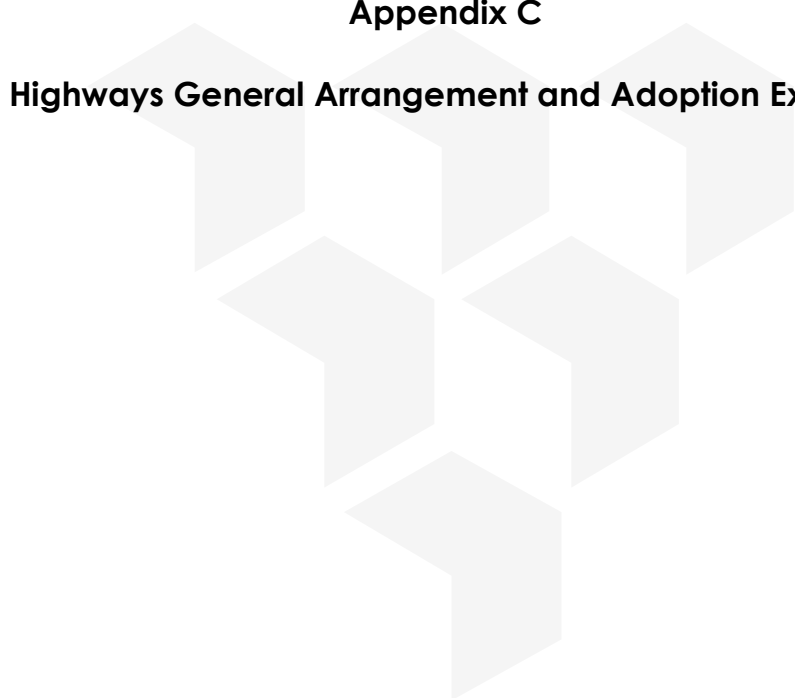
Private			Sqft	Sqm	No of	Total Sqft	Total Sqm	Mix	
Houses - Reference	Houses - Type								
P1	2 bed 3 person		766.4	71.2	18	13795.0	1281.6	12.9%	23.0%
P2	2 bed 4 person		856.8	79.6	14	11995.3	1114.4	10.1%	
P3	3 bed 4 person		932.2	86.6	14	13050.2	1212.4	10.1%	51.1%
P4	3 bed 5 person		1079.6	100.3	16	17273.9	1604.8	11.5%	
P5	3 bed 5 person		1299.2	120.7	7	9094.4	844.9	5.0%	
P6	3 bed 5 person		1355.2	125.9	34	46076.0	4280.6	24.5%	
P7	4 bed 6 person		1369.2	127.2	10	13691.7	1272	7.2%	15.8%
P8	4 bed 7 person		1598.4	148.5	8	12787.5	1188	5.8%	
P9	4 bed 7 person		1779.3	165.3	4	7117.1	661.2	2.9%	
P10	5 bed 8 person		2006.4	186.4	3	6019.2	559.2	2.2%	2.2%
Total					128	150900.2	14019.1		
					46%				
Apartments - Reference	Apartments - Type								
APT - P1	1 bed 2 person		569.4	52.9	6	3416.3	317.388	4%	
APT - P2	2 bed 4 person		784.7	72.9	5	3923.4	364.5	4%	
Total					11	7339.8	681.9		
					4%				
Private TOTAL					139	158240.0	14701.0	100%	

50.0%

			Sqft	Sqm	No of	Total Sqft	Total Sqm
OVERALL TOTALS					278	262284.1	19639.6

Appendix C

Highways General Arrangement and Adoption Extents





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-12-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

H	Architect's layout updated.	16/06/26	TH	AD
G	Architect's layout updated.	03/06/26	TH	AD
F	Architect's layout updated.	22/05/26	TH	AD
E	Architect's layout updated.	05/05/26	TH	AD
D	Crossings revised.	15/04/26	TH	AD
C	Radii revised.	10/04/26	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

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Bristol

Client:	Legal & General (Strategic Land North Horsham) Limited		
Project:	Mowbray (Land North of Horsham)		
Title:	RM 12 Overall General Arrangement		
Engineer:	T. Hart	Date:	January 2026
Director:	J. Birch	Scale:	1:500 @A1
Status:	PLANNING		
Drawing No.	MOW-PH2-P12-6101		Rev H



NOTES

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2. Dimensions are not to be scaled.

