

Design & Access Statement

Billingshurst Mixed Use Remasterplanning

DUNMOORE 

DLA.2284.RPT02.DAS.V4

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by Davies Landscape Architects for the sole purpose of planning for the project below:

Document Title

Design & Access Statement - Billingshurst Mixed Use Remasterplanning

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The Design Team

DAVIESLANDSCAPE
ARCHITECTS

Masterplanning

arp
armstrong rigg
planning

Planning

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01 - Introduction

Purpose

Design & Access Statement

This Design and Access Statement (DAS) has been prepared by Davies Landscape Architects, on behalf of Dunmoore to accompany a mixed use scheme, including detailed permission for means of access and with the remainder of the development in outline, comprising up to 102no. homes and up to 1338sqm and 5605sqm respectively of business floorspace (Classes E g (iii)/B2/B8).

The proposals represent a comprehensive re-plan of the Phase 2 and 3 areas of Billingshurst Trade Park which occupies a sustainable location at the edge of Billingshurst. The northern 'Phase 2' land is located within the built up area boundary (BUAB) of Billingshurst. To the south the 'Phase 3' land is located immediately beyond the BUAB, which wraps around this part of the site, effectively enclosing it to the north, west and south.

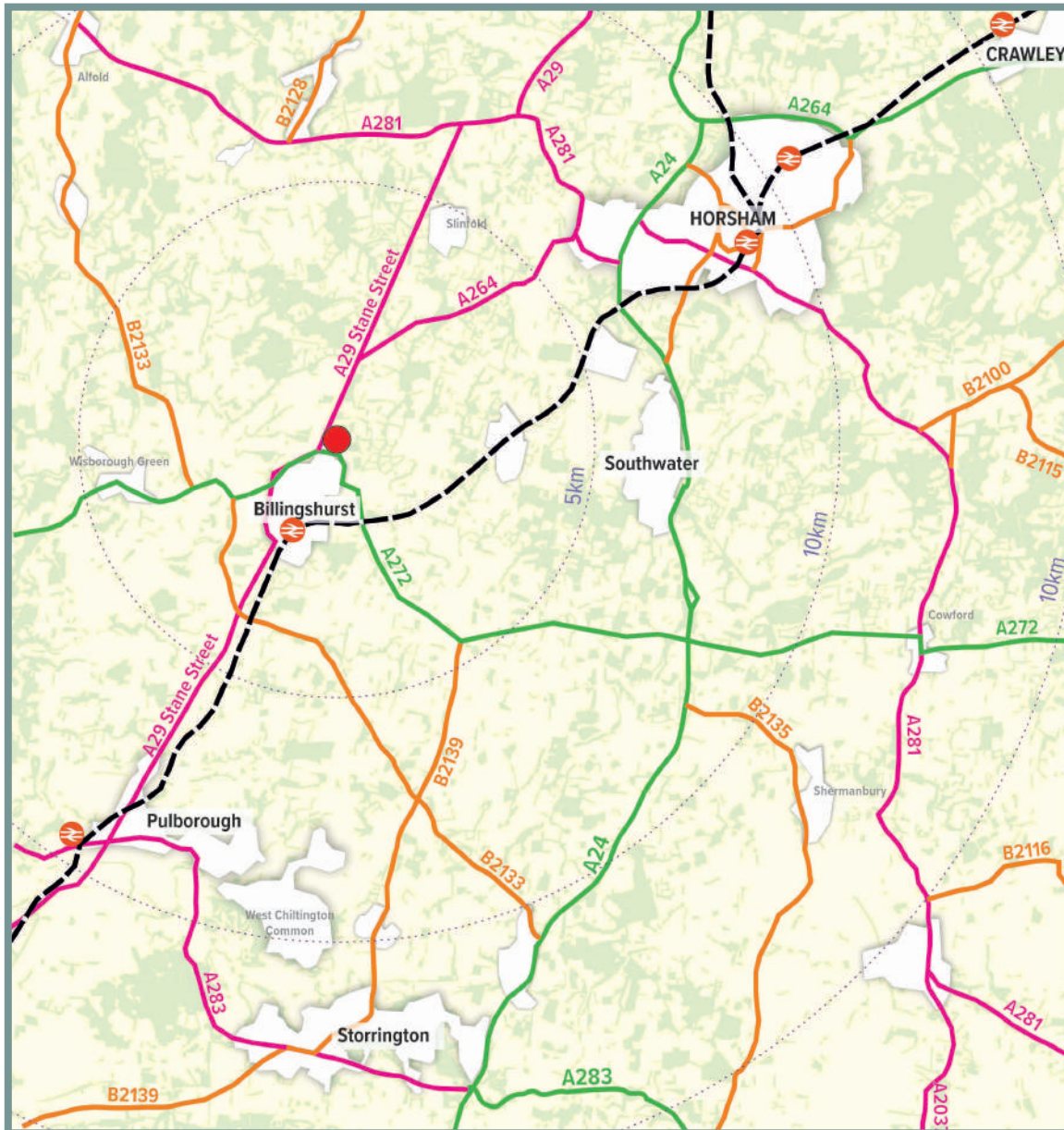
The DAS provides an analysis of the proposed development site and its context, bringing together the various inputs, key drivers and contributing factors that have evolved throughout the design process from the design team to result in a development that successfully responds to its part in settlement, part settlement edge location and the local context of the site.

Layout

As the application is being submitted in hybrid form with the majority of floorspace (save for unit 16) in outline, the proposed masterplan and strategies illustrate, in principle, how the site could deliver the proposals. Detailed matters relating to layout, appearance, landscaping and the internal road layout will be reserved for future consideration. Plans within the DAS should therefore be considered for illustrative purposes only.

Illustrative Masterplan

Site Overview



Wider Context

The 4.86ha site is located on the northern edge of the settlement of Billingshurst (OS reference centred TQ 09375 26755).

Billingshurst is a large settlement located approximately 10km southwest of Horsham and supports a wide range of community services and facilities. The settlement is connected to the north and south by the A29 - Stane Street.

The site forms the eastern aspect of the Billingshurst Trade and Business Park. The A29 Stane Street, directly west of the Business Park provides direct connections to north to Horsham and south to Pulborough and the south coast.

The site lies within the planning jurisdiction of Horsham District Council (HDC).

