



**SUB-PHASE 2C PRIMARY ROAD AND
ASSOCIATED INFRASTRUCTURE,
MOWBRAY
APPLICATION FOR APPROVAL OF RESERVED
MATTERS**

Planning and Compliance Statement

On behalf of **Legal & General (Strategic Land North Horsham) Limited**

Document Control Sheet

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1 INTRODUCTION AND OVERVIEW

- 1.1 This Planning Statement has been prepared by Stantec UK Limited on behalf of Legal & General (Strategic Land North Horsham) Limited ('L&G') in support of this application seeking 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 (as shown on the approved Phasing Plan 2153A-507E), footpaths and cycleways, foul and surface water drainage including a Sustainable Drainage System ('SuDS') basin, landscaping, and associated infrastructure (the 'Development').
- 1.2 L&G acquired majority control of the strategic site known as 'Mowbray', formerly known as 'Land North of Horsham', from Liberty Property Trust UK Limited ('Liberty') in December 2018. The Site is allocated within the Horsham District Planning Framework (2015) to provide, inter alia, at least 2,500 new homes alongside a new business park, local centre, sports and recreation facilities and schools (Policy SD1).
- 1.3 An application for outline planning permission was submitted on behalf of Liberty in August 2016 and approved subject to conditions on 1 March 2018 (LPA reference DC/16/1677; the 'OPP') for a mixed-use strategic development as follows:

'Outline planning application with all matters reserved except access for a mixed-use strategic development to include housing (up to 2,750 dwellings), a business park (up to 46,450 m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure.'

- 1.4 This application for the approval of Reserved Matters is made pursuant to Condition 5 of the OPP, which requires:

5. Details relating to the layout, scale, appearance, means of access and landscaping associated therewith (hereafter called the Reserved Matters) for each Area of the site as shown on the Reserved Matters Area Plan approved pursuant to condition 7 of this permission shall be submitted to and approved by the Local Planning Authority before development of that Reserved Matters Area is commenced.

- 1.5 Condition 2 of the OPP requires that development proposals demonstrate "broad" accordance with the approved parameters. This Planning Statement sets out the relevant parameters against which this application is to be considered, and how the Development demonstrates complete accordance with them.

Content of Submission

- 1.6 This application is accompanied by a comprehensive suite of technical, environmental and design documents which confirm that the Development is acceptable in planning terms, and accord with the relevant conditions and parameters of the OPP. These comprise the following:

No.	Report Title	Author
04	Planning and Compliance Statement	Stantec
07	Transport Statement	Glanville
09	Drainage Statement	Glanville
10	Ecology Mitigation and Management Plan	CSA Environmental
11	Landscape Statement	DJA
13	Landscape and Ecological Management Plan	DJA
14	Landscape Specification	DJA
15	BS5837 Survey, Arboricultural Impact Assessment and Method Statement, and Tree Protection Plan	DJA
16	Heritage Statement	Wessex Archaeology

- 1.7 Detailed plans are also submitted in support of this application, which can be found listed in the accompanying Covering Letter.
- 1.8 This Planning Statement is written in support of the Planning Application. The purpose of this Planning Statement explains the form and content of the proposed Development against adopted and emerging policy and guidance, and to assess the planning merits of the application against any other material considerations. This includes demonstrating compliance with the relevant documents listed in Condition 48 of the OPP through the Compliance Design Document contained in Section 8 of this Planning Statement.

2 SITE DESCRIPTION AND PLANNING HISTORY

Site and Surrounding Area

- 2.1 Mowbray is situated on the northern side of the A264 and comprises a new neighbourhood extending from Wimland Road in the east to Langhurstwood Road in the west with Rusper Road providing the central and principal vehicular access.
- 2.2 The site subject of this application (as illustrated on the submitted Redline Boundary Plan MOW-BM-PH2-RMA3-34854-DR-A-02749 05; the 'Site') is situated on the northern side of the A264 where built development of the existing settlement of Horsham ends.
- 2.3 The Site as shown within the submitted Site Location Plan for this application comprises some 8.3 hectares of open agricultural land, forming a crescent around the eastern side of the dwellings of Owls Castle Barn and Owlscastle House. There is no existing built form within the Site.
- 2.4 Channels Brook runs directly through the Site from east to west. An area of Ancient Woodland referred to as Bush Copse sits around 180m to the Sites west. The Site intersects some areas of existing woodland and hedgerows, though the Site otherwise consists of open fields.

Strategic Allocation

- 2.5 The Site is the subject of a strategic allocation within the Council's adopted local plan: the Horsham District Planning Framework (2015; 'HDPF'). Policy SD1 (Strategic Policy: Land North of Horsham) allocates the Site for a 'mixed use strategic development to accommodate at least 2,500 homes and associated infrastructure'. In addition to new homes, Policy SD1 clarifies that the 'associated infrastructure' would include a business park, local centre, land for new schools, land safeguarded for a new railway station adjacent to the business park and open space, sport and recreation facilities.

Outline Planning Permission

- 2.6 Following the allocation of the Site through the HDPF, Liberty promoted an application for outline planning permission for the strategic development of the Site having regard to the principles outlined in Policy SD1. The application was submitted to the Council in August 2016 and approved on 1 March 2018 (LPA reference DC/16/1677) for the following:

'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 46,450 m2), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure.'

- 2.7 The approved Phasing Plan split the Mowbray site into three residential phases with sub-phases the wider OPP. Sub-Phase 2C is the eastern-most sub-phase forming its eastern edge and screened from the wider landscape to the east by the Sub-Phase 2C Strategic Landscape Buffer. The buffer is secured by Conditions 6 and 46 of the OPP and will be part of a future, separate Reserved Matters application.

- 2.8 The Sub-Phase 2C road is a continuation of the “Employment Land Road” which is the primary road through the Employment Land (formerly the “Business Park” in the OPP), to Sub-Phase 2C’s south-west. The Employment Land Road leads from the new left-in, left-out junction with the A264, heading east through the Employment Land before adjoining the proposed Sub-Phase 2C Road. An application seeking Full Planning Permission for the Employment Land Road is currently pending consideration under LPA reference DC/25/1543, and a separate outline for the “Employment Land”, seeking to diversify the range of employment and other uses in this part of the Mowbray site, will follow thereafter.
- 2.9 The Development would serve the surrounding residential Reserved Matters Areas of RM 15 in the northern half, RMs 16/17 in the south-west, and 18 in the south-east, indicated on the submitted RM Areas Plan, currently pending consideration under application references S106/26/0012 and DISC/26/0093. It will also provide primary road access to Sub Phase 2B, the residential proposals for which are being brought forward by a third-party developer.

3 THE DEVELOPMENT

- 3.1 Pursuant to Condition 5 of the OPP, the approval of reserved matters is sought for development comprising the following description;

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 SUDS basins, landscaping, and associated infrastructure.

- 3.2 The principal element of the Development is the creation of the primary road which would extend the full length of the Site and would provide a 6.5-metre-wide carriageway, segregated footpaths and cycleway with landscaped verges. Landscaped verges are omitted in only two locations where the road bridges across existing watercourses to reduce the length of culverts.
- 3.3 Ten bellmouth junctions are proposed along the length of the road which are to serve the adjacent residential Reserved Matters Areas.
- 3.4 A Pegasus crossing is proposed at the Site's southernmost edge, where the proposed road adjoins the Employment Land Road, to provide safe crossing for pedestrians, cyclists and equestrians where the public bridleway of Bush Lane (Bridleway 1585) crosses the road.
- 3.5 Three SuDS basins are proposed in the Site's western area, with the Site's red line extended to capture these within the Development proposal.
- 3.6 Two substations are proposed as associated infrastructure. The larger of the two, a double-sized substation, is situated on the western side of the proposed road, within the centre of the Site, and the other the northern side of the road, northernmost within the Site.
- 3.7 Extensive landscaping is proposed across the Site. This includes tree planting along the length of the primary road to create a tree-lined avenue consistent with the wider Mowbray development, strengthening, lengthening and densification of hedgerows, and considered landscape schemes within public open spaces around SuDS basins. The landscape scheme proposed seeks to serve a dual purpose of enhancing the amenity value and ecological credentials of the Site.
- 3.8 Lighting is proposed along the length of the highway which will be to adoptable standards as required by WSCC Highways.

4 SCOPE OF APPLICATION AND SUBMISSION

- 4.1 Reserved Matters approval is required for the proposals. There are several conditions that set out the information required for submission as part of each Reserved Matters application. Additionally, a further four conditions need to be discharged/ partially discharged prior to commencement. **Table 1** summarises the relevant conditions.