Source: Broadway Malyan drawing 34854-BM-12-ZZ-DR-A-01100

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KEY

Adoption extent



C	Adoption extents revised.	30/06/26	TH	AD
B	Architect's layout updated.	16/06/26	TH	AD
A	Architect's layout updated.	22/05/26	TH	AD
Rev.	Description	Date	By	Chkd



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Client :	Legal & General (Strategic Land North Horsham) Limited		
Project :	Phase 2 North Horsham		
Title :	RM 12 Adoptable Areas		
Engineer : T. Hart	Date : January 2026		
Director : J. Birch	Scale : 1:1250 @ A3		
Status :	PLANNING		
Drawing No.	MOW-PH2-P12-6102		Rev C

Appendix D

Swept Path Analysis – Refuse Vehicles and Fire Tenders



NOTES

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2. Dimensions are not to be scaled.

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KEY

11.2m refuse vehicle - forward gear

11.2m refuse vehicle - reverse gear

N

F	Architect's layout updated.	17/06/26	TH	AD
E	Architect's layout updated. Swept paths revised to suit.	22/05/26	TH	AD
D	Architect's layout updated. Swept paths revised to suit.	27/04/26	TH	AD
C	Radii revised. Swept paths revised to suit.	10/04/26	TH	AD
B	Architects layout updated. Swept paths revised to suit.	31/03/26	TH	AD
A	Architects layout updated. Swept paths revised to suit.	24/02/26	TH	AD