Planning Context

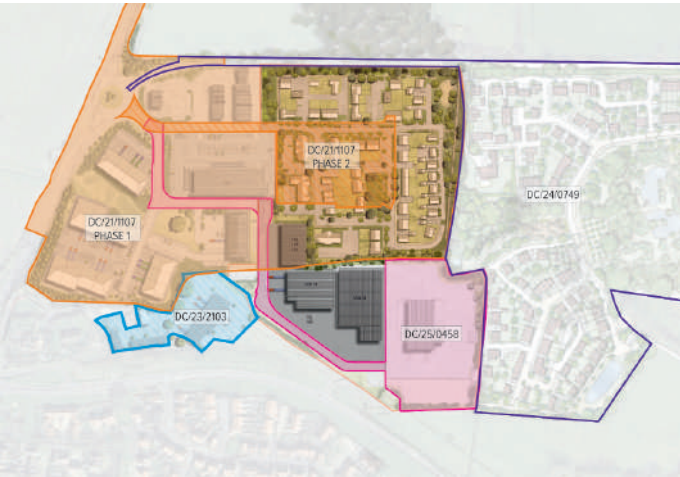
Planning History

The site forms part of a wider site that was granted permission in June 2019 - DC/18/212. There have been several variations to the final as built layout

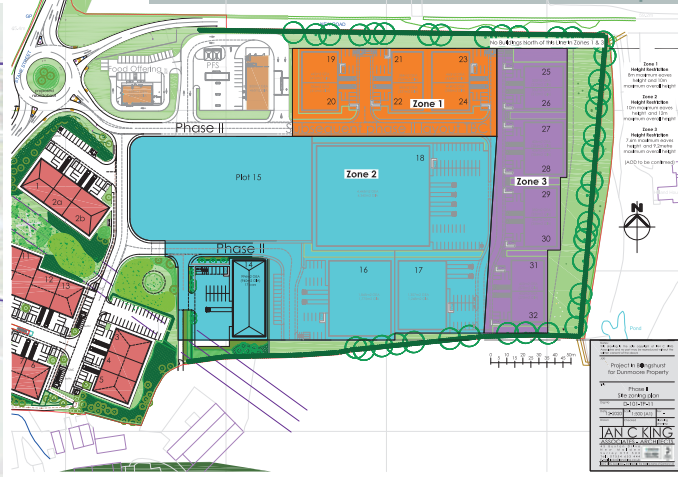
A S73 application, ref. DC/21/1107, was granted planning permission on 11 March 2022 to vary conditions 1, 56 and 57 thus permitting development closer to the eastern edge of the site approved in the outline permission.



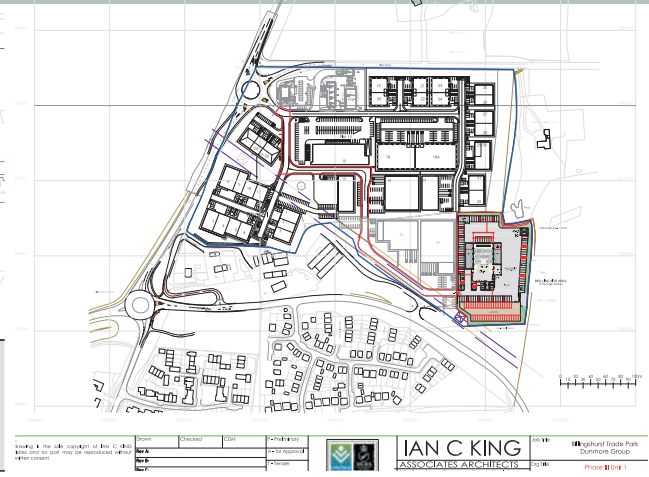
Permitted Development DC/21/1107



Relevant Applications



Permitted Height Plan - DC/18/2122



DC/25/0458

The Brief

The applicants following extensive efforts to bring forward the positive development of their land at Billingshurst for employment, have, following careful consideration and informed by the refusal of 'The Range' application earlier this year (19 February 2025) and more long-standing issues around viability constraints have developed a new strategy for the Phase 2 and 3 land.

This includes taking on board factors relating to not only viability (fundamental to the delivery of a workable scheme) but also a major shift in national policy in particular in relation to housing requirements. This allied to the particular difficulties the Council is experiencing in keeping pace with minimum housing requirements, and maintaining a supply of high-quality, well located employment land makes for a compelling case in support of these proposals. That the Council have been unable to put in place a new Local Plan capable of meeting identified means that a plan led means of addressing future needs is not available. Therefore the submission of this planning application is the only route by which the considerable benefits of the application proposals can be realised.

Following positive pre-application engagement with officers we trust that the substantive and attractive package of planning benefits which the proposals offer, warrant support. These include the following:

- The delivery of a viable, comprehensive mixed-use scheme capable of delivering both housing and employment floorspace to meet future needs. Needs that will not be met unless a viable future can be secured for the site.
- Housing to be delivered on the balance of the more steeply sloping, levels constrained and sensitive Phase 2 land to the north, capable of being brought forward quickly within the forthcoming 5year period and thus helping to address the Council's shortfall.
- Housing which will provide an attractive new neighbourhood at this part of Billingshurst, providing a more sympathetic edge to the northern boundary of the site with New Road, complemented by the retail and food and drink uses which exist at this part of the site with high quality, well overlooked pedestrian and cycle friendly routes to the centre of Billingshurst beyond.
- Employment floorspace on the flatter and more suited Phase 3 land, which is less sensitive to and can help screen the urbanising/detracting effects of the electricity pylons, telephone mast and main road beyond which impact this part of the site.
- The swift delivery of a new employment premises which meets the specific site requirements of a successful local business EVM (under separate full application ref: DC/25/0458). EVM have legally committed to the Business Park, can only be accommodated on the more level Phase 3 land, given the large size of the site required (1.2ha), including their need for a large level yard space. Their presence and future expansion plans will reinforce the importance of the business park and availability of local jobs.

The second detailed part, within this submission, will be for the employment floorspace of the smaller (start-up) units located adjacent to the already constructed Phase 1 units, making them viable to deliver, with significant infrastructure requirements. This contrasts with the currently consented smaller units on Phase 2, which are located far from the already constructed infrastructure, thus making much less viable to deliver.

The proposals when completed, alongside the jobs already delivered on the Business Park, will total 123 vital jobs and 26 for the EVM application.

The substantial economic and social benefits which can be realised through the construction of these major development projects, the jobs they will offer, with future opportunities down the line at the operational phase.

Further social and economic benefits will arise through the construction and future occupation of much needed market and affordable homes tailored to meet the latest evidence of needs. Needs which in Horsham are acute.

These substantial benefits can be achieved on land which is either contained within the BUAB and supported in principle (Phase 2 land) or contained on three sides by it (Phase 3) land. In so doing it helps reduce pressure to accept speculative schemes in less sustainable locations at a time when policies for the delivery of both housing and employment are out of date and the 'tilted balance' is engaged.

02 - Place

Local Context

Access & Movement

The principal route through the area is the A29 - Stane Street, a 90km long Roman Road originally linking London to Chichester. The road now forms a direct route between the village of Pullborough (9km SW) and Clemsfold (7.6km NE). Stane Street runs along the entirety of the site's western boundary.

To the southwest of the site, Stane Street acts as a bypass around Billingshurst, before rejoining the original route immediately south of the town. The original route of Stane Street is now formed by the High Street within Billingshurst.