Condition No.	Condition Title
RM Requirements	
5	Reserved Matters
16	Tree Retention
47	RM Roads, Footpaths & Cycleways
48	RM Compliance Design Document
49	RM Ecological Mitigation and Management Plan
50	RM Landscape Scheme
52	RM Tree Survey and Arboricultural Implications Assessment
54	RM Surface Water Drainage Strategy
55	RM Foul Water Drainage Strategy
62	Sensitive Lighting Strategy

Table 1: Reserved Matters Conditions to be Discharged

5 PLANNING POLICY

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that where the Development Plan contains relevant policies, applications for development which are in accordance with these policies should be allowed unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) are material considerations.
- 5.2 This section sets out the relevant policy and material considerations, demonstrating how the Proposed Development complies with relevant national, regional and local planning policy.
- 5.3 The Development Plan comprises:
- Horsham District Planning Framework (2015) ('HDPF')
 - Site Specific Allocation of Land Document (2007)
- 5.4 Material considerations include:
- National Planning Policy Framework (2024) (as amended) (NPPF)
 - Planning Practice Guidance (2024) (as updated) (PPG)
 - Local Supplementary Planning Documents

Adopted Planning Policy

- 5.5 Land North of Horsham is identified as a strategic allocation in the HDPF to deliver a mixed-use development (Policy S1). The key development principles outlined in Policy SD1 can be summarised as:
1. High quality, sustainable, mixed-use community with its own identity and character but connected to Horsham
 2. Locally distinctive and unique through its architecture, urban and landscape design
 3. Legible layout that facilitates modes of sustainable travel
 4. Minimal impact on existing transport network with new crossings of the A264 Business Park
 5. Safeguarded land adjacent to the business park for a new parkway railway station
 6. Local centre including shops, healthcare and community facilities
 7. Homes of different sizes, types and tenure to meet local needs
 8. Two primary schools and a site for a secondary school together with provision for Special Education Needs
 9. Open space, sport and recreation facilities

- 10. Strong landscape buffer
 - 11. Sequential approach to flood risk
- 5.6 Additional policies that specifically relate to the Land North of Horsham are SD2 to SD9. These policies set out more detailed provisions for the Site in respect of, inter alia, employment, the local centre, housing, sports, landscape, design, education and transport.
- 5.7 This application for full planning permission seeks to provide transport infrastructure, landscaping, drainage, and substations. The following adopted policies, in addition to Strategic Policy SD1 outlined above, are central to the assessment of the proposal:

- ***Policy SD6: Landscape Buffer, Landscape Character, Biodiversity and Green Infrastructure***

Strategic landscape proposals are to be provided to mitigate the appearance of development along the A264. The landscape proposals are to be delivered in accordance with an agreed phasing plan, and be subject to appropriate long-term management.

- ***Policy SD7: Design***

Designs are required to demonstrate best practice design and sustainability and construction approaches from the UK and Europe.

- ***Policy SD9: Transport Infrastructure***

New and safer pedestrian and cycle crossing points of the A264 are required to provide connections from existing residential areas to potential facilities and to give access to the development to / from Horsham and provide the existing communities in North Horsham access to the site and the Public Rights of Way network and the countryside to the north. Appropriate access for buses is also required to ensure deliverability of a link between the Land North of Horsham strategic allocation and existing residential areas of North Horsham.

- ***Policy 24: Environmental Protection***

The environmental quality of the district is to be protected from development impacts through, inter alia, the minimisation of air pollution and greenhouse gas emissions, and the prevention of contaminated run-off to surface water sewers.

- ***Policy 25: The Natural Environment and Landscape Character***

Protects the landscape and natural environment from inappropriate development and seeks to protect, conserve and enhance the landscape, maintain and enhance the Green Infrastructure Network, ensure no net loss of biodiversity, delivering net gains where possible, and maintains and enhances the existing network of geological sites.

- ***Policy 31: Green Infrastructure and Biodiversity***

Requires development proposals to contribute to the enhancement of existing biodiversity and the creation of new habitats where possible. Any trees lost as a result of the development are to be replaced.

- ***Policy 32: The Quality of New Development***

Development is expected to reflect an understanding of local, physical, social, economic, environmental and policy context for development.

- ***Policy 33: Design Principles***

Several principles set out within this policy. Relevant to this application, the appearance of development is required to respond to built surroundings and landscape features, offer a high standard of landscaping, and presume in favour of retaining existing landscape and natural features.

- ***Policy 35: Climate Change***

Supports development which makes a clear contribution in adapting to climate change, including measures which reduce energy use in construction (1), provide appropriate flood storage capacity (1), support the use of sustainable transport methods (4) inter alia.

- ***Policy 37: Sustainable Construction***

Requires proposals to seek sustainable improvements by introducing design features to minimise vulnerability to flooding and heatwave events (3), encourage walking, cycling and other forms of sustainable transport (5), and incorporate measures to improve biodiversity value (8).

- ***Policy 38: Flooding***

Sets out how development which could result in increased flood risk should incorporate the use of SuDS features to mitigate that risk (3), and in doing so, should consider the importance of local ecological resources such as water quality and biodiversity (4). Drainage techniques that mimic natural drainage patterns and manage surface water close to source should also be adopted (5).

- ***Policy 39: Infrastructure Provision***

This policy highlights that in the event of need for additional capacity, the infrastructure will need to be provided in time to serve the development (or relevant phase) to ensure the existing environment or amenities are not adversely affected (2).

- ***Policy 40: Sustainable Transport***

Supports developments which maintains and improves existing transport system by road, rail and cycle (2), is integrated into the wider network of routes (3), includes opportunities for sustainable transport to cut emissions (4), located where there are a range of transport options available (5), minimises conflict between traffic, cyclists and pedestrians (6), and provides safe and suitable access for vehicles, pedestrians, cyclists (9).

Emerging Development Plan

- 5.1 The Council commenced a review of its local plan in 2018. Regulation 18 consultation took place in February/ March 2020. Regulation 19 consultation took place between January 2024 and March 2024 and the Submission Version Local Plan was submitted to the Secretary of State for Examination in August 2024. The initial hearing sessions were held in December 2024, and the

Inspector subsequently wrote to HDC to recommend withdrawal of the draft Plan (see letter dated 4 April 2025) on the basis that Duty to Cooperate had not been met.

- 5.2 However, the Written Ministerial Statement on Reforming Plan Making and the Minister of State's letter to the Planning Inspectorate of 27 November 2025 sets out that the Government's intention is to abolish the Duty to Cooperate in the plan-making system.
- 5.3 Considering this, and Natural England's withdrawal of their water neutrality position statement, the Planning Inspectorate recommenced examination of the Submission Local Plan with higher growth targets. The first of these hearings is to take place on 21 April 2026.
- 5.4 NPPF (2024) paragraph 49 states increased weight can be attributed to the emerging policies as they progress towards adoption depending on the extent of unresolved objections. Whilst discussions between HDC and the Planning Inspectorate may continue, the examination remains at very early stages, and it is not entirely clear how previous objections will be overcome. Very limited weight can currently be attributed to its policies.

Draft National Planning Policy Framework

- 5.5 The Ministry of Housing Communities and Local Government published a draft National Planning Policy Framework on 16 December 2025. The document contains proposed reforms and changes to the English planning system.
- 5.6 The draft NPPF and the policies contained therein are a material consideration in the context of decision making. However, given that the document remains in draft, is subject to consultation and possible amendments, it attracts only very limited weight at this time.

Biodiversity Net Gain

- 5.7 As of 12th February 2024, all new major development is mandated to achieve a minimum 10% Biodiversity Net Gain, as set out within the Environment Act 2021 and Schedule 7A of the Town and Country Planning Act 1990. However, the submission of the OPP predates the BNG regulations so there is no statutory requirement for 10% BNG to be delivered by this RMA.

6 CASE FOR DEVELOPMENT

Principle of Development

- 6.1 The principle of the strategic development of the Site is established through the allocation and subsequent OPP. As such, only matters of detail are to be considered or as required specifically by condition.