Rev.	Description	Date	By	Chkd

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

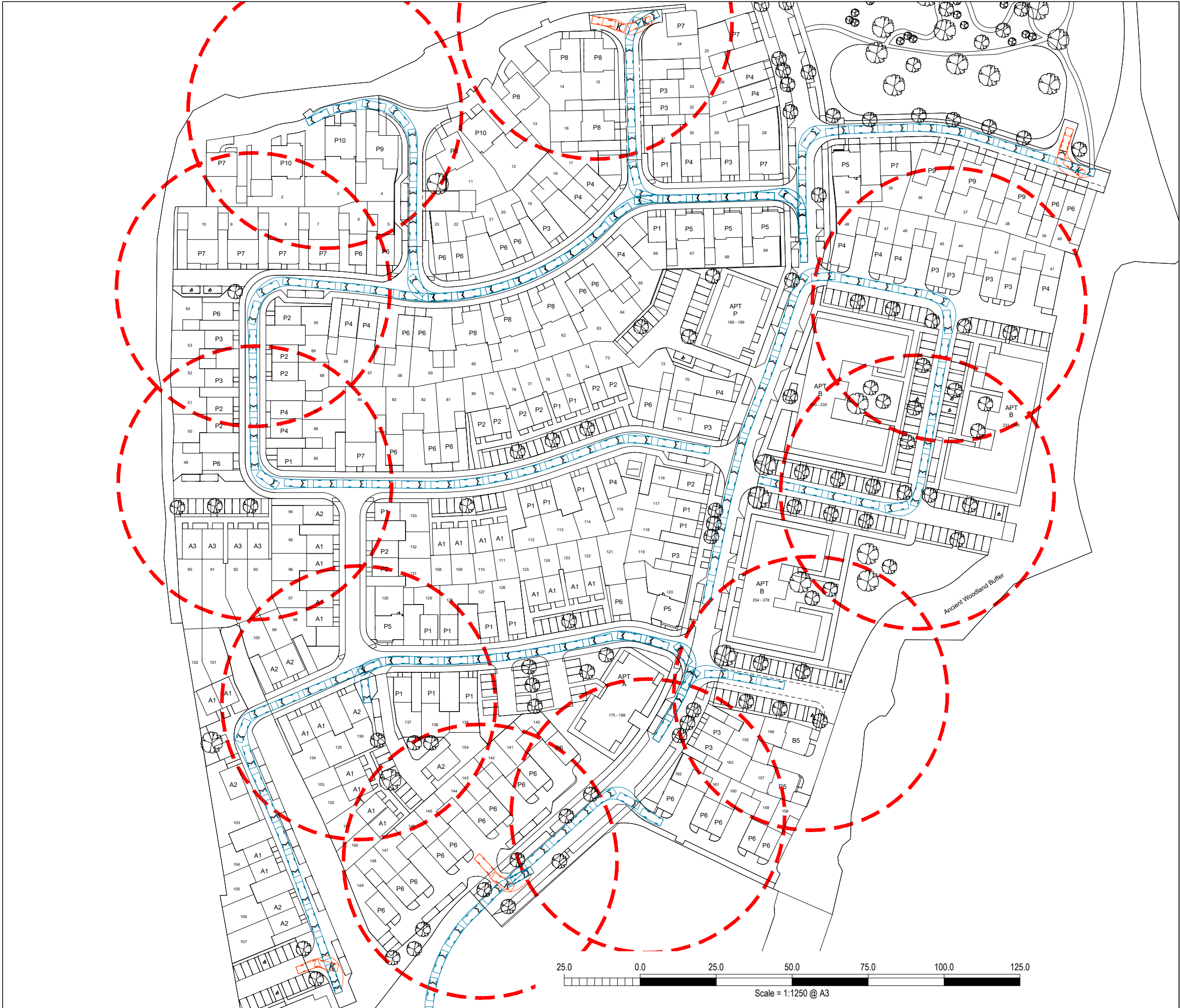
Project :
**Phase 2
North Horsham**

Title :
**RM 12
Swept Path Analysis
11.2m Refuse Vehicle**

Engineer : T. Hart
Director : J. Birch
Status : **PLANNING**

Date : January 2026
Scale : 1:1250 @ A3

Drawing No. MOW-PH2-P12-6201	Rev F
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NOTES

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2. Dimensions are not to be scaled.

Source: Broadway Malyan drawing 34854-BM-12-ZZ-DR-A-01100

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KEY

Fire tender - forward gear

Fire tender - reverse gear

45m catchment from fire tender

B	Architect's layout updated.	17/06/26	TH	AD
A	Architect's layout updated.	22/05/26	TH	AD
Rev.	Description	Date	By	Chkd



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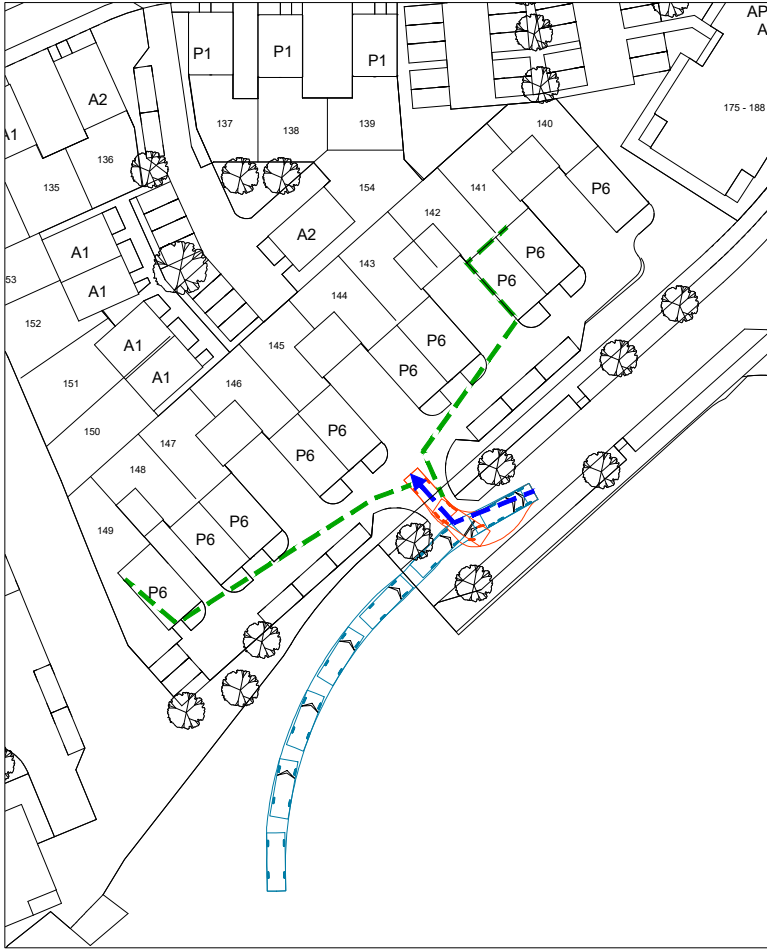
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 Oxfordshire