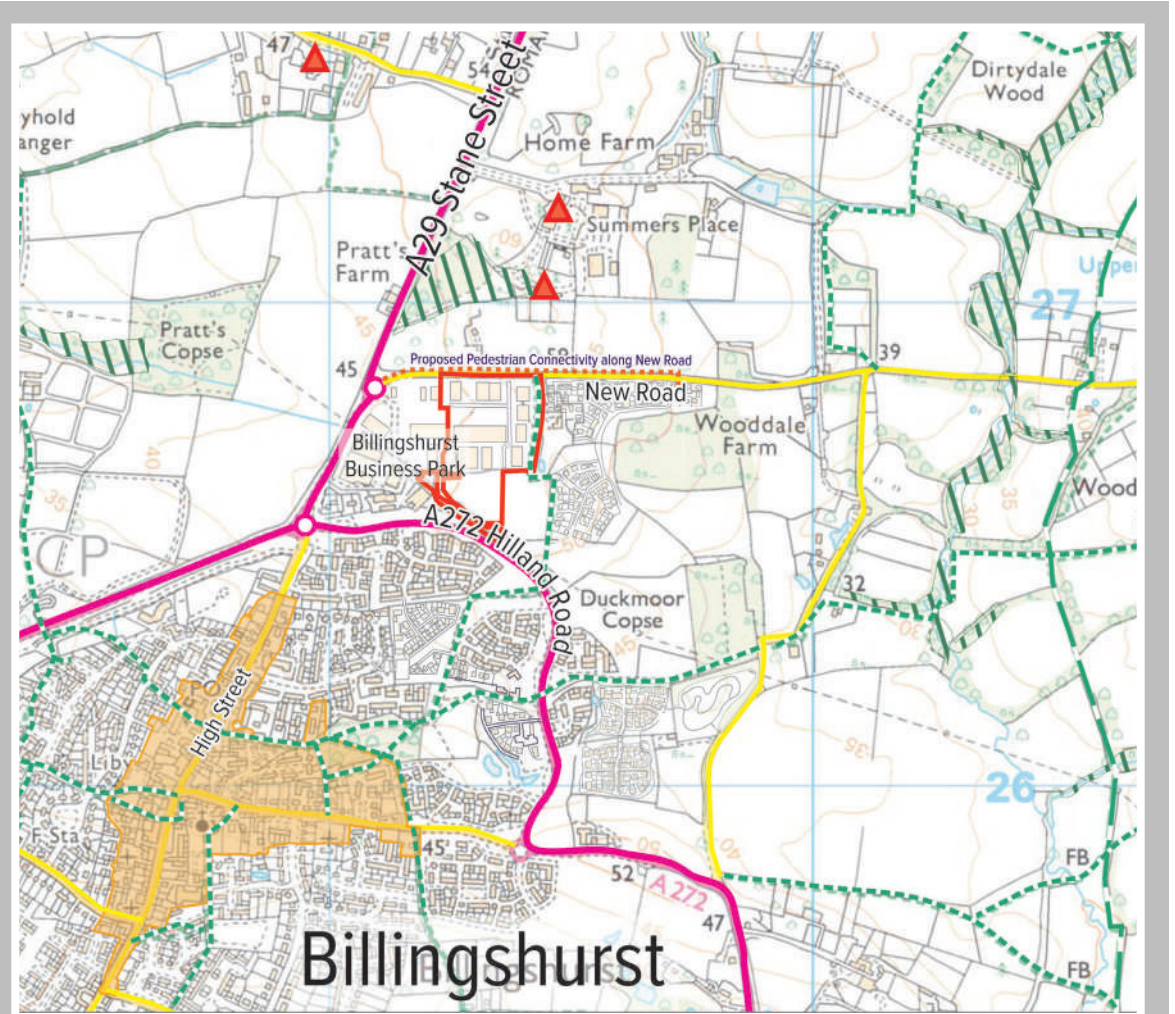
New Road runs along the northern boundary of the site and connects to Stane Street in the northwestern corner. New Road is a small local lane providing access to a number of farmsteads and residential properties in the landscape to the east.

The nearest bus stop to the site is located on Stane Street, circa 220m from the site's western entrance.

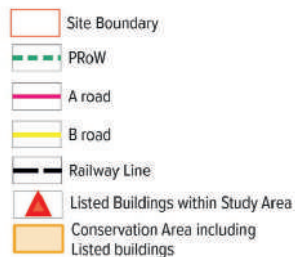
Billingshurst Train Station lies to the south of the site and is an approximate 2km walk, cycle or car journey.

There is direct access to the town centre/High Street circa 850m south.

Public Footpath 1942 - This footpath runs along the inside of the site's eastern boundary from New Road and continues south towards Hilland Road.



Site Context Plan



Landscape

There are no national, regional or locally designated landscapes or protected features within or immediately adjoining the site.

The site lies within the following two relevant Landscape Character Areas (LCA's):

- The West Sussex County Council (WSCC) (October 2005) - Low Weald area- LW6 Central Low Weald; and
- Horsham District Landscape Character Assessment (October 2003) - Area G: Wooded Small Scale Farmlands, under G3: Slinfold & Five Oaks.

The extant permission will permanently change the character of the former wider site into built development however the LCA's identify the positive effects of mature vegetation and field boundaries within the landscape. The existing trees within the site and vegetation around the boundary will be key in mitigating the potential effects on the wider landscape and setting.

The enhancement of these features through improved connectivity, longevity and screening will form key drivers in the landscape and development strategy.

Ecology

There are no statutory or non-statutory designated sites within 1 km of the site.

The site is predominantly grassland with small pockets of scrub, tall ruderal, a small number of trees, hedgerow and boundary fence.

The habitats on site are common, of generally

low - moderate ecological value and are easy to replace.

Bat Activity Surveys of the site in 2018 recorded minimal activity on the north edge of the site, concluded to be in associated with the off site trees to the north. The only habitat that could be regarded as being of significant potential value i.e. the hedge and trees adjacent to the east boundary of the site, will be retained with a soft landscape buffer to the new buildings. Further surveys are therefore not required.

Heritage

The site and its boundaries are not considered to have any historical interest.

Whilst Stane street would suggest potential extensive archaeological investigations south of the site did not identify any significant archaeological remains within a hundred metres of the site. Both geophysical survey and trial trenching ahead of

recent development north-west of the site found nothing of interest either.

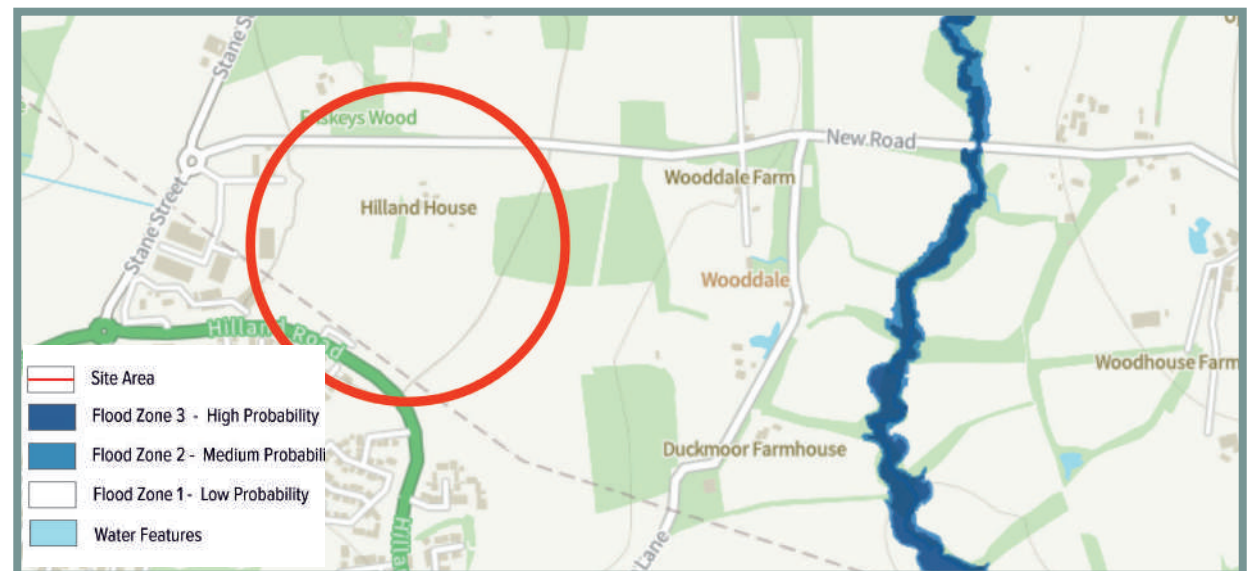
The nearest listed building is Summer Place to the north which lies within a Victorian 'parkscape'. Views are screened from the site by woodland and the site was never part of the park.

