

TRANSPORT STATEMENT

Mowbray, North Horsham, West Sussex
Sub-Phase 2C Primary Road (RMA3)



Prepared for: Legal & General (Strategic Land North Horsham) Limited
Ref: 259_8220585_JB_Transport_Statement_RMA3

Document History

Issue	Date	Description	Prepared By	Checked By
1	12 Mar 2026	First draft	J Birch	J Birch
2	7 Apr 2026	Minor amendments for submission	J Birch	J Birch

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Contents

1.0	Introduction.....	1
2.0	Existing Situation	2
3.0	Proposed Development	4
4.0	Summary & Conclusion	8

Appendices

Appendix A:	Site Location Plan
Appendix B:	A264 Left-in / Left-out Junction (Phase 2 Principal Access) – General Arrangement
Appendix C:	Employment Land Road – General Arrangement
Appendix D:	Plan Extracted from Site Wide Cycling Strategy
Appendix E:	Stage 1 Road Safety Audit and Response Report



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 an application for the approval of reserved matters for a proposed section of primary road through the area known as Sub-Phase 2C 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 (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 first section of primary road leading eastwards from Ruser Road (called Bailey Road) was constructed as part of the initial infrastructure works undertaken for Phase 1 of the Mowbray development. The approval of reserved matters was subsequently granted for the extension of Bailey Road eastwards from Phase 1 through into Phase 2 and as far as the western boundary of land known as Sub-Phase 2B (application reference: DC/23/2328).

1.4 A full planning application has been submitted for the section of primary road leading north-eastwards from the A264 through the employment land and up to Sub-Phase 2C of the Mowbray development (application reference: DC/25/1543). A decision on this application is currently pending although it is worth noting that West Sussex County Council as local Highway Authority has confirmed it has no objection to the proposals, subject to conditions.

1.5 The approval of reserved matters is now sought for an extension of the primary road, from the eastern end of the employment land road through Sub Phase 2C up to the eastern boundary of land known as Sub-Phase 2B for around 565 metres.

1.6 The description of development is as follows:

"Application for approval of Reserved Matters pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for the construction of a primary road through Sub Phase 2C, footpaths and cycleways, foul and surface water drainage including a SUDS basin, landscaping, and associated infrastructure."

1.7 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 within the wider extents of Phase 2 and the employment land.

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 the easternmost part of 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 been constructed on the A264 together with a short section of primary road that will provide access to the employment land and Phase 2.
- 2.5 A plan showing the left-in / left-out junction and the extent of primary road that has already been completed 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.
- 2.6 A full planning application has been submitted for the section of primary road leading northwards from the A264 through the employment land and up to Sub-Phase 2C of the Mowbray development (application reference: DC/25/1543). A decision on this application is currently pending although it is worth noting that West Sussex County Council as local Highway Authority has confirmed it has no objection to the proposals, subject to conditions. Plans showing the general arrangement of the primary road through the employment land are provided at Appendix C.
- 2.7 The main road leading through the employment land and into Phase 2 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, and will be extended through Phase 2, providing access to the residential development parcels on either side of the road, and ultimately connect through to Bailey Road that lies within Phase 1 of the Mowbray development, proving a loop road through Phases 1 and 2, connecting Rusper Road with the A264.

Public Rights of Way

- 2.8 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 land 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.

- 2.9 This public footpath will be improved and a section of it will need to be diverted through the employment land under application reference DC/25/143.
- 2.10 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.
- 2.11 There is an alternative signed route for pedestrians across the A264 dual carriageway that avoids 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.
- 2.12 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.
- 2.13 The primary road through Sub Phase 2C is identified as a key route for pedestrians and cyclists. Further details on the facilities proposed for pedestrians and cyclists that will be delivered as part of the application for the approval of reserved matters for the primary road through this sub phase are provided in Section 3 of this report.

Public Transport

- 2.14 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 temporary turning facility is provided.
- 2.15 In time, the bus service will be extended progressively eastwards, into Phase 2 and the employment land, 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.
- 2.16 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 application for the approval of reserved matters for the primary road through Sub Phase 2C are provided in Section 3 of this report.

3.0 Proposed Development

3.1 The proposals for which the approval of reserved matters is sought comprise the construction of a primary road on a broadly north to south alignment through residential Sub Phase 2C, to include footpaths and cycleways, foul and surface water drainage including a SUDS basin, landscaping, and associated infrastructure.

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

MOW-GLA-RMA3-PH2-1001 – Adoption Plan, Sheet 1 of 2
 MOW-GLA-RMA3-PH2-1002 – Adoption Plan, Sheet 2 of 2
 MOW-GLA-RMA3-PH2-1101 – General Arrangement, Sheet 1 of 2
 MOW-GLA-RMA3-PH2-1102 – General Arrangement, Sheet 2 of 2
 MOW-GLA-RMA3-PH2-1103 – Levels and Long Section, Sheet 1 of 2
 MOW-GLA-RMA3-PH2-1104 – Levels and Long Section, Sheet 2 of 2
 MOW-GLA-RMA3-PH2-1105 – Visibility Splays, Sheet 1 of 2
 MOW-GLA-RMA3-PH2-1106 – Visibility Splays, Sheet 2 of 2