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 Bristol

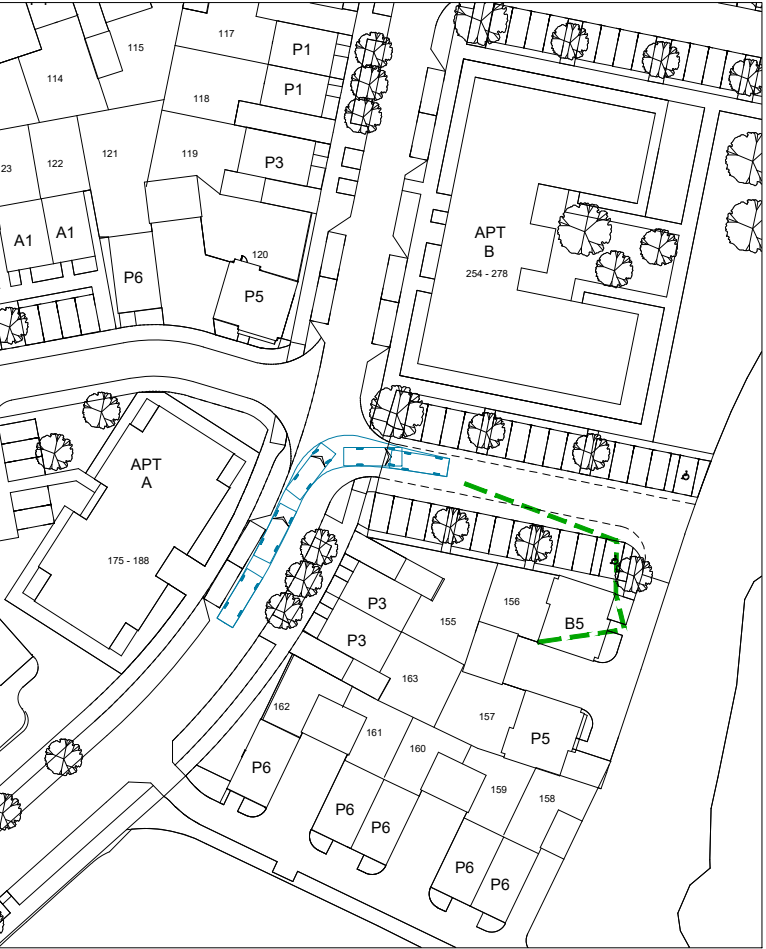
Client :	Legal & General (Strategic Land North Horsham) Limited		
Project :	Phase 2 North Horsham		
Title :	RM 12 Swept Path Analysis Fire Tender		
Engineer : T. Hart	Date : April 2026		
Director : J. Birch	Scale : 1:1250 @ A3		
Status :	PLANNING		
Drawing No.	MOW-PH2-P12-6202		Rev B