No further heritage assets were identified as having the potential to be affected by the proposals.

Hydrology/Water

Neutrality

The Environment Agency Flood Map (<http://maps.environment-agency.gov.uk/>) shows the proposed site as located entirely within Flood Zone 1, which is land at the lowest risk of fluvial flooding.



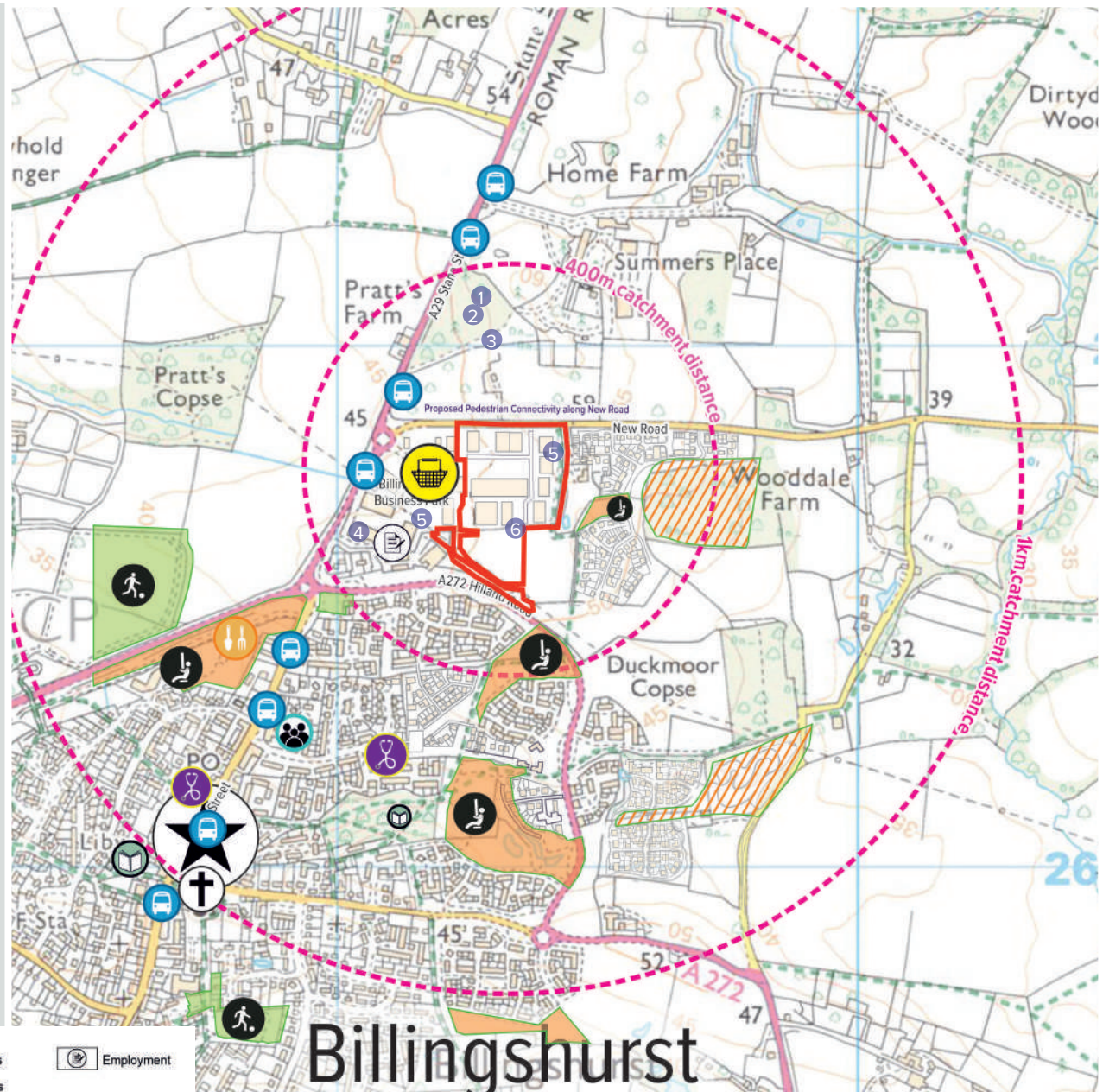
Local Community & Facilities

The site is very well located in relation to the facilities and services available in Billingshurst including primary schools, the Weald secondary school, dentist and doctor's surgeries, convenience and comparison shopping, leisure facilities, pubs and restaurants.

The centre of Billingshurst is around 850m to the south of the site. It is also well served by public transport with bus stops on either side of the A29 carriageway in close proximity to the site.

In addition, a mainline rail station is located in Billingshurst, 2.2km from the site providing direct services to Horsham, Gatwick Airport and London. Bus infrastructure improvements and a cycle/pedestrian link between the site and Billingshurst to the south have already been delivered as part of the works completed on-site (Phases 1 and 2).

A full list of the available facilities with walking and cycling distances is set out on the next page.



Billingshurst

Local Facilities

Play Area	St Mary's Church	Billingshurst Primary Academy	Bus Stops	Employment
Sports	Village Core - Pub, Post Office & Shops	Garage, Retail and Food	Allotments	Leisure and Recreation
Natural POS	Community Hall	Surgery		



Local retail outlets



Local supermarket



Town High Street



Neighbourhood Play Area



Billingshurst Community Centre



Billingshurst Surgery

Education	Distance	Walk Time	Cycle Time
Billingshurst Primary Academy	1,700 metres	20 minutes walk	7 minutes cycle
The Weald Community School	2,200 metres	26 minutes	9 minutes cycle
Health Care	Distance	Walk Time	Cycle Time
Billingshurst Surgery	1,200 metres	14 minutes walk	5 minutes cycle
Billingshurst Pharmacy	1,200 metres	14 minutes walk	5 minutes cycle
Arun Valley Pharmacy	2,200 metres	26 minutes walk	9 minutes cycle
Food Store	Distance	Walk Time	Cycle Time
Lidl	150 metres	2 minutes walk	1 minute cycle
Morrisons Daily (Trade Park)	150 metres	150 metres	1 minute cycle
Morrisons Daily (High Street)	1,100 metres	1,100 metres	5 minutes cycle
Coop Food	1,900 metres	23 minutes walk	8 minutes cycle
Tesco Express	2,300 metres	27 minutes walk	10 minutes cycle
Leisure and Recreation	Distance	Walk Time	Cycle Time
Park (north of Newman Way)	1,400 metres	17 minutes walk	6 minutes cycle
Billingshurst Library	1,400 metres	17 minutes walk	6 minutes cycle
Billingshurst Leisure Centre	2,200 metres	26 minutes walk	9 minutes cycle
Employment	Distance	Walk Time	Cycle Time
Billingshurst Trade Park	200 metres	2 minutes walk	1 minute cycle
Rosier Business Park	3,300 metres	39 minutes walk	14 minutes cycle
Food and Drink	Distance	Walk Time	Cycle Time
Costa	150 metres	2 minutes walk	1 minute cycle
Greggs	150 metres	2 minutes walk	1 minute cycle
The Kings Head Inn	1,100 metres	13 minutes walk	5 minutes cycle
Little Bean Café	1,100 metres	13 minutes walk	5 minutes cycle
The Kings Arms	1,300 metres	15 minutes walk	5 minutes cycle
The Railway Inn	2,200 metres	26 minutes walk	9 minutes cycle

Facilities Table - taken from T/A

03 - Site

Site Analysis

Features

The site has been subject to earth movement and storage as part of the wider site development which has resulted in a low quality landscape.