MOW-GLA-RMA3-PH2-1301 – Swept Paths – Bus, Sheet 1 of 2
 MOW-GLA-RMA3-PH2-1302 – Swept Paths – Bus, Sheet 2 of 2
 MOW-GLA-RMA3-PH2-1303 – Swept Paths – Refuse Lorry, Sheet 1 of 2
 MOW-GLA-RMA3-PH2-1304 – Swept Paths – Refuse Lorry, Sheet 2 of 2
 MOW-GLA-RMA3-PH2-1305 – Swept Paths – Fire Tender, Sheet 1 of 2
 MOW-GLA-RMA3-PH2-1306 – Swept Paths – Fire Tender, Sheet 2 of 2

MOW-GLA-RMA3-PH2-SK01 – Pedestrian and Cycle Strategy, Sheet 1 of 2
 MOW-GLA-RMA3-PH2-SK02 – Pedestrian and Cycle Strategy, Sheet 2 of 2

Design Principles

- 3.3 The main road through Sub Phase 2C will be classed as a primary road and will have a 6.5m wide carriageway, with a segregated footway and cycleway on the west side and a footway on the east side, which will be separated from the carriageway by landscaped verges other than where the road crosses a culverted watercourse at two locations. In these locations, the landscaped verge is to be omitted to reduce the length of the culverts.
- 3.4 The speed limit on the primary road will be 30mph, which is the same as the 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 and that proposed for the primary road through the employment land.
- 3.5 A total of ten bellmouth junctions are proposed along the section of primary road proposed through Sub Phase 2C to provide access to the residential development parcels on either side. The junctions are all to be simple T-junctions as the combination of traffic flows on the primary road and traffic movements to/from the development parcels the accesses will serve does not warrant the provision of ghost island junctions with central right turning lanes. One of the secondary roads that leads eastwards from the primary road will connect through to the emergency access on Wimland Road.
- 3.6 In addition, to the bellmouth junctions, five vehicle crossovers are proposed to provide access to three small residential development parcels and two electrical sub-stations.

- 3.7 Roughly mid-way along the proposed section of primary road through Sub Phase 2C, the primary road crosses a watercourse that will need to be culverted under the road. Additionally, at the far southern end of the application site, close to the boundary defining the extent of the employment land road planning application, the primary road crosses another watercourse that will need to be culverted under the road.
- 3.8 At this southern location where the primary road crosses a watercourse, the primary 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 primary 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 to the south, reference DC/25/1543.
- 3.9 A double-sized electricity sub-station is proposed on the west side of the primary road, roughly mid-way along the road through Sub Phase 2C. A second sub-station is proposed on the north side of the primary road close to the north-western extent of the road through Sub Phase 2C.
- 3.10 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.
- 3.11 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, taken from a set-back or 'x' distance of 2.4m. Pedestrian crossing visibility splays of 43m are indicated for the proposed crossing points on the primary road.

Pedestrian & Cycle Facilities

- 3.12 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 Sub Phase 2C should include dedicated cycle facilities, i.e. mandatory / advisory / stepped cycle lanes, or segregated two-way cycle lanes, as shown on the plan extracted from the site-wide cycling strategy at Appendix D.
- 3.13 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. This route will be delivered via the employment land road application, reference DC/25/1543.
- 3.14 Therefore, in compliance with the site-wide cycling strategy, a 2.5m wide segregated, two-way cycleway is proposed on the west side of the primary road through the full extent of Sub Phase 2C, which will provide cyclists with a dedicated cycle route in accordance with the approved site-wide cycling strategy.
- 3.15 Where the cycle route crosses side roads at access to development land parcels, it is proposed to raise the carriageway to the level of the cycleway and give priority to cyclists on the cycleway over vehicles turning to and from the primary road. At the accesses to the residential land parcels on the western side of the primary road, a partial set back priority junction is proposed (as opposed to a full set back priority junction in accordance with Figure 10.13 of Local Transport Note LTN 1/20 – Cycle Infrastructure Design) as traffic flows to/from these land parcel will be relatively low.

- 3.16 A 2.0m wide footway is proposed on the western 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 eastern side of the primary road, again for the full extent of road subject to this planning application.
- 3.17 In addition to the signal-controlled Pegasus crossing described above, uncontrolled crossings for pedestrians and cyclists are proposed at several locations on the primary road to cater for the anticipated movements on the various east to west desire lines.

Public Transport

- 3.18 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.
- 3.19 Pre-application discussions have been held previously with West Sussex County Council and Metrobus regarding the bus infrastructure required within the wider Phase 2 and employment land areas.
- 3.20 Bus stops are proposed to be located on the primary road such that development parcels within Sub Phase 2C are located within a reasonable walking distance of a bus stop.
- 3.21 Two pairs of bus stops are proposed, with northbound and southbound stops located on opposite sides of the primary road. One pair of stops is to be located towards the northern end of Sub Phase 2C and one pair towards the southern end of Sub Phase 2C. Both southernmost stops in Sub Phase 2C are proposed to be located on the carriageway. It is proposed to provide a layby arrangement for northernmost stop in a northbound direction whilst the northernmost stop in a southbound direction is to be located on the carriageway. The northbound stop is located on the inside of a bend in the primary road, and a layby arrangement would allow a bus to stop off the main carriageway and thereby minimise any restriction to forward visibility for vehicles travelling northwards around the bend.
- 3.22 Consistent with all new bus stops within the Mowbray development, the bus stops that will serve Sub Phase 2C 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

- 3.23 A vehicle tracking assessment has been carried out to demonstrate that the proposed primary road through Sub Phase 2C can accommodate a bus and the resulting swept path drawings are provided separately with the planning application.