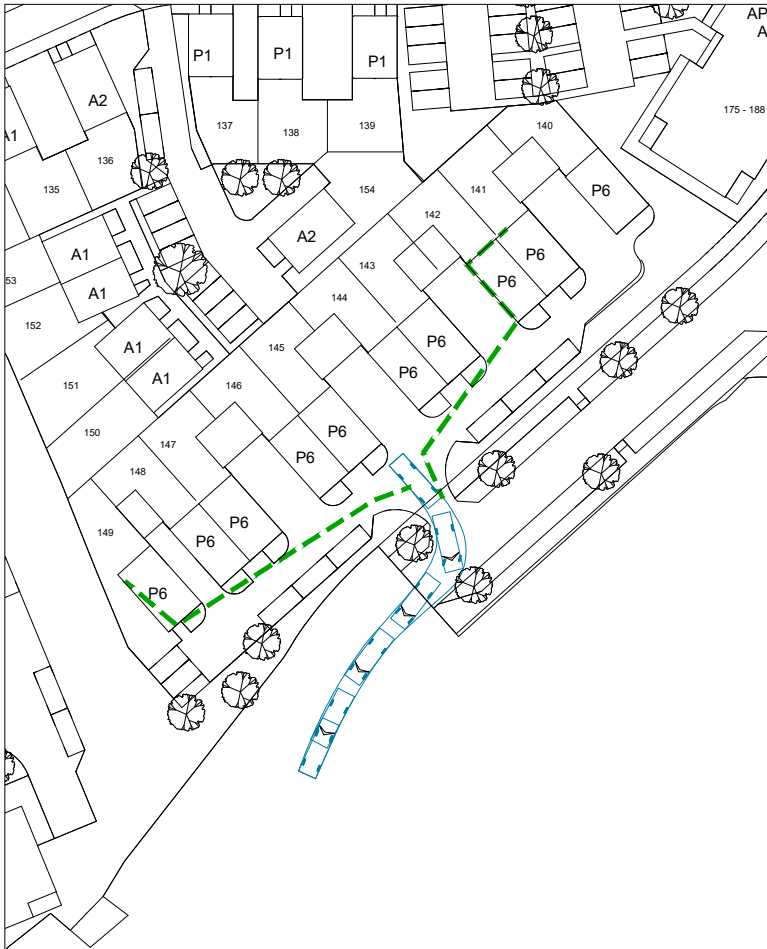
TURNING EXAMPLE 1 - ENTRY



TURNING EXAMPLE 2 - ENTRY



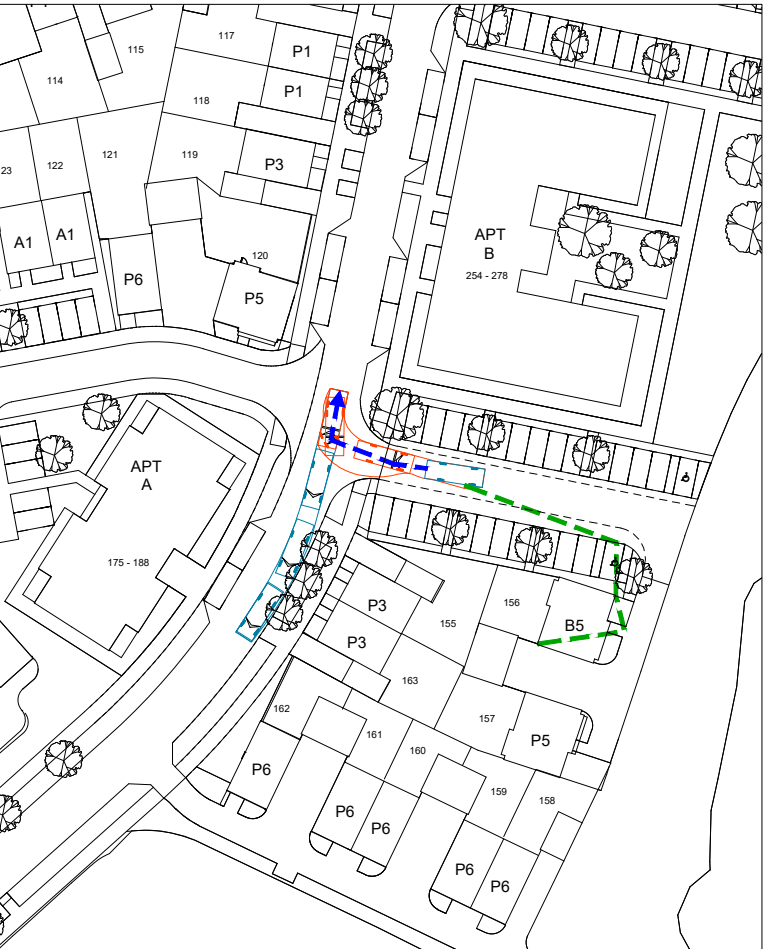
TURNING EXAMPLE 3 - ENTRY



TURNING EXAMPLE 1 - EXIT



TURNING EXAMPLE 2 - EXIT



TURNING EXAMPLE 3 - EXIT

- NOTES**
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KEY

Fire tender - forward gear

Fire tender - reverse gear

Hose length <45m

Reverse length <20m

N

B	Architect's layout updated.	17/06/26	TH	AD