Consistency with OPP Parameters

- 6.2 Condition 2 of the OPP requires that the detailed design of the development proposed through Reserved Matters applications 'shall have regard to, and broadly accord with, the principles set out in the following parameter plans and supporting documents'. The Parameter Plans have been amended since the OPP was approved through S96A submissions. The relevant Parameters are therefore set by the S96A application of LPA reference DC/24/0876, dated 27 June 2024, and are as follows:
- Land Use Parameter Plan (2153A-100Q)
 - Density Parameter Plan (drawing reference 2153A-101P)
 - Building Heights Parameter Plan (drawing reference 2153A-102S)
 - Movement and Access Parameter Plan (drawing reference 2153A-103S)
 - Green Infrastructure Parameter Plan (drawing reference 2153A-105R)
- 6.3 The Development does not propose any dwellings, nor other uses. The Land Use and Density Parameter Plans are therefore immaterial to the consideration of this application. Similarly, the road is excluded from the Building Heights Parameter Plan, which permits residential up to 2.5 storeys (12m) immediately adjacent to the road. The largest substation (Substation 2) measures a maximum of 4.5m in height and thus sits significantly below the maximum heights envisaged in this part of the Mowbray site.
- 6.4 The Movement and Access Parameter Plan defines the route of the road through Sub-Phase 2C. The route of the proposed primary road broadly accords with the route shown on the Parameter Plan, as required by Condition 2.
- 6.5 This Parameter Plan also illustrates the existing bridleway of Bush Lane crossing the road at the Site's southernmost extent, and Proposed Cycle and Pedestrian Paths crossing through the Site's centre. A controlled Pegasus crossing at the Site's south allows for the continuation of the Bridleway safely through the Site. The proposed layout facilitates the continuation of the Site Wide Cycleway in accordance with the Site-Wide Cycling Strategy that was approved pursuant to the discharge of Condition 19 of the OPP (application ref. DISC/22/0232). These are demonstrated fully on the submitted Glanville Pedestrian and Cycle Strategy drawings (Sheets 1 and 2).
- 6.6 The Green Infrastructure Parameter Plan shows a Neighbourhood Play Area to the north-west of the Site, the land for which has been reserved by this application and will come forward under a separate Reserved Matters application for compliance. The attenuation pond below the play area

falls within the RMS and is being delivered in complete accordance with the Parameters. The other pond shown on the Parameter Plan further to the south-west of the park is being provided under this application, though its location has been moved slightly to work most effectively given the topography of the Site. Broad accordance is nonetheless provided.

Matters of Detail

6.7 The matters of detail which remain to be assessed are:

- Highways and Transport
- Landscape and Trees
- Flooding and Drainage
- Ecology
- Archaeology and Heritage

Highways and Transport

6.8 The HDPF Policy 40 aims for development proposals to *'promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities'*.

6.9 Chapter 9 of the NPPF seeks to promote sustainable transport. Criterion e) of Paragraph 109 seeks to ensure developments identify and pursue opportunities to promote walking, cycling and public transport use. Paragraph 116 states how *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*

Highways

6.10 This application is accompanied by a **Transport Statement**, which includes a **Stage 1 Road Safety Audit and Response Report** at Appendix E.

6.11 The Road Safety Audit was carried out by an independent party, who identified potential road safety problems with the Development. The identified problems have been addressed as part of the proposed Development, such that there are no residual highway safety issues either in isolation, or with cumulative impacts. The Development therefore accords with Paragraph 116 of the NPPF.

Transport

6.12 Condition 19 of the OPP requires the submission and approval of a Site-Wide Cycling Strategy which sets out main cycling routes through the Site, and connections with the wider cycle route network to connect to local services and facilities. The Site-Wide Cycling Strategy was approved pursuant to this condition under application reference DISC/22/0232 (dated 8 November 2022).

- 6.13 Within the context of the proposed Development and Site, a dedicated cycleway is required along the length of the road through Sub-Phase 2C. This would adjoin the segregated cycleway from the west, providing its connection to the segregated / dedicated cycleway leading east.
- 6.14 In compliance with the approved strategy, a 2.5m wide segregated two-way cycleway is provided along the length of the proposed road. Where the cycleway crosses junctions shared with vehicles, the highway will be raised to the level of the cycleway to provide clear priority to cyclists, demonstrating clear favour towards non-car transport modes. A 2m wide footway is proposed to run adjacent to the cycleway on the western side of the road, in addition to a 2.5m footway along its length on its eastern side.
- 6.15 Two pairs of bus stops (northbound and southbound) are proposed by the Development on either side of the road. This will be served by the existing bus route which serves Phase 1 which is to be extended into Phase 2 in accordance with S106 obligations.
- 6.16 The Development clearly demonstrates a focus on alternative, sustainable modes of transport, away from private vehicle use in accordance with Policy 40 of the HDPF and Chapter 9 of the NPPF.

Landscape and Trees

- 6.17 Policy 33 of the HDPF provides a presumption in favour of retaining existing landscape and natural features such as trees and hedgerows and that any losses are justified and mitigated. Further, the Policy highlights the need for high standards of finishes and landscaping, and provision of street furniture and public art where appropriate. This aligns with Paragraph 135 of the NPPF, which seeks to ensure developments provide effective landscaping.

Trees

- 6.18 The application is supported by an **Arboricultural Impact Assessment & Method Statement** ('AIA') and an associated **Tree Protection Plan** ('TPP').
- 6.19 The AIA identifies seven areas where the removal of trees and hedgerow is required to facilitate delivery of the Development in accordance with OPP parameters and are therefore unavoidable. Nonetheless, care has been taken to minimise the loss of trees and retain higher quality specimens. As a result, 85% of the trees to be removed fall within Category C and U. Whilst three individual, and one Category B group trees are proposed for removal, this is again unavoidable and necessary to provide the road and drainage infrastructure.
- 6.20 It should be noted that the loss of vegetation, particularly areas of woodland, is reflected in the Green Infrastructure Parameter Plan where the road proceeds through areas of existing woodland. Whilst regard has been had to design minimising the loss of natural assets in the first instance, the loss of some areas of woodland is therefore demonstrably acceptable in principle.
- 6.21 The loss of trees is therefore justified, satisfying the first arm of Policy 33. Mitigation satisfying the second arm is set out in the landscape section of this Statement.
- 6.22 Pursuant to Condition 16 of the OPP, the TPP illustrates the existing trees which are to be retained, those to be removed, and their Category. Retained trees are shown to be protected by tree protection fencing in accordance with BS:5837 in accordance with the condition.

Landscape

- 6.23 The landscaping along the proposed road is a continuation of the landscape scheme provided on the Employment Land Road, and which has been successfully implemented across Phase 1, to ensure consistency when travelling into and through Phase 2 by providing specimen trees along the road corridor.
- 6.24 The proposed SuDS basins would be dry for most of the year, and thought has therefore been given to providing them as multi-purpose open spaces, as encouraged within Appendix 2 of the NPPF (see 'Water-Compatible Development') and Policy 31 of the HDPF. The SuDS basins being dry provides greater ecology benefits, providing additional habitats and features to the existing wet features and habitats provided by the streams which intersect Phase 2.
- 6.25 A total of 58 new trees are to be planted across the Site, alongside extensive general landscape enhancements through the addition of species rich wetland meadows and meadow grasslands, and aquatic planting around SuDS basins. The loss of existing vegetation that is necessary to remove to facilitate the Development is therefore far outweighed by the extensive landscaping works proposed, which would enhance the visual amenity and ecological value of the Site.
- 6.26 Public furniture is also proposed around the basins and along the bridleway. The type of furniture items is shown on the submitted plans. They consist of high-quality timber suitable for outdoor conditions and are consistent with street furniture used across the wider OPP.
- 6.27 In compliance with Policy 33 of the HDPF, the identified loss of vegetation is justified, being required to facilitate the delivery of the Development which accords with approved parameters. In any event, the identified loss is far outweighed by the extensive planting proposed across the Site which provides high quality amenity value and ecological benefits.

Flooding and Drainage

- 6.28 Condition 17 of the OPP required the submission of a Site-Wide Surface Water Drainage Strategy. This was discharged pursuant to application ref. DISC/19/0214. Condition 54 then requires all Reserved Matters applications made pursuant to the OPP to be accompanied by a Detailed Surface Water Strategy for that Reserved Matters Area. Condition 55 follows by providing a requirement for a Foul Water Drainage Scheme to be provided for each Reserved Matters Area.
- 6.29 Policies 35 and 39 of the HDPF requires new development to be designed so that it can adapt to climate change and reduce vulnerability to, *inter alia*, flood risk through the provision of appropriate flood storage capacity and use of green infrastructure and SuDS to reduce run-off and provide wildlife habitat.

Surface Water

- 6.30 The proposals for the management of Surface Water Drainage are contained within Section 4.0 of the submitted **Drainage Statement**, which seek to align with Site-Wide Surface Water Drainage Strategy approved pursuant to Condition 17. As such, all surface water run-off is to be discharged into the existing network of watercourses running through the Site with a staged discharge approach, 20% climate change allowance, 40% exceedance event allowance, and an allowance for impermeable areas and urban creep.

- 6.31 Three SuDS basins are proposed as part of the Development, serving two surface water catchment areas, both of which discharge into local watercourses as per the Site-Wide Strategy. Whilst the catchment areas of the two basins serve the proposed Development, they will also serve the adjacent residential Reserved Matters Areas. The Drainage Statement highlights that although additional storage capacity will be needed for the residential Reserved Matters Areas, the strategy as proposed is sufficient to serve this Development in compliance with Local and National Policy, and satisfies the conditions of the OPP. The details for any additional capacity that would be required for later residential Reserved Matters will be provided as part of the relevant applications.
- 6.32 All proposed Surface Water Drainage infrastructure will be built in accordance with the relevant Building Regulations and to adoptable standards, with all but the SuDS basins being offered for adoption to the Water and Sewerage Undertaker. A SuDS Management and Maintenance Plan is appended to the Drainage Statement.
- 6.33 The Development therefore demonstrates sufficient drainage capacity to reduce its risk of flooding nor increase flood risk elsewhere, including with climate change, in compliance with Policies 35 and 39 of the HDPF. The proposed Surface Water Drainage Strategy aligns with the Site-Wide Surface Water Drainage Strategy, and therefore satisfies Condition 54 of the OPP.