Lighting

- 3.24 The primary road through Sub Phase 2C 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 indicated on the general arrangement drawings provided although the final column locations will be subject to detailed design.

Highway Adoption

- 3.25 The primary road through Sub Phase 2C 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 drawings provided.

Drainage

- 3.26 Drainage is described in detail in a separate Drainage Statement prepared by Glanville and submitted with the planning application for Sub Phase 2C.
- 3.27 Highway drainage within the primary road through Sub Phase 2C will comprise 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 via an agreement under Section 104 of the Water Industry Act.
- 3.28 Foul drainage along the primary road through Sub Phase 2C will comprise gravity sewers. This infrastructure will also be offered for adoption by the sewerage undertaker via a Section 104 agreement.

Landscaping

- 3.29 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

- 3.30 An independent Stage 1 Road Safety Audit has been carried out by Alpha Consultants of the proposed adopted highway and included a site visit on 5 March 2026. The Audit Team reviewed the drawings showing the proposals as listed in paragraph 3.2 of this Transport Statement.
- 3.31 A copy of the Stage 1 Road Safety Audit report by Alpha Consultants and Glanville's Response Report is provided at Appendix E. All the audit team's recommendations have been addressed such that there are no residual highway safety concerns with the proposals. It is worth noting that Alpha Consultants have reviewed the amended bus stop arrangement in response to Problem 2.7 and agree that the proposed changes address the concern raised by the audit and should reduce the risk of conflict.

4.0 Summary & Conclusion

Summary

- 4.1 This Transport Statement has been prepared to support an application for the approval of reserved matters for the proposed section of primary road through the area known as Sub-Phase 2C within the Mowbray development, North Horsham, West Sussex. The description of development is as follows:

"Application for approval of Reserved Matters pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for the construction of a primary road through Sub Phase 2C, footpaths and cycleways, foul and surface water drainage including a SUDS basin, landscaping, and associated infrastructure."

- 4.2 Safe and suitable provision for vehicular access along the primary road and to the development parcels to either side will be provided, including a connection that will lead to the proposed emergency access on Wimland Road.
- 4.3 Provision for pedestrians and cyclists complies with the approved site-wide cycling strategy.
- 4.4 Appropriate provision for public transport has been made, as agreed with the bus operator, Metrobus.
- 4.5 The proposed highway and drainage infrastructure complies with appropriate design standards to enable adoption by West Sussex County Council and the sewerage undertaker, as appropriate.
- 4.6 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