A	Architect's layout updated.	22/05/26	TH	AD
Rev.	Description	Date	By	Chkd

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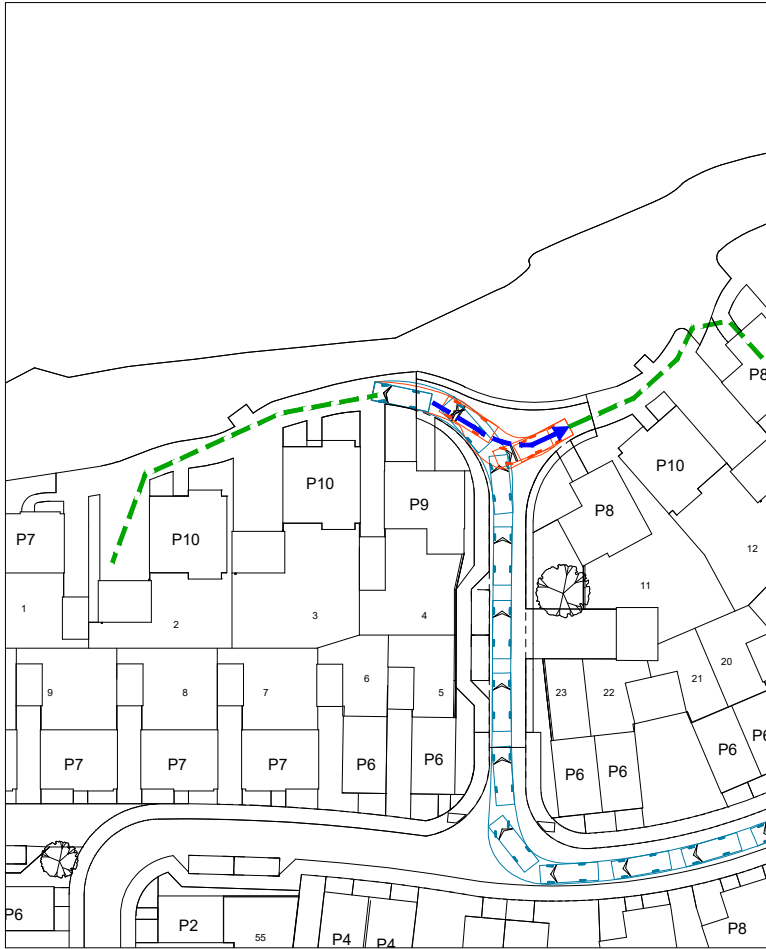
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Client :	Legal & General (Strategic Land North Horsham) Limited
Project :	Phase 2 North Horsham
Title :	RM 12 Swept Path Analysis Fire Tender
Engineer : T. Hart	Date : April 2026
Director : J. Birch	Scale : 1:1000 @ A3
Status :	PLANNING
Drawing No.	MOW-PH2-P12-6203
Rev	B