Foul Water

- 6.34 A Site-Wide Surface Water Drainage Strategy was approved as part of the OPP. The proposed Development does not provide any buildings or other works that would generate additional foul-water. However, infrastructure has been provided on the Site that the adjacent residential Reserved Matters Areas can connect to so as not to prejudice the ongoing delivery of the OPP.

Ecology

- 6.35 Condition 49 of the OPP requires any application seeking approval of Reserved Matters pursuant to the OPP to be accompanied by a detailed Ecological Mitigation and Management Plan which accords with the relevant Phase-Wide EMMP. The condition requires that the Reserved Matters EMMP includes details for the protection of retained habitat, and avoidance measures with regard to protected and notable species, as well as measures pre, during and post-works, and ongoing maintenance and management to ensure the effectiveness of such measures. In addition, as this application seeks to provide a primary road as illustrated on the approved Movement and Access Parameter Plan, the Reserved Matters EMMP is to be accompanied by detailed design proposals for the road including all ecological mitigation. This application is therefore accompanied by an EMMP (RMA 3: Ecology Mitigation and Management Plan) (the '**RM EMMP**') which is based on up-to-date ecological surveys carried out across Phase 2 to satisfy the above requirements.
- 6.36 
- 6.37 The RM EMMP proposes avoidance, mitigation and compensation measures regarding areas of vegetation which are to be lost as a result of the Development. These include the protection measures detailed in the Arboricultural Impact Assessment & Method Statement, and replacement planting both within the Site and across the wider Phase 2.

- 6.38 Enhancement measures through additional planting are proposed for species which are not known to be within the Site, though where the Site provides potential suitability for those species to be present such as dormouse, Great Crested Newts and other reptiles to retain suitability and enhance connectivity to habitats across the wider area.
- 6.39 [REDACTED]
[REDACTED]
- 6.40 Bats have been recorded within the Site, and as such, measures to improve commuting, foraging, and roosting opportunities are proposed through additional targeted planting. Updated tree assessment surveys will be undertaken in spring 2026 across Phase 2 to ensure that no bat roosts will be affected prior to commencing works.
- 6.41 The RM EMMP provides a programme of ecological monitoring which aims to quantify the effectiveness of the mitigation and enhancement measures proposed as part of the Development. Where monitoring highlights any negative trends remedial action will be triggered to ensure any required changes to management which may be secured by a suitably worded condition.
- 6.42 Compliance with the Phase 2 EMMP is illustrated in Chapter 8: Compliance Design Document of this Planning Statement.

Archaeology and Heritage

- 6.43 Condition 22 of the OPP (as amended by S96A ref. DC/19/0984) precludes commencement of development within a Reserved Matters Area until a programme of archaeological work which follows the principles set out in Chapter 13 of the OPP Environmental Statement within that Reserved Matters Area is approved by the LPA.
- 6.44 Previous works carried out across the OPP have indicated that the Site contains only modest quantities of below ground archaeological remains which likely relate to post-medieval agriculture. This assessment is consistent with findings from trenching undertaken in other areas of the OPP where minor artefacts have been found but none that required retention in situ. A Written Scheme of Investigation for Sub-Phase 2C submitted pursuant to Condition 22 has been approved under application ref. DISC/23/0124, with subsequent trenching expected to commence within the coming year, though three additional trenches are proposed in the south-western corner. Given the expected insignificance of archaeological remains likely to be present on the Site,
- 6.45 The Development has been shown to comply with the approved parameters of the OPP. It would not result in any greater impact on the setting of any nearby heritage assets than has already been deemed acceptable.

7 CONCLUSION

- 7.1 This Planning Statement demonstrates that the development proposals would accord with the relevant policies within the Development Plan and the NPPF, and is in broad accordance with the approved Parameters of the OPP. This application seeking approval of Reserved Matters should be approved without delay.

8 COMPLIANCE DESIGN DOCUMENT

8.1 Condition 48 of the OPP requires a 'Compliance Design Document' to be submitted with each application for Reserved Matters approval. The wording of the condition is as follows:

48. Each Reserved Matters application submitted pursuant to this planning permission shall be accompanied by a design document which demonstrates how the Reserved Matters application is in compliance with the approved Design & Access Statement, Landscape & Visual Impact Assessment, Phase Wide Design and Landscape Strategy, Phase-Wide CEMP, Site-Wide Cycling Strategy, Site-Wide Surface Water Drainage Strategy, Phase-Wide Ecological Management and Mitigation Plan (hereafter called the Compliance Design Document).

8.2 In short, the Compliance Design Document is to show compliance for each Reserved Matters proposal with the following key documents:

- OPP Design and Access Statement (March 2017; '**OPP DAS**')
- OPP Landscape and Visual Impact Assessment (contained within the Environmental Statement Addendum, March 2017; '**OPP LVIA**')
- Site-Wide Cycling Strategy (OPP Condition 19; March 2021)
- Site-Wide Surface Water Drainage Strategy (OPP Condition 12; July 2020)
- Phase-Wide Design and Landscape Strategy (April 2026; '**Phase 2 DLS**')
- Phase-Wide Construction Environmental Management Plan (April 2026; '**Phase 2 CEMP**')
- Phase-Wide Ecological Management and Mitigation Plan (March 2026; '**Phase 2 EMMP**')

OPP DAS

8.3 The original DAS submitted in support of the OPP was dated March 2016 and was subsequently amended in March 2017. The DAS (2017) identifies the 'vision' for Land North of Horsham as (page 7):

'Create a new and vibrant community where people will live, work and play, underpinned by the concept of 'placemaking' which will shape the design and masterplan. Quality will be at the heart of the development – from building design and landscaping, to public art and high quality sports facilities.

The vision will deliver an exemplar development comprising a sustainable development providing up to 2,750 private and local needs homes, with its own employment areas, schools, shops, health services, leisure and recreation areas, transport links and community centres.

In this unique masterplan, open space and landscape will work together with contemporary construction to create a distinctive place with all the positive characteristics associated with traditional market towns.'

- 8.4 The principles set out in *Table 2* below are identified in the DAS (2017) as 'Key Design Principles' (pages 28 and 29) which are stated as having 'influenced and informed the preparation of the masterplan and the information presented in the Design and Access Statement' (page 28). Given the limited scope of works for which Reserved Matters approval is sought, not all of the principles are relevant. However, for completeness all are included and, where appropriate, are identified as not relevant to this current Reserved Matters application.