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

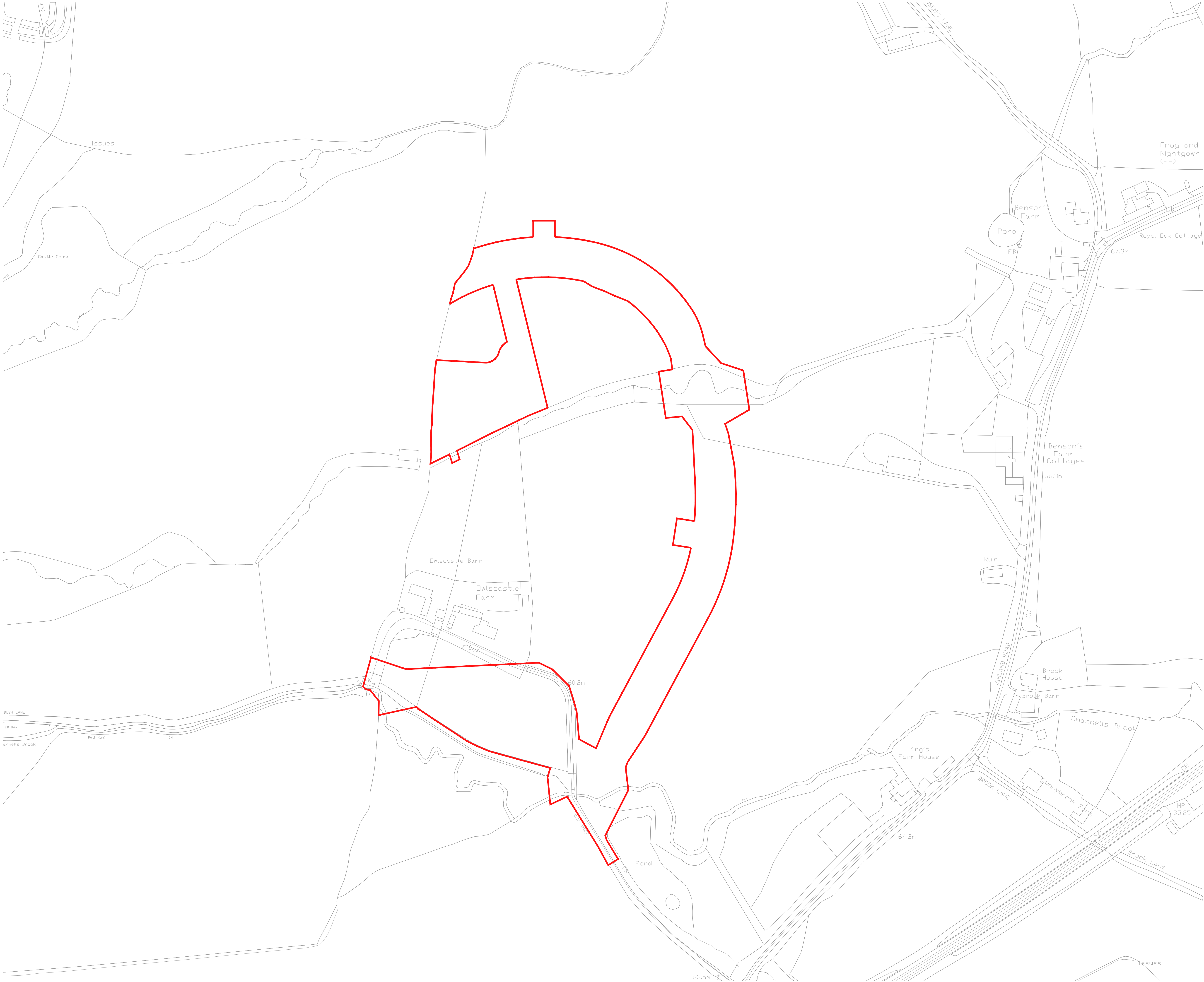
Appendices



Appendix A

Site Location Plan



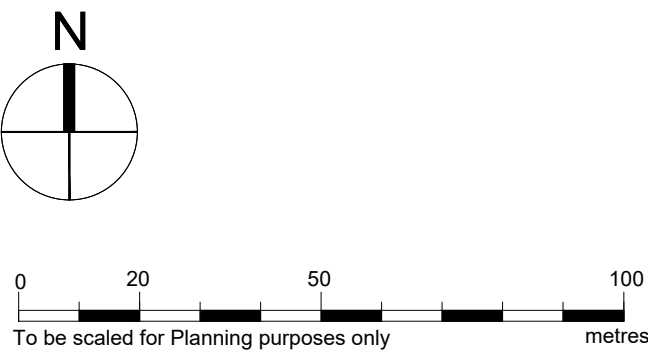


Contractors and consultants are not to scale dimensions from this drawing

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Key

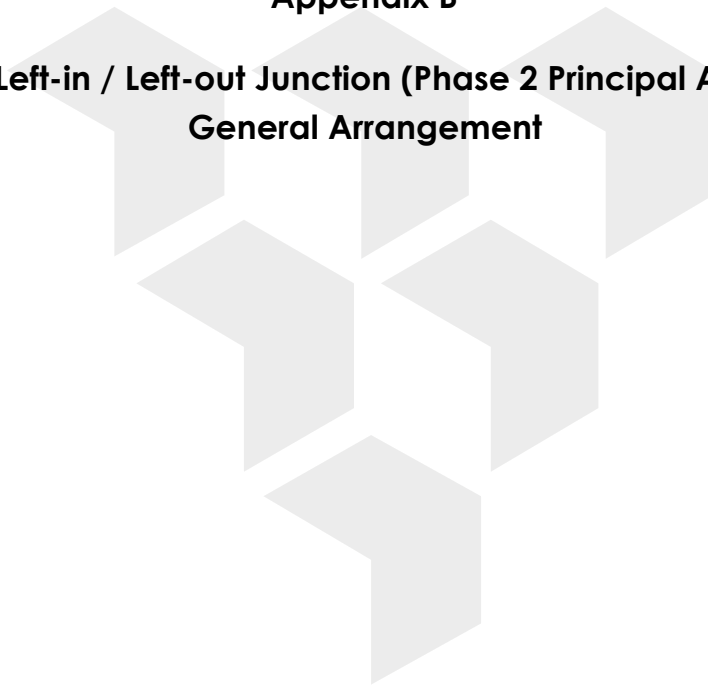
— RMA3 Boundary



Revision	Date	Description
BroadwayMalyan^{BM}		
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Project Mowbray (Land North of Horsham)		
Description RMA3 Redline Boundary Plan		
Status Preliminary		
Scale 1:1250@A1	Drawn By AMK	Date Mar 2026
Drawing Number MOW-BM-PH2-RMA3-34854-DR-A-02749	Drawing Number 04	Revision
100mm@A1 Original size Copyright Broadway Malyan Limited		