Retained features are limited to the northern boundary (A) which is formed by the historic boundary with New Lane and some remnant trees aligning a former hedgelines within the centre of the site (B) and the southeast corner (C&D).

The eastern boundary to the northern area is defined by the 10-18m high mature treed boundary with Hilland House (E). The boundary to the southern area is currently open and defined by a post and wire fence (D).

The remnant trees are all Oak and are considered Category B trees, the exception being a single Category A oak adjoining the Radio mast compound to the southeast.

The trees and hedgerow are identified as contributing to the LCA key characteristics and are considered valuable assets within the site and local setting.

The southern boundary is currently open with vegetation being removed and managed within the pylon corridor (F&G) which separates the site from the landscape buffer along Hilland Road. This forms a very low quality boundary and setting.

To the west there is a notable change in the levels with the site lying approximately 2-3m above the existing business park to the south and bunding to the north (H, I & J). The levels are currently sloped and left unmanaged.



Site Analysis Plan



Within the site the northern section is low quality grassland with areas of rubble and ruderal herb. To the south the field is less influenced by the ongoing works and consists of low-quality grassland which is gradually developing areas of scrubby grassland and ruderal herb, in particular around the perimeters.

Built features are notably the pylons and radio transmitter compound (F & D). A smaller overhead electric wire runs across the centre of the site but is not noticeable in comparison to the larger scale features.

The alignment of Footpath 1942 is separated from the wider site by a 2m high close board fence along its length with Hilland House (K).

Views and Perceptual Qualities

The existing mature trees and built form are key in restricting views towards the site to the south and southeast where the lack of boundaries afford open views. In particular users of FP1942, Hilland Road and the settlement directly south.

The quality of these views is strongly influenced by the prominent pylon corridor (and radio mast), existing large-scale buildings within the Business Park and traffic along Hilland Road and the hard boundary edges of the existing settlement to the south.

The landscape buffer along the transport corridor affords a degree of screening through earth mounding however the landscape planting is sparse and contributes to the perception of a low/moderate quality urban edge (G).

Views to the north are screened by hedgerows aligning New Road (A). Any potential views towards the proposed housing will be characteristic of those experiences within the Hilland application and limited to the section of the lane approaching the Stane Street junction.



Photo A - Northern boundary hedgerow - as viewed from New Road



Photo B - Category B oaks to the south west of the site



Photo C - Category B oaks to the south east of the site



Photo D - Radio transmitter and Cat A oak to the south east of the site - taken from FP1942



Photo E - Treed eastern boundary to Hilland House - glimpses of the fence through the intervening scrub

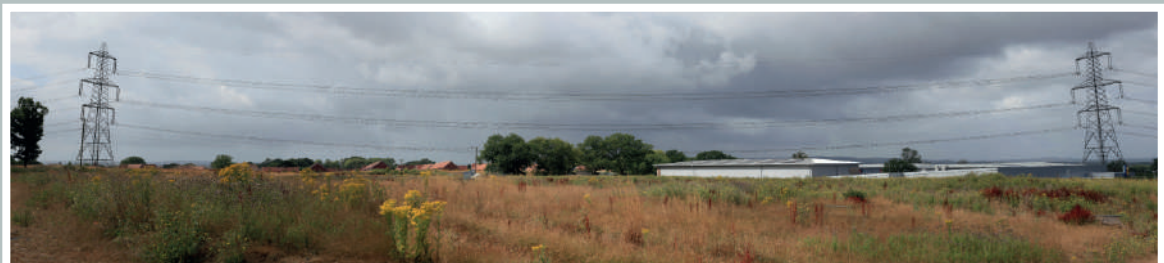


Photo F - Pylons and warehouses to the south/southwest



Photo G-View from Hilland Road to the south of the site



Photo H-Framed view through Business Park



Photo I-Change in levels east of Lidl



Photo J- Bunding at the site entrance



Photo K-Fencing along FP1942

To the east views are limited to Footpath 1942 which runs along the eastern site boundary. The northern section, adjacent to the Hilland House curtilage, lies within the site. A 2m high close board fence forms a physical and visual barrier between the path and the remainder of the site forming an overgrown narrow low quality landscape corridor(K). To the southeast the footpath aligns the open site boundary all be it outside the site (D & F). As part of the Hilland application this boundary will be reinstated thorough native hedgerow planting and trees and the footpath contained within a landscaped corridor.

To the south the views are directed towards the pylon corridor with the existing development in the background. The site forms part of an urban setting (G).

From the west it forms a framed backdrop to the existing intervening development and urban character (H).

Site photographs

Site Considerations

- 1 Protection of the existing hedgerow along New Road and Hilland House.
 - 2 Mature oaks within the site and their Root Protection Areas.
 - 3 Changes in levels to the west.
 - 4 The pylon corridor and required clearances.
 - 5 Existing and permitted access routes.
 - 6 Interface between residential and commercial.
 - 7 Views of the development to the south which lies outside of the extant permissions.
 - 8 Incorporation and consideration of views from FP1942.
- Designing within the permitted height parameters.
- Provision of policy play requirement- see table.



- Site boundary
- Views
- Transitional Edge
- Root Protection Areas
- Area not covered by extant permissions
- Zone 1 - 8m max eaves heights and 10m max overall height
- Zone 2 - 10m max eaves heights and 12m max overall height
- Zone 3 - 7.6m max eaves heights and 9.2m max overall height

04 - Design Response

GI Framework

Movement Strategy

Height Strategy

Building Tenure

Site Access

Built Form Strategy - residential

Open Space Strategy

Built Form Strategy - Commercial

Development Strategy

Key deliverables

- Up to 102 Units - mix of market and affordable to comply with LPA requirements.
- Up to 5605sqm of business floorspace (Classes E g (iii)/ B2/B8).
- Existing access off Stane Street with separate residential and mixed use access.
- Retention and management of key landscape assets within public realm for continued contribution to local and wider character.
- Retention of Footpath 1942 within a strong landscape corridor providing an alternative pedestrian access route to Billingshurst.
- New equipped play area, located along FP1942.
- Enhancement and introduction of a range of habitat feature such as grassland and species rich hedgerows with trees.
- The drainage strategy will align with the approved permission and consist of underground storage cells.
- The final design and materials strategy will align with the aspirations of Billingshurst Design Statement (BDS). The key fundamental principles have been included within the following strategies.