Table 2: OPP DAS Compliance Schedule

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP DAS			
1.	<i>Relationship to Horsham:</i> provide a range of facilities, commercial space and residential accommodation at Land North of Horsham that complement the existing provision within Horsham and support the economic prosperity of the town as a whole.	No facilities, commercial space or new homes within this RMA but it will facilitate the delivery of new homes and connections through the site to sporting and commercial areas to the west.	-
2.	<i>Relationship to Horsham:</i> promote a shift towards more sustainable transport modes for travel between Land North of Horsham and Horsham.	The Development provides connections to existing Public Rights of Ways and the Site-Wide Cycle network. Bus stops are provided on both sides of the road, along its length, which would provide public transport connections to the wider Mowbray site and Horsham beyond.	Transport Statement
3.	<i>Mixed Uses & Forms:</i> build a range of homes to different types, sizes and tenures to meet the needs of different sections of the community and distribute them widely across the site.	No residential proposed.	-
4.	<i>Mixed Uses & Forms:</i> provide a range of non-housing uses to service the needs of the residential community and create a varied and stimulating environment.	No non-residential proposed.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP DAS			
5.	<i>Mixed Uses & Forms:</i> provides connected neighbourhoods that cater for most daily needs of residents within easy walking distance of their homes.	The Sub-Phase 2C road is a Primary Road that will connect residential and non-residential uses and includes high-quality pedestrian and cycling facilities.	Transport Statement
6.	<i>Mixed Uses & Forms:</i> create a vibrant and viable Local Centre as a focus for the community life of the development.	Development not located within a Local Centre.	-
7.	<i>Sustainable Community:</i> consider the social, economic and environmental impacts of proposals on existing and future residents and also the wider area.	Social and environmental benefits through the provision of access links that provide safe routes between Phases 1 and 2, the Sports Hub Sub-Phase and Employment Land. The foot/cycle ways will augment and enhance the network of non-car routes through the site encouraging sustainable travel.	Transport Statement
8.	<i>Sustainable Community:</i> facilitate the creation of a safe, comfortable, varied and attractive place.	The proposals seek to create an attractive, comfortable environment that is functional for all users.	Transport Statement Landscape Statement
9.	<i>Sustainable Community:</i> explore phasing options to provide an appropriate level of services and facilities to support residents as the scheme is built over time.	The Development would provide access to forthcoming adjacent residential developments, and facilitates for comprehensive connections throughout the OPP.	-
10.	<i>Landscape & Place:</i> work with the existing site characteristics and landscape features to create a scheme which sits comfortably within the natural environment.	The proposals have been prepared with regard to existing landscape features. A minimal number of breaks through existing hedge/tree lines are required facilitate the road through the Site. The remaining features/vegetation would be protected and retained in accordance with submitted protection measures.	AIA / AMS TPP Landscape Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP DAS			
11.	<i>Landscape & Place:</i> take advantage of existing site features and orientation to maximise energy conservation and amenity.	As above, the Development seeks to retain existing site features where possible. The proposed landscape scheme has been designed to provide consistency with the wider OPP to aid in establishing a sense of place.	Landscape Statement AIA / AMS
12.	<i>Landscape & Place:</i> create a series of green fingers linking to the countryside and towards the town centre.	The Development integrates into the PRoW and Side-Wide cycle networks, which provide connections to the wider Mowbray development and beyond, including the countryside the Horsham.	Transport Statement
13.	<i>Landscape & Place:</i> avoid Ancient Woodland and important hedgerows and aim to keep as much existing vegetation as possible.	The Development has been designed with regard to existing landscape features. A minimal number of breaks are required to facilitate the essential development of infrastructure and pedestrian links. The remaining features have been protected and retained in accordance with submitted protection measures.	AIA / AMS TPP
14.	<i>Connectivity:</i> provide good connections both within the new development and to important destinations outside to facilitate access to jobs, schools, health and other important services.	The Development has been designed to provide a high-quality Primary Road that is safe and accessible to a wide range of users through the provision of dedicated road, cycle and pedestrian paths.	Transport Statement
15.	<i>Connectivity:</i> consider the differing needs of pedestrians, cyclists, public transport users and car owners, with a focus on the creation of attractive streets rather than efficient highways.	Effective landscaping is proposed along the length of the road to create a consistent road corridor.	Landscape Statement
16.	<i>Connectivity:</i> retain existing rural lanes where possible encouraging pedestrian, cycle and equestrian use	A Pegasus crossing is proposed within the Sites SW to facilitate	Transport Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP DAS			
	through providing new routes better suited to vehicles.	the passage of an existing bridleway.	
17.	<i>Urban Form:</i> create a clear hierarchy of streets and spaces to define a legible and varied urban environment.	The proposed road is a Primary Road that sits at the top of the street hierarchy and is identified as such through design, cycling/ pedestrian provision and landscaping.	-
18.	<i>Urban Form:</i> design high quality buildings to enclose spaces and form important landmarks within the street scene.	No buildings proposed through this RMA apart from a substation which is enclosed by additional built form in subsequent residential Reserved Matters Areas.	-
19.	<i>Urban Form:</i> respect existing development by designing new development to avoid sunlight/ daylight impact.	There is no existing development within the Site. No built form is proposed near existing premises outside the Site.	-
20.	<i>Character & Identity:</i> create buildings and spaces which have a strong and distinct character.	No buildings are proposed. A detailed landscaping scheme is submitted which seeks to aid in establishing a sense of place, while remaining consistent with the wider OPP.	Landscape Statement
21.	<i>Character & Identity:</i> take inspiration from local building styles and urban forms.	No buildings proposed.	-
22.	<i>Character & Identity:</i> ensure that development complements and enhances the quality of the surrounding area.	The same development principles that have been applied to the wider OPP have been carried through to this Development for consistency.	Landscape Statement
23.	<i>Character & Identity:</i> create an attractive setting for buildings of heritage value within the site.	No buildings of heritage value within the Site. The Development is not considered to result in any impact on any heritage assets' setting.	Heritage Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP DAS			
24.	<i>Community Safety:</i> create spaces with appropriate levels of activity, which are well observed by residents, attractive and well lit.	The roads will have an appropriate balance between street lighting for safety whilst minimising impacts on ecological receptors through the use of modern LED lights.	Transport Statement RM EMMP
25.	<i>Community Safety:</i> ensure that the definitions between public and private spaces is clear and unambiguous and that different uses do not conflict with each other.	No private spaces proposed within this Development.	-
26.	<i>Community Safety:</i> aim to achieve Secured by Design accreditation from the local constabulary.	The proposals are designed with consideration of Secured by Design principles.	-
27.	<i>Inclusive Design:</i> provides homes which are of a reasonable size to allow adaptation and flexible use by owners throughout their lifetime regardless of physical ability.	No residential proposed.	-
28.	<i>Inclusive Design:</i> create an external environment that is accessible and appealing to all regardless of physical ability, age, gender or circumstance.	The landscape proposals have been developed to ensure graded routes to provide ease of access for all. The wide cycle and pedestrian lanes provided allows for easy access throughout the Site from key destinations. All surfacing proposed is the same as has been used within other areas of the Mowbray development.	Landscape Statement
29.	<i>Car & Cycle Parking:</i> provide an appropriate amount of parking for the surrounding homes without allowing it to dominate the environment of the street.	No parking proposed.	-
30.	<i>Car & Cycle Parking:</i> provide parking which is clearly defined and integral to the design of streets and spaces.	No parking proposed.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP DAS			
31.	<i>Car & Cycle Parking:</i> provide ample, convenient and secure cycle parking to encourage reduced use of the car.	No parking proposed.	-
32.	<i>Sustainable Construction:</i> specify construction materials carefully and avoid those which have poor sustainability credentials.	The substation materials are specified on the relevant plans, and are consistent with similar utilities within the OPP.	Substation plans
33.	<i>Sustainable Construction:</i> minimise the requirement for landfill and make use of in-situ remediation and decontamination technology to reduce the amount of waste material leaving the site.	Embedded within L&G construction practises and will be passed on to appointed contractor.	-
34.	<i>Deliverability & Long-Term Management:</i> design buildings and external environments that are robust and easily maintained.	The landscape strategy for the Site seeks to create species rich habitats using native species wherever possible. A variety of species have been selected throughout the landscaping scheme to increase biodiversity and climate resilience.	LEMP Landscape Statement
35.	<i>Deliverability & Long-Term Management:</i> ensure that quality can be sustained over time through the development of long-term management strategies.	A Landscape and Ecological Management Plan is required by condition and is submitted as part of this RMA.	Landscape and Ecological Management Plan
36.	<i>Community Engagement:</i> work with local people and community stakeholders throughout the development process to ensure that proposals respond to their needs and reflect local aspirations.	On-going liaison with Horsham District Council and West Sussex County Council.	-
37.	<i>Community Engagement:</i> enable local peoples to continue to be involved in the running of their community after development has been completed.	On-going liaison with Horsham District Council and West Sussex County Council.	-

OPP LVIA

- 8.5 The LVIA is provided at Chapter 11 of the Environmental Statement Addendum (2017). The LVIA states (see paragraphs 11.1.1 and 11.1.2) that it provides a baseline landscape and visual appraisal for the Site which underpins the subsequent assessment of the potential effects of the Development during the construction stage and on completion. Where adverse effects are identified, mitigation measures are highlighted with the aim of avoiding, reducing or compensating for such effects. Residual landscape and visual effects are also considered and are defined as those 15 years post completion (paragraph 11.5.3).
- 8.6 Table 3 below sets out the key mitigation measures which the LVIA identifies as forming ‘the design principles behind the open space and landscape strategy’ (paragraph 11.6.4). Given that this RMA relates mainly to roads, drainage features and landscaping, not all are relevant, but are included for completeness.