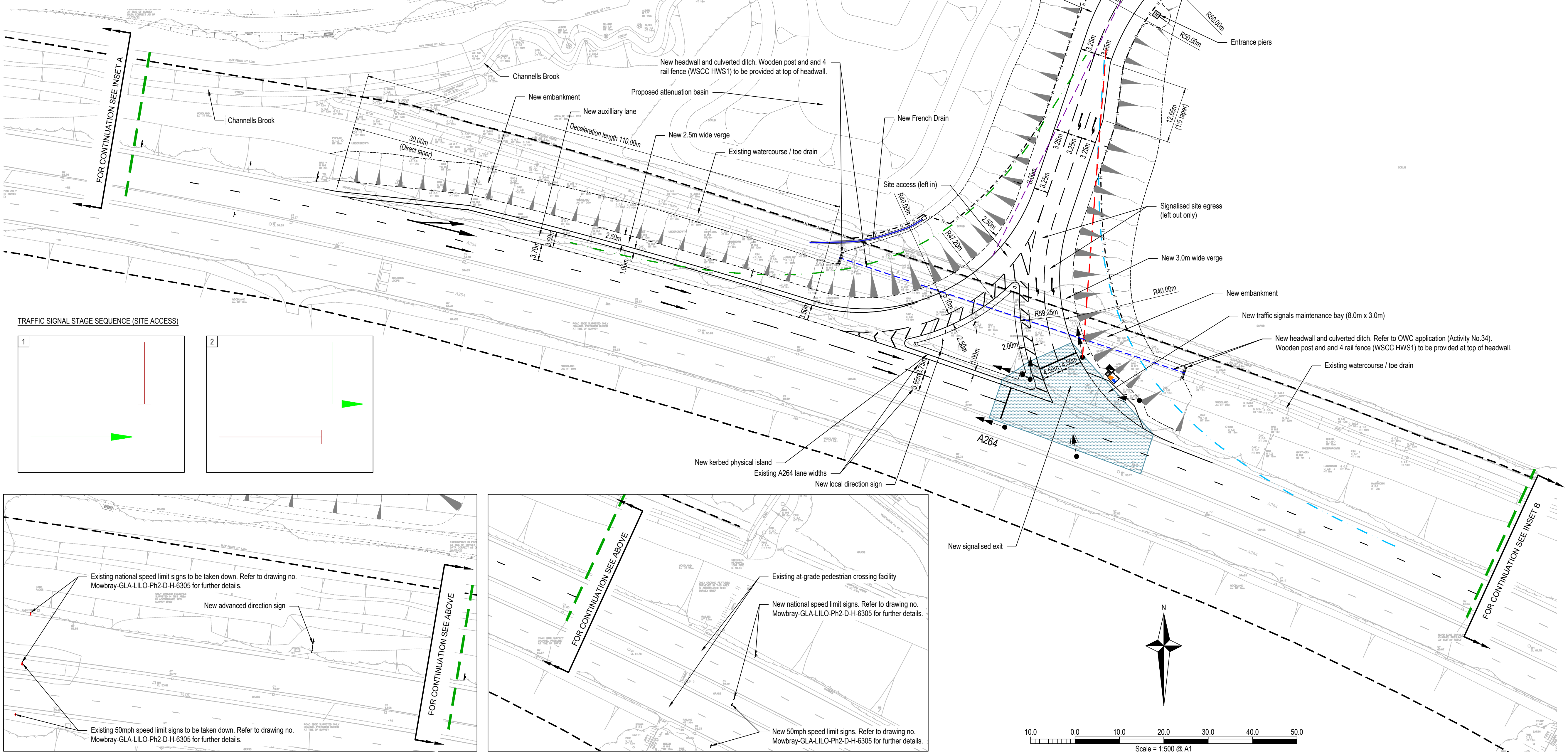
Appendix B

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