BDS - Billingshurst Design Strategy.

LCA - Landscape Character Area Strategy.



GI Framework

- Retention and enhancement of the existing trees and hedgerows, set within public spaces/landscape buffers to ensure longevity and management (LCA/BDS).
- Increased Green infrastructure as a core element of the development framework providing setting, character, screening and increased connectivity of features and habitats.
- Increased species diversity to provide longevity, resilience to disease and climatic change (BDS).
- Interlinked open spaces providing opportunities for recreation and access to the wider landscape including via FP1942 (LCA/BDS).
- Enhance/reintroduce site boundaries and hedgerow trees where possible providing connectivity both within the site and features beyond its boundaries (LCA).



Movement Strategy

Access to the residential area will be through an extension of the business park access road. Access to units 16, 17 and 18 will be through the proposed access to the EVM unit 19.

The Transport Assessment which accompanies the application considered the effects of the development on the local highway network taking into account committed development.

It finds that the development will not have a significant impact on flows of traffic in the area, the residual effects of which would not be considered 'severe' for the purposes of the NPPF, paragraph 116.

The site benefits from a sustainable location with good highway, pedestrian, cycle links and public transport links. As part of Phases 1 and 2, the well established four arm roundabout on Stane Street was installed along with the provision of a pedestrian/cycle link to the south of the site and bus stops adjacent to the site along the A29. These have been successfully in use in association with the commercial use of the site and mean that unlike alternative speculative schemes the high quality transport links which the site benefits are already in place, well known and capable of supporting the proposals.

In turn this means that the proposals can be brought forward more quickly than would otherwise be the case, with less disruption to the local highway network and enable the significant benefits of the proposals to be realised sooner. An important factor in addressing the Council's deficient housing land supply.

In terms of relevant NPPF footnote 9 policy considerations, paragraph 110 indicates that significant development should be focussed at locations which are or can be made sustainable. This is undoubtedly the case here, located at the edge of one of Horsham's largest settlements, accessible via a choice of transport modes, and within acceptable walking and cycle distance of a range of local amenities and services. With regard to paragraph 115 of the NPPF safe and suitable access from the local highway network is already in place and effects on the local highway network will be acceptable.

It is therefore considered that the proposals accord with the key transport policies of the NPPF and HDPF policies, in particular policies 40 and 41.



FP1942 will be retained along its current route.

Footpath/pedestrian routes within the site to provide a series of circular walks within the residential element as well as direct links to the movement network within the existing business park and beyond,

Easy access to adjoining cycle routes.

All routes to have natural surveillance and where possible be linked to landscape corridors.

Direct links to Bus stops along Stane Street.

Height Strategy

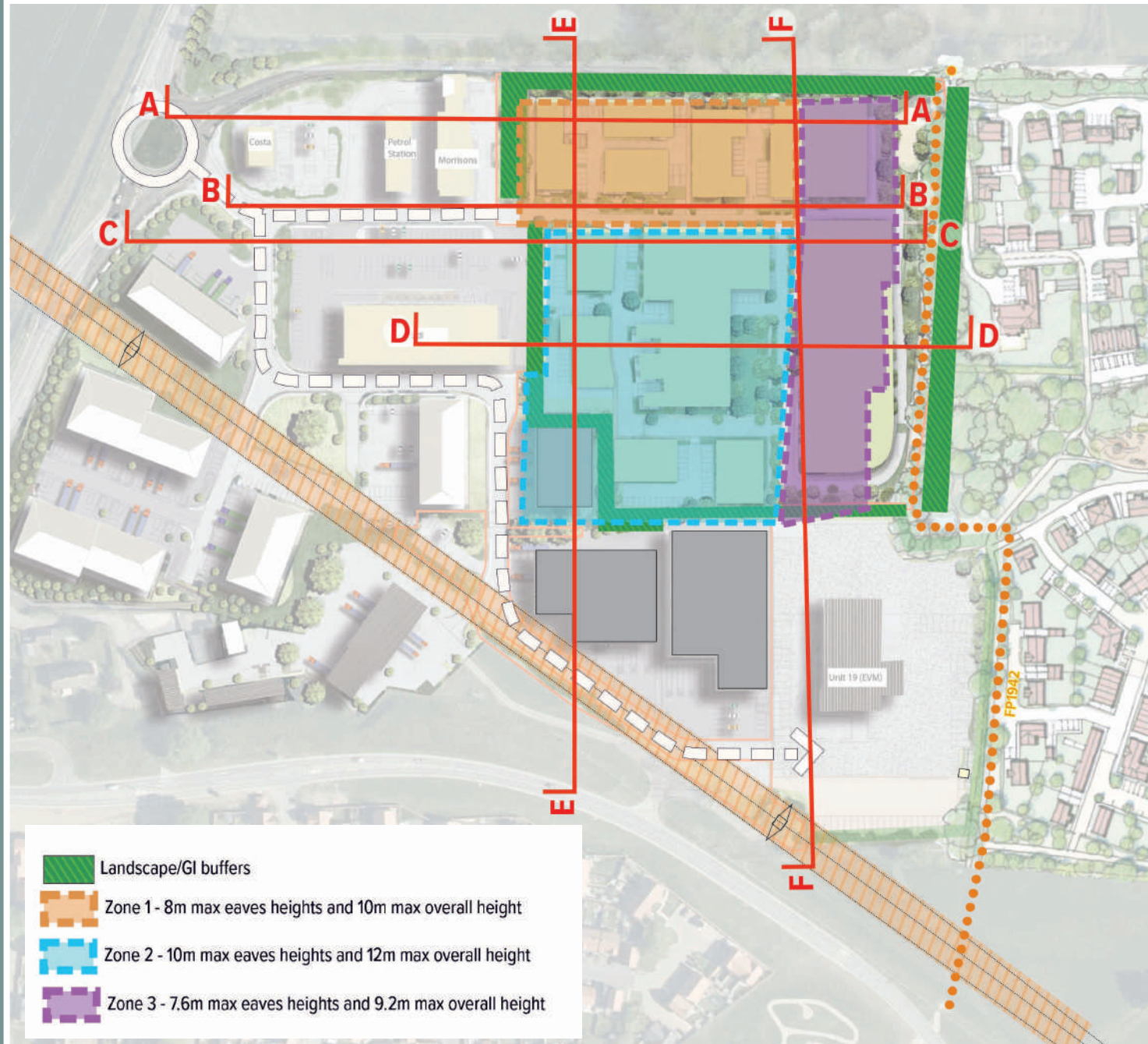
Heights will be sympathetic and responsive to their context and have been carefully considered in response to the existing landscape character, views and influence of the existing business park.

The outline consent for the phase 2 commercial development area established maximum building height zones in response to landscape sensitivity as shown opposite. In addition, the commercial buildings would require level plateaux which raised ground levels by +2m towards the west boundary resulting in a tall retaining wall on the boundary with Lidl.

The smaller residential footprints work with the contours resulting in less cut and fill operations.