Table 3: OPP LVIA Compliance Schedule

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP LVIA			
1.	<i>Construction Mitigation:</i> locate contractor’s compound and material stockpiles away from nearby sensitive receptors.	A CEMP has been submitted for Phase 2 and will be following by a later addendum specific to this Development once details such as this are confirmed.	-
2.	<i>Construction Mitigation:</i> minimise length of construction time required for scaffolding, and use of designated routes within and around the site.	No works proposed would require scaffolding. Construction traffic will use main routes only.	-
3.	<i>Construction Mitigation:</i> reduce the visual effects of mobile cranes by minimising the length of time required for crane activity.	No works proposed which would require cranes.	-
4.	<i>Existing Landscape Features:</i> retention and protection of existing boundary trees and shrubs within the application site which are worthy of retention.	No removals of Category A; removal of a few Category B, C and U trees required to facilitate delivery of the road as per the OPP Parameter Plans.	AIA / AMS
5.	<i>Existing Landscape Features:</i> retaining and strengthening with new planting, where possible, the majority of existing hedgerows, shaws within the application site area, as well as retaining areas of woodlands, both within the application site and adjoining it, including the provision of	Hedgerows and existing planting have been retained across the Site wherever possible. Replacement planting is proposed by way of mitigation.	Landscape Statement AIA / AMS

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP LVIA			
	appropriate 'buffers' to the woodlands.		
6.	<i>Ecological Habits/ Enhancements:</i> retention and enhancement of existing high quality wildlife habitats within the application site, where possible.	Extensive planting is proposed across the Site to offer enhanced foraging opportunities and greater connectivity for protected species both present, and those for whom the Site presents suitable habitat.	RM EMMP
7.	<i>Ecological Habits/ Enhancements:</i> creation of new habitats to enhance the biodiversity value within the application site and compliment the surrounding habitats including the introduction/ creation of a new dormouse crossing point within the eastern parts of the application site to ensure that this species does not become isolated from section of habitat along and adjoining the Chennells Brook.	As above, the proposed landscaping seeks to retain the Site's suitability as a habitat for both existing species on-Site, and known species nearby.	RM EMMP
8.	<i>Ecological Habits/ Enhancements:</i> provision of new bird and bat roosting habitat.	Bird and bat boxes will be installed on existing trees within the Site, and on residential properties within adjacent Reserved Matters Areas.	RM EMMP
9.	<i>Ecological Habits/ Enhancements:</i> retention and enhancement of the existing great crested newt (GCN) and reptile populations within the application site.	Neither GCN or reptiles have been found within the Site, and is not suitable for either.	RM EMMP
	[REDACTED]	[REDACTED]	RM EMMP

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP LVIA			
11.	<i>Landscape/ Open Space Provision:</i> provision of substantial areas of multifunctional greenspace, natural and semi-natural greenspace, parks and amenity space, youth and children's play spaces, sports and recreational areas and community facilities including cemetery and allotment(s) which exceed the requirements of Policy SD1, SD5, and SD7 of the HDPF.	High-quality landscaping scheme with multi-function SuDS basin.	Landscape Statement
12.	<i>Elevated Parts of the Site:</i> avoiding, where possible, the more visible, open elevated parts of the application site located on (and adjoining) the wooded ridge (Hurst Hill – between Graylands and Wimland Rd). These areas would be retained in open uses with the central northern part of the application site proposed as a Natural Greenspace including parts of a recreational route around the development; whilst the western elevated parts of the application site are proposed for cemetery and allotment uses. It is envisaged that the central northern area would be predominantly open grassland habitat with appropriate landscape planting and 'buffers' along the edge of housing parcels whilst within the cemetery the landscape approach would be more formal with a parkland character. Within the development parcels adjoining these areas carefully consideration is to be given to building heights and building densities in order to create a transition from built development to open countryside. This would also assist in creating a natural northern boundary to the development.	Not relevant to this RMA.	-
13.	<i>Structural Landscape 'Buffers':</i> provision of a wide landscape	Not relevant to this RMA.	-

KEY PRINCIPLES	COMPLIANCE	SUBMISSION
OPP LVIA		
'buffers', up to 30 metres in width, along the western, eastern and southern edges of the development comprising of the following: - Design and uses within the buffers is to include predominantly open uses, such as youth and children's play areas, sustainable urban drainage (SUDS), noise reduction measures, earth mounding, recreational areas [footpaths, cycle ways, seating areas, exercise trail(s), educational signage and other facilities], allotments and areas of new landscape planting; - The primary objective of the design of the buffer along the southern edge of the application site adjoining the A264 is to provide physical and visual separation from the road. The buffer would include noise reduction measures such as earth mounding and noise barrier fencing (design to be agreed) which would be heavily planted as well as SUDS as this is the lowest lying parts of the application site. It is envisaged that some of the SUDS are to be permanent ponds with the pond sides to be carefully designed with appropriate safe gradients and slopes allowing the public access to the water's edge as well as for pond dipping etc, whilst other SUDS are to be dry attenuation areas apart from during peak periods of rainfall. Areas of existing vegetation adjoining the A264 would be retained, where possible, with		

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP LVIA			
	additional screen planting and landscape planting provided to supplement and maintain the existing belt of trees/ hedgerow along this edge with areas of open space created including parts of a recreational route around the development.		
14.	<i>Key Views:</i> retention of long distance, panoramic views southwards from the wooded ridge looking over the Low Weald to the AONB and to the South Downs, although it is appreciated that these views would change and be experienced in the context of increased urban development on the lower land in the foreground within the application site.	The Development is low-level and would interrupt long-range views. Moreover, the Development complies with the approved parameters of the OPP.	-
15.	<i>Listed Buildings:</i> provision of appropriate buffers to listed buildings within and adjoining the application site to safeguard / protect their rural landscape settings and minimize impacts where possible, albeit the context of the buildings will change due the proposed development.	There are no heritage assets within or adjacent the Development.	Heritage Statement
16.	<i>East – West ‘Green’ Link and New ‘Greenways’:</i> creation of a strong east-west ‘Green’ link between Wimland Road and Langhurstwood Rd through the development. This would include retention of the existing east to west bridleway and footpath (Bridleway No.1585 and Footpath No.1575) between Wimland Road and Old Holbrook, and extension of the ‘Green’ link westwards to connect to Graylands Copse and Langhurstwood Road. The existing routes and new section of footpath / cycleway would be located within a wide corridor of open space including retaining existing hedgerows, trees	The Development incorporates Bridleway 1585 into the proposal by providing a single-controlled Pegasus crossing where it crosses the primary road. Consideration has been given to the continuation of the east-west cycle-link through the Site, the proposed route of which accords with the approval Site-Wide Cycle Strategy.	Transport Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP LVIA			
	and wooded adjoining existing routes and new areas of tree, shrub, and hedgerow planting provided to enhance the routes together with incidental seating areas, play areas and open spaces. It is envisaged that Bridleway No.1585 would remain essentially unchanged and form part of an extended section of the Horsham Riverside Walk between Wimland Road and Rusper Road (with a new footbridge provided over the A264) whilst the complete east – west ‘Green’ link would form an integral part of a Heritage trail and Wildlife trail around and through the application site connect places / points of interest.		
17.	<i>East – West ‘Green’ Link and New ‘Greenways’:</i> a number of new ‘greenways’ will be created along the principal access routes, bus routes and cycle paths and through development parcels which take the form of planted corridors of varying width depending on the location of the pedestrian / cycle route. It is envisaged that these routes would be aligned with existing hedgerows and hedgerow trees, where possible, new areas of tree, shrub, and hedgerow planting provided to enhance and create attractive routes and places for residents to use and enjoy.	The primary route the Site is to be heavily landscaped, providing a tree lined avenue consistent with the wider Mowbray development. The continuation of the east/west green link through Mowbray will be facilitated by the Development.	Landscape Statement
18.	<i>East – West ‘Green’ Link and New ‘Greenways’:</i> provision of new tree and shrub ‘buffer’ planting adjoining the new east – west link road (within the northern central parts of the application site) to soften the effects of the road, integrate with adjoining areas of ancient woodland and to	Not relevant to this application.	

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
OPP LVIA			
	create a further wildlife corridor within this part of the application site.		
19.	<i>Sports/ Recreation Provision:</i> provision of a 'Sport Hub' including formal sport pitches and other facilities together with area of 'Natural Greenspace' within the central eastern parts of the application site including vegetation adjoining Chennells Brook and its tributary streams and Bush Copse. It is envisaged that the sports hub will include sport changing facilities and car parking areas, an enclosed 3G artificial sport pitch with floodlighting, number of sports pitches (senior and junior pitches), multi-use games areas (MUGAs) and youth facilities and children's play area whilst the area of natural greenspace will use the existing habitats along the Chennells Brook as a starting point with these being improved and new habitats created to provide an area of informal recreational and educational interest for use by existing and new residents to experience and enjoy. The exact design for the 'natural Greenspace' has yet finalised but it is anticipated that this area would be relatively low key and designed in conjunction with the District Council and interested stakeholders.	Not relevant to this RMA.	

Site-Wide Cycling Strategy

- 8.7 A Site-Wide Cycle Strategy (July 2022) was approved pursuant to Condition 19 on 3 November 2022 (HDC reference: DISC/22/0232).
- 8.8 Table 4 below sets out the principles of the approved Site Wide Cycling Strategy (July 2022). Only cycle parking is relevant to this RMA, but all principles are included for completeness.