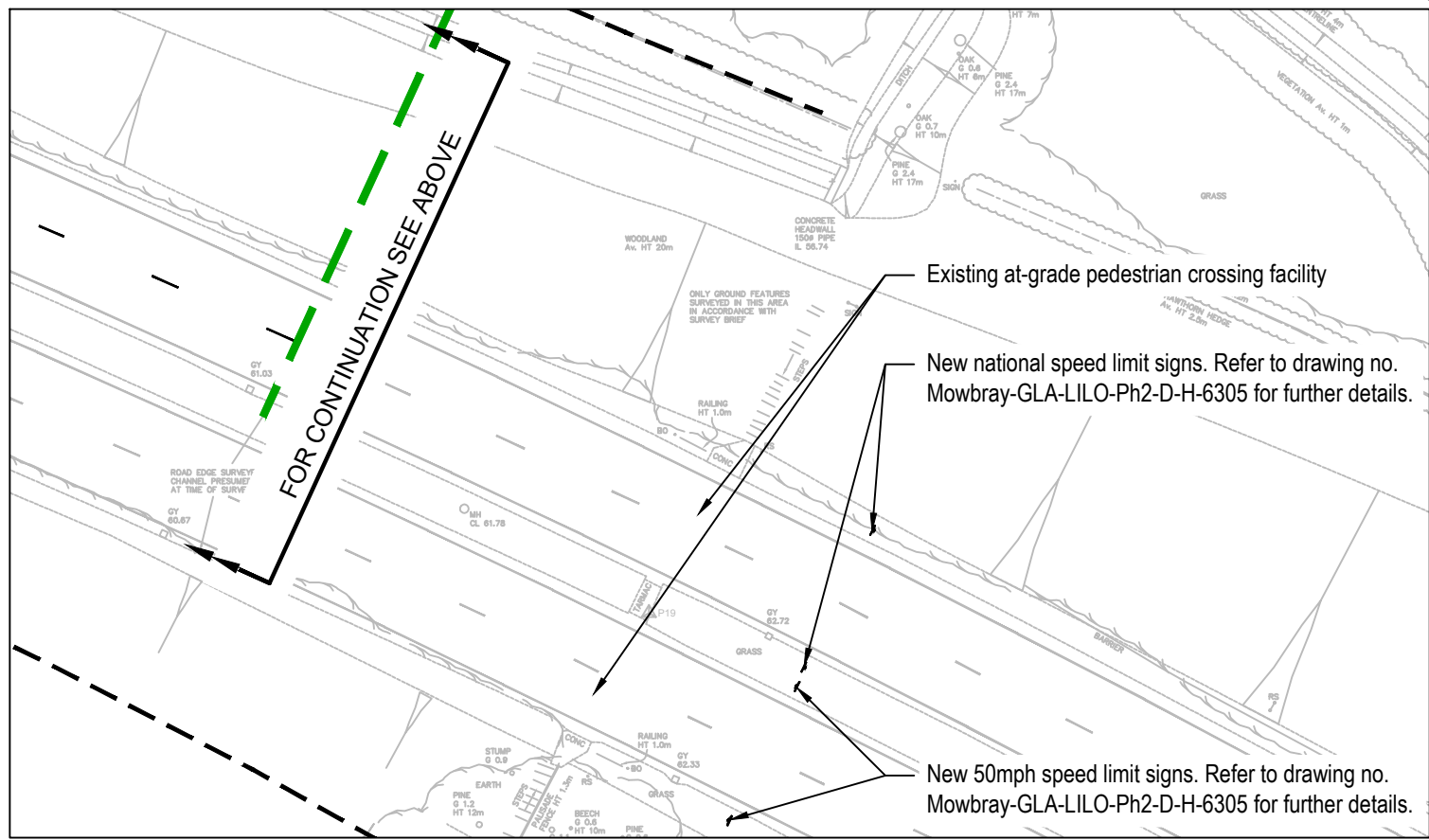
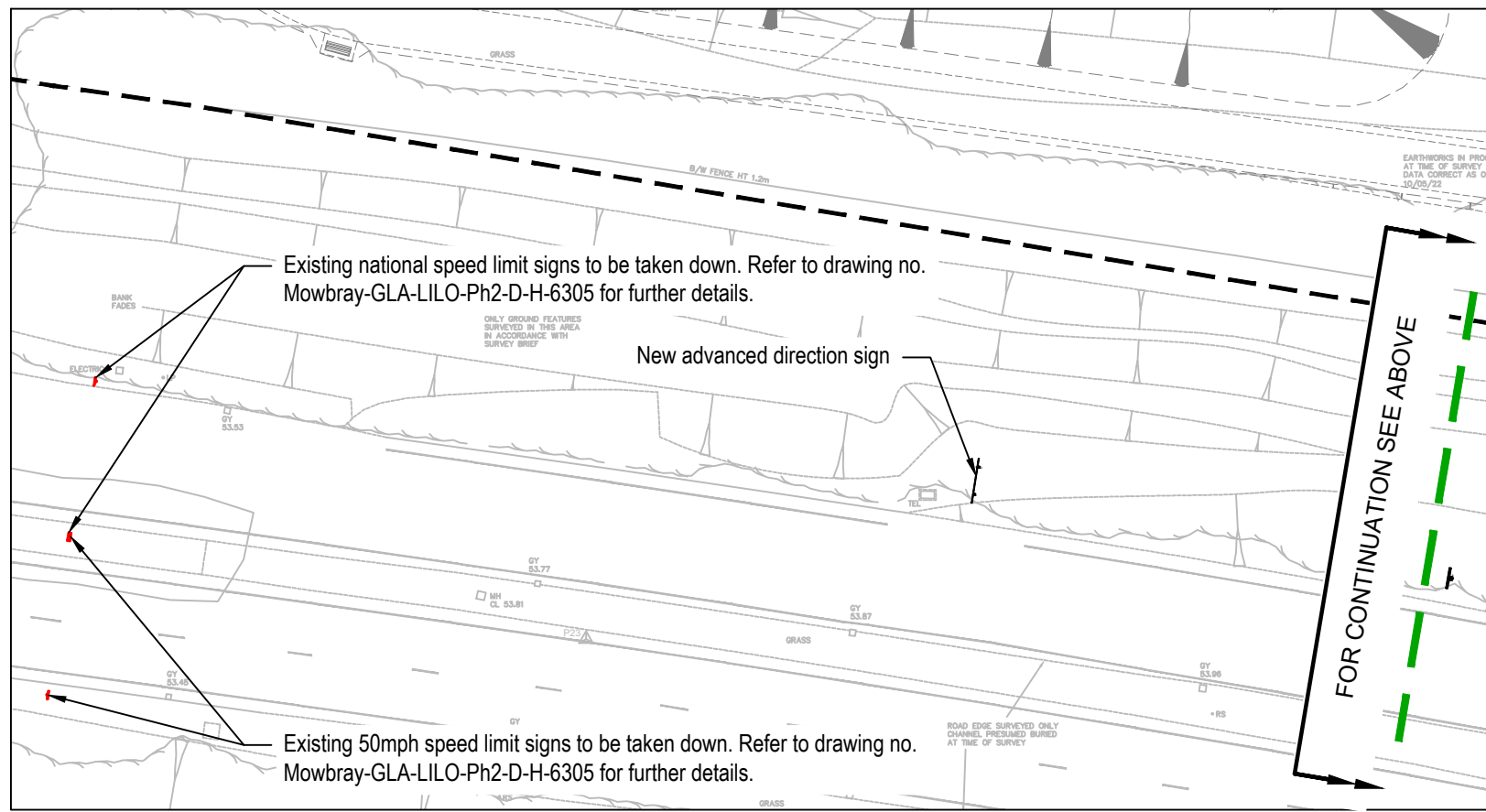
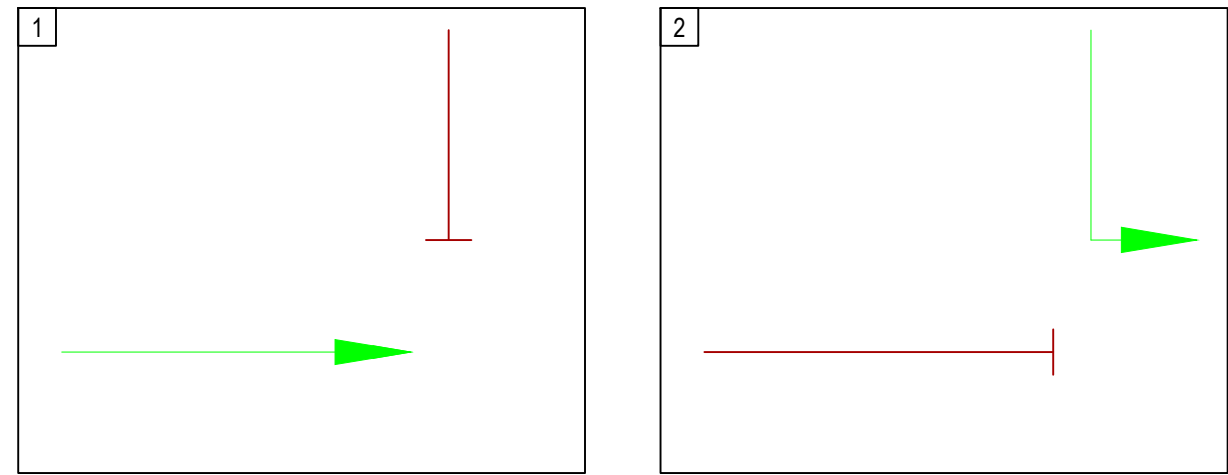