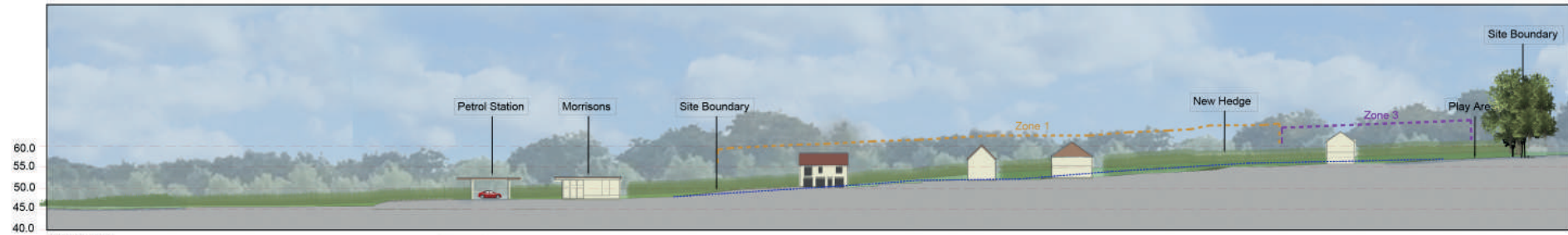
The neighbourhood will be predominantly 2 storeys in height, with scope for some 2.5 storey development to: terminate views at the ends of footpaths and road vistas; create a varied roofline; and provide visual interest.

The zone immediately east of Lidl can facilitate up to 3 storey development, currently shown as the location for the apartments as being an appropriate scale transition from the commercial area to the west. All of the proposed development in the illustrative layout would lie below the established maximum height parameters.



Section Locations and Height Zones

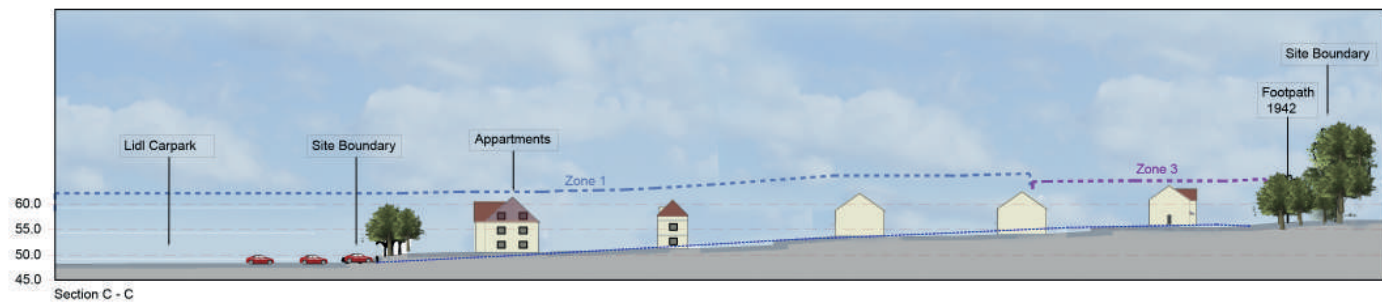
Site Sections



0 5 10 25 50m
SCALE 1:500

key

- Levels
- Existing Ground Line
- Proposed Ground Line
- Zone 1 Max height 10m
- Zone 2 Max height 12m
- Zone 3 Max height 9.2m



Sections A-C

Site Sections

Sections D-F



Dwelling Tenure

The illustrative layout will deliver up to 102 dwellings offering a range of typologies, sizes and tenures that accords with the SHMA housing mix.

Larger family houses will generally be located towards the north and east boundaries with higher density apartments towards the west bordering the commercial development.

The affordable homes will meet Nationally Described Space Standards (NDSS), and will be evenly distributed throughout the settlement, while designed to be 'tenure blind'.

House Type		Total
Apartments	1 Bed	12
	2 Bed	20
2 Bed house		14
3 Bed house		36
4 Bed house		20
TOTAL		102



Built Form Strategy

Residential

- All existing trees retained within landscape buffers and accord to the overall GI strategy (BDS)/LCA).
- Boundary along New Road and Hilland House to be reinforced with native species.
- Well defined threshold at the western entrance to clearly define transition into residential.
- Transition to commercial areas to be softened by buffer zones, planting and screening (BDS)
- Easy accessibility to public transport and other pedestrian/cycle links (BDS)
- Existing and strategic landscape buffers within public areas.
- Green spaces within the site to be interlinked by footpaths and vegetation to create wildlife corridors around the site.
- Lighting columns will be no higher than 5m and be kept to a minimum to avoid light pollution (BDS). Lighting will not be used along sensitive landscape corridors around the site boundaries.
- The main access routes and pathways will be designed in accordance with the County Councils Local Design Guide (BDS).
- All other access routes within the housing areas to be surfaces with a mixture of concrete block paving, or tarmac.





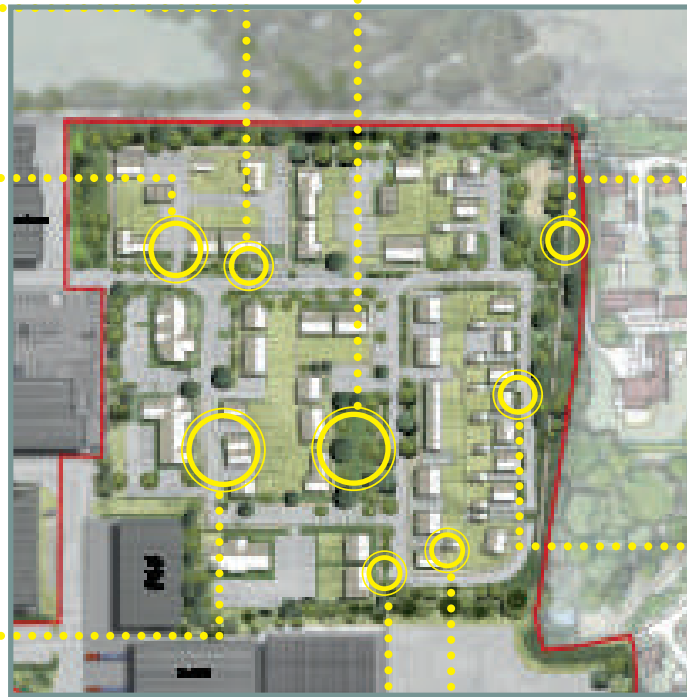
Open plan frontages broken up by soft landscape (hedges and shrubs)



Change of use in materials to denote primary routes/private curliage



Breaking up monotonous patterns - use of small groups of informal dwellings - reorientated towards the highway with staggered frontages



Garages to have pitched roofs matching adjacent dwellings using the same materials
Pathways segregated from road by landscape buffer



Footpaths segregated from highway within landscape buffers and verges



Private driveways grouped

Built Form

Open Space Strategy

The open space provision has been based on the requirements set out within the HDC Open Space, Sport and Recreation Review (HDCOSSRR) (June 2021) Table 9.3.1.

The table below summarises the requirement and site provision based on 2.4 dwellings per person which equates to a 245 population.