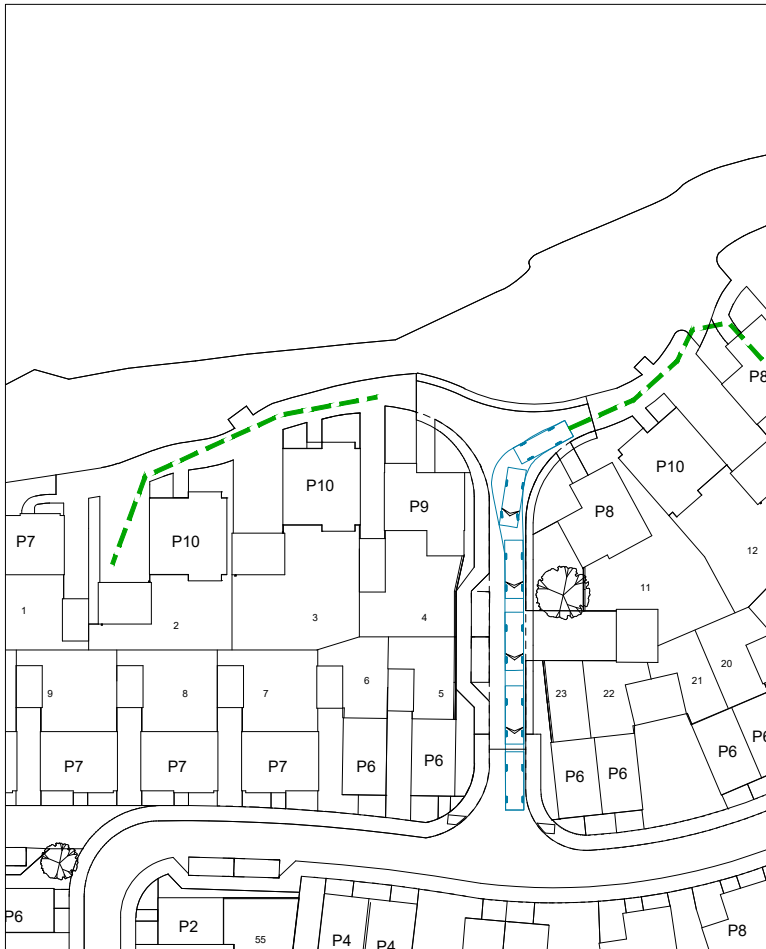
TURNING EXAMPLE 4 - ENTRY



TURNING EXAMPLE 5 - ENTRY



TURNING EXAMPLE 4 - EXIT



TURNING EXAMPLE 5 - EXIT

NOTES

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KEY



Fire tender - forward gear



Fire tender - reverse gear

--- Hose length <45m

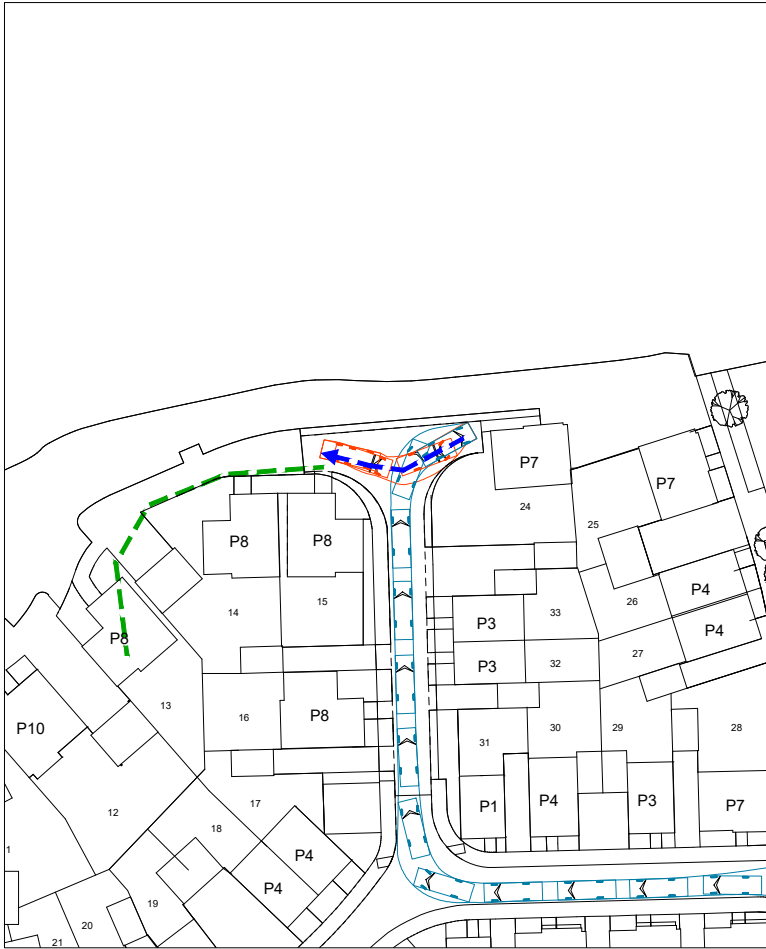
--- Reverse length <20m



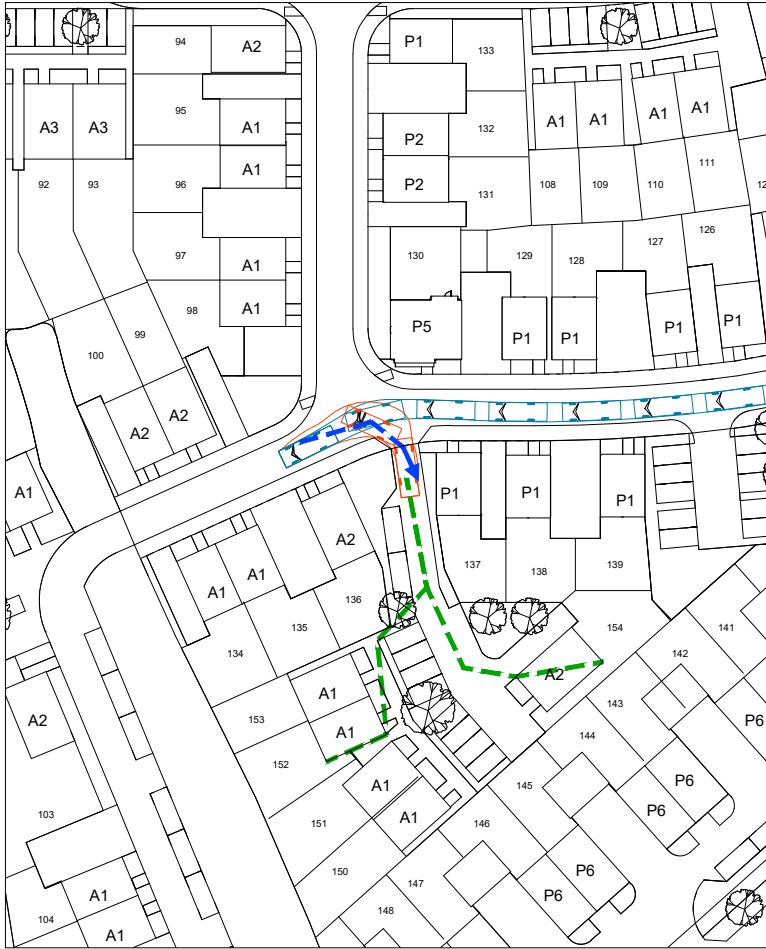
B	Architect's layout updated.	17/06/26	TH	AD
A	Architect's layout updated.	22/05/26	TH	AD
Rev.	Description	Date	By	Chkd