SCALE 1:10000



TRAFFIC SIGNAL STAGE SEQUENCE (SITE ACCESS)



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.
3. All works shall be in accordance with Volume 1 of Manual of Contract Documents for Highways Works - Specification for Highway Works (MCHW) and West Sussex County Council's specific requirements including current standard details and guidance documents as appropriate.
4. Existing speed limit of A264 is 70mph. Proposed speed limit for A264 approach to be 50mph. Proposed speed limit for new site access road will be 30mph. Resultant Design Speeds = 85kph (CD109) for A264 and 60kph for site access (SSD only).

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

KEY

- Existing highway boundary interpreted from WSCC records
- New highway boundary
- Extent of S.278 / S.38 works - Note: New traffic signs and street lighting columns are located beyond the extent of the main S.278 works, refer to drawing no. Mowbray-GLA-LILO-Ph2-D-H-6305 for further details.
- Stopping Sight Distance (SSD) = 70m to roadside primary traffic signal - 1 step below (30mph)
- 70m Forward visibility splay (entry) - 1 step below (30mph)
- 70m Forward visibility splay (exit) - 1 step below (30mph)
- 4.5m x 90m junction visibility splay
- Junction intervisibility zone
- RAG Primary signal head (Refer to Telent drawing no. 347818-TS for further details)
- RAG Primary double signal head (Refer to Telent drawing no. 347818-TS for further details)
- RAG Secondary signal head (Refer to Telent drawing no. 347818-TS for further details)
- Post and rail fence

A12	Wooden post and 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



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Client : **Legal & General
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Project : **Mowbray (Land North of Horsham)**

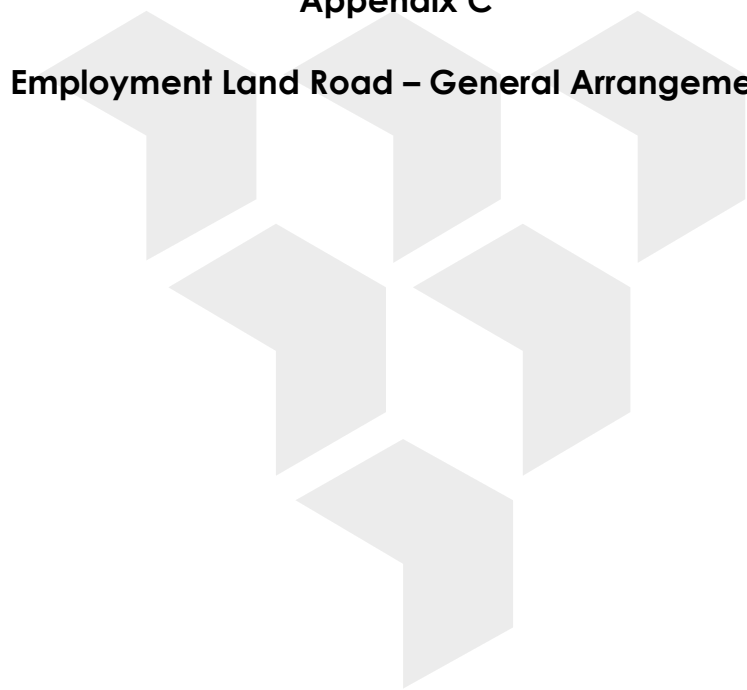
Title : **Junction Ref. C1: Left-in / Left-out
S.278 / S.38 Highway Works
General Arrangement**