Table 4: Site-Wide Cycling Strategy Compliance Schedule

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Site-Wide Cycling Strategy			
1.	<i>Movement and Access Parameter Plan</i> The parameter plan contains details of pedestrian and cycle principles. It indicates the broad alignment of existing cycle routes; bridleways, and proposed cycle paths. The proposals should be in general accordance with the Parameter Plan.	The proposed road follows the route of the Primary Road of the approved Movement and Access Parameter Plan, and integrates with the illustrated Proposed Cycle and Pedestrian Paths, Existing Bridleway and footpaths.	Transport Statement
2.	<i>Links to Off-Site Cycle Network</i> Proposed cycle connections beyond the site to be provided in accordance with the approved Movement and Access Parameter Plan. Includes links across the A264.	As above.	
3.	<i>Site-Wide Cycle Route Hierarchy</i> Cycle routes to be either segregated, dedicated, or residential.	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.	Transport Statement
4.	<i>Cycleway Design</i> <u>Segregated</u> Two-way cycle tracks between 2.5m and 5.0m or shared paths between 2.5m and 4.0m. <u>Dedicated</u> Mandatory between 1.5m-2.0m wide. Advisory between 1.5m-2.0m wide. One-way cycle track (including stepped cycle track) between 1.5m-2.0m wide.	As above.	Transport Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Site-Wide Cycling Strategy			
	Shared cycle/pedestrian path, between 2.5m-4.0m. <u>Residential</u> Residential streets within the site should be designed to minimise traffic speed and promote cycling on the carriageway.		
5.	<i>Cycle Parking</i> Cycle parking should be provided for each type of use on the site. Where multiple uses are proposed in a single parcel/phase the opportunity to share visitor cycle facilities should be investigated. All cycle parking facilities should be secure, easy to use and located in convenient, sheltered positions. The exception is where it is to be conveniently located next to mixed use development for visitors, in which case it should be in visible, well-lit areas with natural surveillance. The level of cycle parking for each use should be provided in line with WSCC standards as set out in WSCC Guidance on Parking at New Developments (August 2019).	No cycle parking proposed.	-

Site-Wide Surface Water Drainage Strategy

- 8.9 A Site-Wide Surface Water Drainage Strategy (June 2019) to discharge the requirements of Condition 17 of the OPP was approved in September 2019 (HDC reference DISC/19/0214).
- 8.10 The aim of the Site-Wide Surface Water Drainage Strategy is to manage surface water arising from the developed area in a sustainable manner to attenuate the surface water flows arising to below the level prior to the development taking place thus reducing flood risk on the site and elsewhere, taking account of climate change (paragraph 3.1.1). To achieve this aim, the Strategy outlines how SuDS will be used to minimise changes in the volume and rate of surface water run-off from the development (section 3.2). Based on topography and the masterplan, the Site has been split for the purposes of the Strategy into catchments.

- 8.11 The area covered by this RMA falls within Catchments BB and CC and contains three attenuation basins. Compliance with the Site-Wide Drainage Strategy is considered through the submitted Drainage Strategy pursuant to OPP Conditions 54 and 55 based on detailed modelling.

Phase 2 DLS

- 8.12 To satisfy Condition 8 of the OPP, a DLS has been submitted for approval following pre-application engagement with HDC to discuss its contents.

Table 5: Phase 2 DLS Compliance Schedule

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
Masterplan Design Principles			
1.	<i>Responding to the site's natural form:</i> The existing site's natural form guided the design, setting the development zones and primary connections, and shaping the overall structure and character of Phase 2. The site's key natural form features are: • Topography: from the lowest part of the site at its southwestern corner, the northern part of the site rises northwards with a gradually steepening gradient, creating a south-facing slope similar to the northern areas within Phase 1. The eastern part of the site rises much more gently and to the east. • Watercourses: a number of watercourses flow south-westwards across the site or adjacent to it, responding to the site's topography. These are associated with flood risk areas.	The Development is designed around existing natural features within the Site. Existing waterways are culverted beneath the road to minimise impacts. Root barriers are proposed around these culverts to ensure the long-term retention of existing planting.	TPP AIA & AMS
2.	<i>A landscape-driven design:</i> Using the existing natural assets as a basis, an extensive network of landscaped green infrastructure has been created to provide a high quality visual and recreational amenity and an attractive setting: • Landscaped corridors - existing watercourses, woodland and	Three SuDS basins are proposed within the Development, which also provide multifunctional natural amenity space. The Development is extensively landscaped, with the proposed landscaping scheme consistent	Landscape Statement Drainage Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	hedgerows are retained and shape landscaped corridors throughout the site, shaping the extent of development. - Focal spaces - focal landscaped spaces are found at key locations, often incorporating play and recreation elements. - Woodland, trees and hedgerows - Areas of woodland and woodland corridors have grown up along and around many of the watercourses. These naturally subdivide the site. In the eastern part of the site, these create a sense of enclosure, whereas the northern part of the site enjoys more distant views southwards. - Blue infrastructure - sustainable drainage features such as basins and ditches are incorporated into landscaped corridors and focal spaces. - Sensitive edges - landscaping and planting respond to sensitive neighbours through the provision of buffer zones at site edges, offsets from ancient woodland, and respecting the setting of heritage assets.	with that adopted across the wider OPP.	
3.	<i>Well-connected neighbourhoods and destinations:</i> Links have been created to different types of destinations via pedestrian, cycle, public transport and vehicular modes: Convenient connections are provided to local community assets close by within the wider development such as Bohunt School adjoining to the west, the Phase 1 local centre, the Sports	The Development provides connections to the site-wide cycle network and existing PRowS. Bus-stops are provided along the length of the road to provide public transport connections.	Transport Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	Hub and Employment Area immediately to the south. • Connections to wider destinations are created via all modes, in particular into Horsham over the A264 and via public transport. • An extensive network of recreational routes are created through the site, into the wider development and extending out to the wider countryside, integrating both existing public rights of way and establishing new routes and connections.		
4.	<i>Creating Strong Local Identities:</i> Within the wider development, a number of strategies at a range of scales enable the creation of local identity within every part of Phase 2: • Two development areas to the North and East are defined, each with their own identity, responding to their differing settings, topography and locations within the wider Phase 2. • Within these areas, character areas are identified, naturally defined by the existing landscape structure of the site and the green infrastructure network. • Within each character area, high quality urban design creates attractive streetscapes, spaces and buildings which relate richly to their individual settings while reinforcing the wider sense of character and identity.	The proposed Development is a primary road. The design of the proposal is consistent with other primary roads across the OPP.	
Landscape and Public Realm: Sustainability Principles			

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
5.	<i>Key Commitments:</i> Enable sustainable living through the layout of the scheme in terms of transport, energy use, water use and materials.	Species with a lower water demand have been favoured for selection in the landscape scheme. Bus stops are provided intermittently along both sides of the road to provide easy access to public transport.	Landscape Statement Transport Statement
6.	<i>Key Commitments:</i> To enhance the overall value of the development and create positive social, economic and environmental benefits.	The primary road would facilitate connections to adjacent residential Reserved Matters Areas to the wider OPP, providing homes and jobs.	-
7.	<i>Key Commitments:</i> To improve biodiversity across the development area through the creation of a variety of habitats, and protection of existing protected species	The Development has been designed to presume in favour of retaining existing vegetation and therefore potential habitats. Where removal of vegetation is required, mitigation is proposed in alternative planting to retain the Site's suitability for protected species and improve biodiversity.	Landscape Statement RM EMMP
8.	<i>Key Commitments:</i> To provide a connection between the local community and the wider landscape.	The Development provides connections to existing PROWs and site-wide active travel connections, facilitating connections to the wider area.	Transport Statement
9.	<i>Key Commitments:</i> To ensure connectivity between the Phase 2 development area, Phase 1 to the west, Horsham to the south and the wider landscape to the east.	The proposed road would facilitate connections from Phase 2 to Phase 1, the Employment Land and Sports Hub, and Horsham beyond.	Transport Statement
10.	<i>Natural Habitats & Wildlife:</i> Existing habitats will be protected and enhanced, wherever possible.	The Development has been designed to presume in favour of retaining existing vegetation and therefore potential habitats. Where removal of vegetation is required, mitigation is proposed in alternative planting to retain the Site's suitability for protected	Landscape Statement RM EMMP

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
		species and improve biodiversity.	
11.	<i>Natural Habitats & Wildlife:</i> Provide a buffer zone adjacent to existing watercourses.	The road follows the route of the approved parameters of the OPP. Interruption on the watercourse has been minimised, with landscaping removed only where unavoidable.	Landscape Statement
12.	<i>Natural Habitats & Wildlife:</i> Provide a buffer of at least 15m adjacent to Ancient Woodland areas.	No Ancient Woodland within proximity of the Site.	-
13.	<i>Natural Habitats & Wildlife:</i> Provide a landscape buffer of at least 30m along the eastern boundary.	The landscape buffer will be provided as part of later Reserved Matters applications.	-
14.	<i>Natural Habitats & Wildlife:</i> A network of green corridors and nature parks to be provided to promote nature and biodiversity within the development to supplement existing habitats.	The Development has been designed to presume in favour of retaining existing vegetation and therefore potential habitats. Where removal of vegetation is required, mitigation is proposed in alternative planting to retain the Site's suitability for protected species and improve biodiversity. Areas of open space are provided around attenuation basins which provide additional habitat opportunities and general ecological enhancements offering foraging areas.	Landscape Statement RM EMMP
15.	<i>Natural Habitats & Wildlife:</i> Native plant species to be used wherever possible, based on existing species compositions on the site.	The Landscape Statement confirms native species will be used wherever possible.	LEMP RM EMMP
16.	<i>Natural Habitats & Wildlife:</i> Provide bat and bird boxes in park areas as appropriate	Bat and bird boxes are to be mounted on retained trees, which includes trees adjacent to open spaces.	RM EMMP