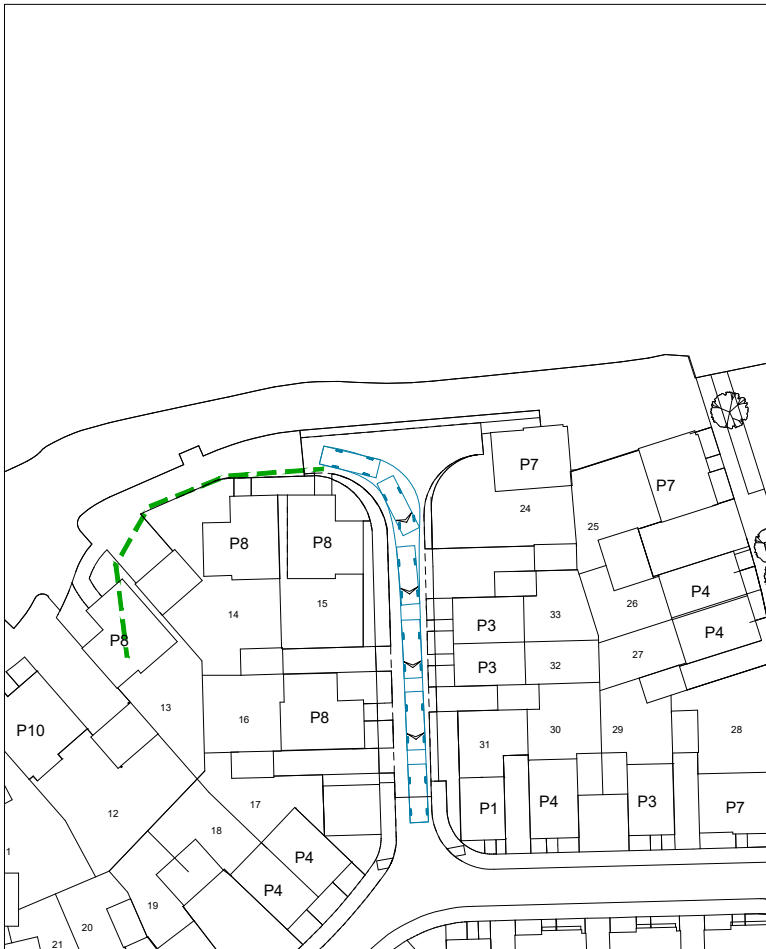
Client :	Legal & General (Strategic Land North Horsham) Limited
Project :	Phase 2 North Horsham
Title :	RM 12 Swept Path Analysis Fire Tender
Engineer : T. Hart	Date : April 2026
Director : J. Birch	Scale : 1:1000 @ A3
Status :	PLANNING
Drawing No.	MOW-PH2-P12-6204
Rev	B



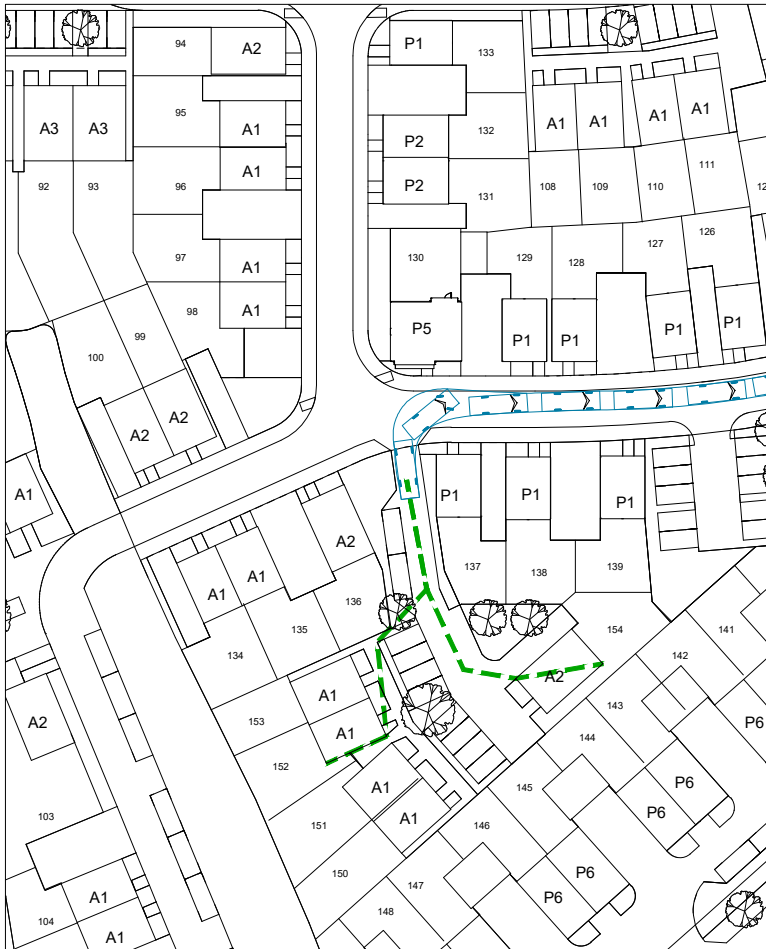
TURNING EXAMPLE 6 - ENTRY



TURNING EXAMPLE 7 - ENTRY



TURNING EXAMPLE 6 - EXIT



TURNING EXAMPLE 7 - EXIT

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KEY



Fire tender - forward gear



Fire tender - reverse gear

--- Hose length <45m

--- Reverse length <20m



B	Architect's layout updated.	17/06/26	TH	AD
A	Architect's layout updated.	22/05/26	TH	AD
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Project :	Phase 2 North Horsham
Title :	RM 12 Swept Path Analysis Fire Tender
Engineer : T. Hart	Date : April 2026
Director : J. Birch	Scale : 1:1000 @ A3
Status :	PLANNING
Drawing No.	MOW-PH2-P12-6205
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