Project Engineer : G Turner Scale : As Shown @ A1
Project Director : J. Birch Date : August 2022
Status : **Approved for Construction**

Drawing No. Mowbray-GLA-LILO-Ph2-D-H-6300 Rev A12

Appendix C

Employment Land Road – General Arrangement





NOTES

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

2. Scaleable for planning purposes only.

3. This drawing has been prepared for information purposes only and must not be used for tender of construction purposes.

4. White lining is show indicatively only and subject to detailed design.

5. Tactile paving requirements to be confirmed at detailed design.

KEY

Application boundary.

Proposed asphalt carriageway construction.

Segregated footway / cycleway.

Proposed footpath.

Proposed shared footway / cycleway.

Proposed verge / landscape.

Buff blister tactile paving.

Corduroy / Cycle tactile paving

Proposed highway boundary

Proposed post and four rail fence

8m street lighting column, neutral white colour temperature. Refer to Enervud drawings EVO20036006-LD-001 - 004 for further details.

P11	Street lighting amended. Verges / path layouts updated.	08/12/2025	AH	CS
P10	Updated in accordance with RSA1.	03/09/2025	AH	CS
P9	Layout updated / trees added.	13/08/2025	AH	CS
P8	Layout updated.	05/08/2025	AH	CS
P7	Layout updated.	25/07/2025	AH	CS
P6	Layout updated.	15/04/2025	AH	CS
P5	Updated in accordance with client comment.	13/03/2025	AH	CS
P4	Updated in accordance with LHA comments.	13/02/2025	AH	CS
P3	Updated in accordance with LHA comments.	04/02/2025	AH	CS
P2	Updated in accordance with LHA comments.	06/01/2025	AH	JB
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer

Civil Engineering

Structural Engineering

Transport Planning

Highways Engineering

Building Surveying

Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

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

Project: Mowbray (Land North of Horsham)

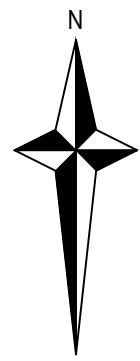
Title: RMA2 – Employment Land
General Arrangement
Sheet 1 of 3

Engineer: A. HarperDate: October 2024

Director: J. BirchScale: 1:500 @ A1

Status: PLANNING

Drawing No. MOW-RMA2-PH2-1001Rev P11



For Continuation See Sheet 1 of 3

For Continuation See Sheet 1 of 3



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Scaleable for planning purposes only.
3. This drawing has been prepared for information purposes only and must not be used for tender of construction purposes.
4. White lining is show indicatively only and subject to detailed design.
5. Tactile paving requirements to be confirmed at detailed design.

KEY

- Application boundary.
- Proposed asphalt carriageway construction.
- Segregated footway / cycleway.
- Proposed footpath.
- Proposed shared footway/cycleway.
- Proposed verge / landscape.
- Proposed off-site foot/cycleway. Refer to Landscape Architect's drawings for surfacing details.
- Buff blister tactile paving.
- Corduroy / Cycle tactile paving.
- Proposed highway boundary.
- Proposed post and four rail fence.
- 8m street lighting column, neutral white colour temperature. Refer to Enervoo drawings EVO20036006-LD-001 - 004 for further details.

P12	Street lighting amended. Verges / path layouts updated.	08/12/2025	AH	CS
P11	Updated in accordance with RSA1.	03/09/2025	AH	CS
P10	Layout updated / trees added.	13/08/2025	AH	CS
P9	Layout updated.	05/08/2025	AH	CS
P8	Layout updated.	25/07/2025	AH	CS
P7	Layout updated.	15/04/2025	AH	CS
P6	Updated in accordance with client comment.	13/03/2025	AH	CS
P5	Residential parcel accesses amended.	03/03/2025	AH	CS
P4	Updated in accordance with LHA comments.	13/02/2025	AH	CS
P3	Updated in accordance with LHA comments.	04/02/2025	AH	CS
P2	Updated in accordance with LHA comments.	06/01/2025	AH	JB
Rev.	Description	Date	By	Chkd



Client :	Legal & General (Strategic Land North Horsham) Ltd		
Project :	Mowbray (Land North of Horsham)		
Title :	RMA2 – Employment Land General Arrangement Sheet 2 of 3		
Engineer : A. Harper	Date : October 2024		
Director : J. Birch	Scale : 1:500 @ A1		
Status :	PLANNING		
Drawing No.	MOW-RMA2-PH2-1002		Rev P12