Typology	Quantity guideline per 1000 population (Ha)	Quantity guideline per person (m ²)	Required Provision	Notes
Allotments	0.18	1.8	N/a	Does not meet threshold of 455 dwellings.
Amenity Open Green Space	0.58	5.8	1421m ²	Threshold of 5 dwellings. 480m distance from residential dwellings. Minimum size of 0.05ha.
Natural/ Semi-Natural Green Space	2.43	24.3	5954m ²	Threshold of 5 dwellings. 300m (local) and 1000m (sub-district).
Parks and Recreation	1.37	13.7	3357m ²	Threshold of 5-20 dwellings. 1000m distance. Warrants small- medium sized park.
Children	0.05	0.5	123m ²	Threshold of 46 dwellings. 400m (Children) and 1000m (sub-district)
Young People	0.04	0.4	98m ²	Threshold of 46 dwellings. Minimum size of 0.01ha. 1000m (Youth)
TOTAL			10953m²	

open space table

The illustrative layout opposite provides 2108m² of amenity open space and 6370m² of informal and semi-informal open space. Collectively these exceed OS policy standards by 1103m².



Built Form Strategy

Commercial

- All existing oak trees to the north are to be retained within landscape buffers.
- Impacts softened by buffer zones, planting and screening, landscape buffers between commercial and residential as well as Hilland Rd to the south (BDS).
- Easy accessibility to public transport and other pedestrian/cycle links (BDS).
- Avoid vast areas of paving (BDS).
- Green space should be encouraged between buildings (BDS).
- Should be sympathetic to the adjacent residential development through and architectural narrative and street furniture.
- Modern buildings with a design approach and finish consistent with that which has proved popular across the wider business site providing it with a coherent identity.
- Access and parking are proposed to meet relevant standards and cater for convenient and safe access for all anticipated vehicles.
- The main access routes and pathways will be designed in accordance with the County Councils Local Design Guide (BDS).



Sustainability



Sustainable Transport

Promoting active and sustainable transport options

- 100% of properties with parking to have a dedicated EV charging point.
- Easy access to cycle routes/links to the settlement core and facilities.
- Promote car share schemes such as West Sussex Car Share Scheme, LiftShare, 2Carshare and GoCarShare, the details of which will be included in the Travel Welcome Pack.
- Travel Welcome Pack will include information relating to deliveries, including from food stores and online retailers, timetabling and routing information for local bus and rail services.
- Research opportunities to provide travel vouchers to incentivise travel via sustainable modes which could include season tickets for public transport use.



Health and Wellbeing

Buildings and public open spaces to promote healthy lives and life choices

- Provision of interlinked open spaces and opportunities for formal and informal recreation.
- Healthy buildings.



Environmental Net gain

Encouraging ecosystems to the application and its surrounding areas

- Improved Green Infrastructure and biodiversity.
- Nature on the doorstep.



Community & Social Benefits

Integration of the development into the surrounding community

- Provision of open spaces.
- Provision of circular and integrated routes to the settlement core and community facilities.
- Opportunities to work from home.
- Improved digital provision.



Carbon Footprint

Ensuring the development is adaptable and resilient to climate and social changes

- Efficient Heating systems.
- Working from home will be supported through suitable internet provision at the site.
- Working towards net Zero.
- Renewable technologies (BDS).
- Sustainable water technologies including re-use of grey water and water butts (BDS).



Future Proofing

Ensuring the development is adaptable and resilient to climate and social changes

- Passive Design.
- Energy efficiency.
- Renewable technologies.

Summary

Planning

In summary these comprehensive master planned proposals offer an exciting opportunity to help address both employment and housing needs on an otherwise stalled site due to delays and viability. Benefits which can be achieved at a highly sustainable site with safe and suitable access already in place. This will aid the speedy delivery of the site and could assist in providing better/improved access to the recently allowed residential proposals next door at Hilland House.

Any limited impacts which may arise are those relating to conflict with spatial policies which direct new development to within existing BUAB's. Phase 3 land remains beyond the BUAB, despite being surrounded on three sides by it, including to the north (Phase 2). It is therefore an entirely logical and otherwise unconstrained location for the expansion of Billingshurst. The appeal Inspector dealing with the previous appeal on the land accepted as much noting the urbanising effects of the pylons and telephone mast and finding any landscape harm to be limited. The spatial policies with which this aspect of the proposals would conflict are out of date and the tilted balance is engaged.

Additionally, it is worth noting that the neighbouring residential scheme at Hilland House has recently been allowed on appeal. The phase 3 land will now therefore be entirely surrounded by development.

Landscape

The development will remain contained within the existing landscape framework.

The existing boundaries to the north, east and south will be enhanced for both their species diversity and longevity, as well as providing scale and screening.

The heights have been considered within the permitted parameters and in particular to the north and along Footpath 1942 will provide an opportunity for an improved frontage and setting through design and landscape.

Footpath 1942 is located within a landscape buffer providing opportunities for habitat, informal and formal recreation.

The row of Oaks along the southern boundary will form part of the landscape buffer between the residential and commercial elements.

Water Neutrality and Drainage

A Water Neutrality Statement has been produced as part of the application.

In summary the proposals are to incorporate water efficient fixtures and fittings, as well as a rainwater harvesting and treatment system on the commercial development.

For the residential development the proposal is to purchase credits from the SNWCS.

This strategy will minimise the impact of the new development on the Sussex North Water Supply Zone.

The Water Usage Strategy confirms that Phase 2 and 3 will be water neutral once complete and therefore satisfying Natural England's requirements.

The proposals will tie in with the Sustainable Urban Drainage Strategy for the wider Billingshurst Trade Park

Highways

The Transport Assessment concludes that the development will not have a significant impact on flows of traffic in the area.

The site benefits from a sustainable location with good highway, pedestrian, cycle links and public transport links. This includes the established four arm roundabout on Stane Street and a pedestrian/cycle link to the south of the site and bus stops adjacent to the site along the A29.

In turn this means that the proposals can be brought forward more quickly than would otherwise be the case, with less disruption to the local highway network and enable the significant benefits of the proposals to be realised sooner.

The location of the site on the edge of Horsham's largest settlements, provides a highly sustainable location, accessible via a choice of transport modes, and within acceptable walking and cycle distance of a range of local amenities and services.

It is therefore considered that the proposals accord with the key transport policies of the NPPF and HDPF policies, in particular policies 40 and 41.

Heritage

There are no cultural or historical designations within or adjacent to the site.

The nearest heritage asset is Summers Place, a Grade II Listed country house and an associated building within its grounds. These are located approximately 300m & 192m north respectively and set amongst a wooded landscape.

There will be no predicted effects on any heritage assets.

Ecology

The site is predominantly grassland with small pockets of scrub, tall ruderal, a small number of trees, hedgerow and boundary fence.

The development will result in the loss of species-poor grassland, tall ruderal, small pockets of scrub and trees. Landscaping around the development has been proposed to help minimise habitat loss.

The site provides potential habitat for a range of fauna. The following require further consideration:

- Bats – There are no buildings or suitable roosting features in trees and so roosting bats are deemed to be absent. The site provides foraging habitat along hedgerows and the canopies of overhanging trees with a small number trees within grassland, scrub and tall ruderal vegetation providing some further limited value. No significant impact to bats is predicted as a result site clearance. A suitable lighting strategy should be implemented and there is potential for enhancements through roosting provision and landscape design.
- Other mammals – The site has potential to support various small mammals with opportunities for foraging and passing Badgers. No further surveys are required but precautionary methods of working to avoid trapping mammals have been suggested.
- Birds – The hedge, scrub and trees provide potential nesting opportunities for a range of common bird species. No further surveys at this time but any tree felling, clearance of scrub or maintenance of trees or hedges if required, should be undertaken outside the bird nesting season unless a pre-works survey confirms absence.