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
17.	<i>Natural Habitats & Wildlife:</i> Use of local provenance plants	All planting including replacement planting shall be from local sources of provenance where possible.	LEMP
18.	<i>Natural Habitats & Wildlife:</i> Create a range of habitats to promote diversity with reference to Priority habitats and species	Enhancement and management principles are proposed for habitats on Site, which include retained woodland and trees, hedgerows, aquatic habitats, wetland meadows, amenity grassland and verges, and new targeted tree planting.	LEMP RM EMMP
19.	<i>Natural Habitats & Wildlife:</i> Install log pile stacks in suitable areas	Dead wood will be kept on site to form log piles within the woodlands and thicket areas to form habitat	RM EMMP
20.	<i>Natural Habitats & Wildlife:</i> Wetland areas to be created in suitable locations providing habitats for newts and foraging bats.	Species rich wetland meadow are proposed abutting the proposed SuDS features which provide additional foraging opportunities for bats (and other species). This would equally provide potential suitability for reptiles, though none have been identified as present.	RM EMMP
21.	<i>Natural Habitats & Wildlife:</i> Biosecurity - tree procurement to be of native stock wherever possible, and latest biodiversity guidance on procurement of tree and plant stock to be followed.	The landscape strategy for the Site seeks the use of native species wherever possible.	LEMP
22.	<i>Culture and Heritage:</i> Proposals for planting, and materials strategies should build on the natural characteristics, history and culture of the development area and surrounding communities to promote a strong sense of place and identity.	The Development seeks to integrate into the existing site as seamlessly as possible, limiting removal of existing landscape features to only where necessary. The loss of vegetation is proposed to be mitigated by extensive landscaping across the Site.	Landscape Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
		The proposed landscape scheme is consistent with the landscape schemes adopted across the OPP, providing a strong sense of place and identity.	
23.	<i>Culture and Heritage:</i> Creation of new community spaces and parks where different cultures can meet and share in community activity and recreation.	Three SuDS basins are proposed within the Site, which will be dry for most of the year. It is therefore proposed that these also provide open and public amenity space.	Drainage Statement Landscape Statement
24.	<i>Culture and Heritage:</i> Spatial arrangements and material choices should reference the surrounding landscape, historic features and reinforce new habitat creation where possible.	The creation of new, species rich habitats using native species has been a key consideration of the Development. 0.2 Ha of amenity grassland, 0.52 of species rich grassland, 0.8 ha attenuation basin and 58 new trees are proposed within the Site.	Landscape Statement
25.	<i>Equity & Fair Trade:</i> Installation and maintenance of public realm and open space would provide opportunities for job creation. All sectors of the community should be considered during this time to ensure opportunities are open to all.	The management and maintenance of public open space will be the responsibility of a Landscape Contractor within the first year, before being passed over to a Management Company. The Development therefore provides long-term employment in these functions.	LEMP
26.	<i>Equity & Fair Trade:</i> Creation of attractive public realm for use by all sectors of society where new and existing communities can meet.	Space has been reserved near the north-west of the Site for later provision of a NEAP and OABC. The southern SuDS basin within the Site would be dry most of the year, and it is therefore proposed that the space also provides amenity space for communities.	-
27.	<i>Health & Happiness:</i> Provision of comprehensive and attractive cycle and pedestrian routes throughout the development and provision of new	The Development would provide transport links from Phase 1, the Employment Land and Sports Hub into Phase 2 and vice versa.	Transport Statement

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	links to areas beyond development to minimise the need for car travel, promoting a healthier lifestyle.	A segregated cycle route and pedestrian footpath is provided along the length of the road to encourage active travel and minimise car use.	
28.	<i>Health & Happiness:</i> Provision of recreational foot, cycle and bridle routes throughout the development.	The Development fully integrates into existing PRoW networks, including bridleways, and facilitates the further expansion of site-wide active travel routes, such as the Site-Wide Cycle Network.	Transport Statement
29.	<i>Health & Happiness:</i> Provision of a network of open spaces including parks, play areas, and natural green spaces to provide an attractive setting to the development.	Three SuDS basins are proposed within the Site, which will be dry for most of the year. It is therefore proposed that these also provide open and public amenity space.	Landscape Statement
30.	<i>Health & Happiness:</i> Promote the benefits of nature and a 'green' and attractive environment.	The Development is accompanied by a detailed and cohesive landscape scheme both along the primary road and within the public open spaces, enhancing green corridors and providing an attractive green environment.	Landscape Statement
31.	<i>Health & Happiness:</i> Provision of play facilities that satisfy HDC's requirements for NEAPs and LLAPs.	Land is reserved to the north-west of the Site for a NEAP and OABC. This will be subject to a later application to discharge S106 obligations.	-
32.	<i>Health & Happiness:</i> Minimise light pollution through the use of low light fittings as necessary.	The Development proposes lighting in accordance with WSCC standards, which includes the use of modern LED lighting which is generally focussed with limited spill.	-
33.	<i>Health & Happiness:</i> Minimise noise pollution through sensitive	Not relevant to this application.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	environmental master planning and mounding, and planting		
34.	<i>Health & Happiness:</i> Create healthy and comfortable micro-climate by using planting where appropriate to reduce the effects of adverse weather	Extensive planting is proposed along the primary road which provides areas of shading along heavily trafficked routes. A variety of species are proposed to create a more biodiverse and climate resilient scheme	Landscape Statement
35.	<i>Local & Sustainable Food:</i> Promote community allotments in the eastern part of the site.	Not relevant to this application. Allotments within Phase 2 will come forward within later RMAs.	-
36.	<i>Local & Sustainable Food:</i> Provide foraging habitats where space allows within natural green areas.	Areas of open space are provided around attenuation basins which provide additional habitat opportunities and general ecological enhancements offering foraging areas.	RM EMMP
37.	<i>Inclusive Access:</i> Where possible space should be designed to ensure it can be used safely, easily and with dignity by all, regardless of ability, age, gender, ethnicity or economic circumstances.	Areas of open space are provided within the Site for public use, which would be managed by a Management Company. These are easily accessible via active travel methods.	Landscape Statement
38.	<i>Inclusive Access:</i> Where possible space should be designed to ensure it can be convenient and welcoming with no disabling barriers so everyone can use it independently without undue effort, separation or special treatment.	Hard surfacing is proposed adjacent to the areas of open space within the Site, allowing for easy access without disabling barriers.	Landscape Statement
39.	<i>Inclusive Access:</i> Where possible space should be designed to ensure it can be flexible and responsive, taking into account what different people need and want.	Space is reserved to the north-west of the Site for a NEAP and OABC serving Phase 2. The Development proposed offers open space which can be used flexibly.	Landscape Statement
40.	<i>Inclusive Access:</i> Where possible space should be designed to ensure it can be realistic, offering more than	As above.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	one solution to help balance everyone's needs.		
41.	<i>Security and Safety:</i> Public realm and amenity spaces should be designed to ensure there is good passive surveillance from public routes, overlooking properties, and active frontages, to ensure the development is a safe and softly policed neighbourhood.	Public footpaths and the bridleway run adjacent to the southern SuDS basin providing passive surveillance on the amenity space. Similarly, the NEAP and OABC overlook the northern SuDS basin.	-
42.	<i>Waste:</i> Use of recycled materials wherever possible.	Not relevant to this application.	-
43.	<i>Waste:</i> Re-use or compost site arisings from landscape maintenance wherever possible.	Healthy arisings shall be removed from site in less than 72 hours to a suitable composting facility or utilised as windrowed brash / creation of reptile hibernacula at the specific direction of the Project Ecologist.	LEMP
44.	<i>Waste:</i> Felled trees and vegetation to be chipped and reused as mulch.	A mulch layer of 50—75mm will be topped up annually.	RM EMMP
45.	<i>Waste:</i> Creation of log pile stacks in natural green spaces.	Dead wood will be kept on site to form log piles within the woodlands and thicket areas to form habitat	RM EMMP
46.	<i>Waste:</i> Reuse and protection of existing site soils.	Any mowing arisings or excessive fallen leaves are to be removed to prevent soil enrichment.	LEMP
47.	<i>Sustainable Water:</i> Conserve and enhance visual and ecological character of existing water courses	Removal of vegetation near to watercourses has been kept to a minimum and only where necessary to facilitate construction of the road, in accordance with the approved OPP parameters.	Landscape Statement
48.	<i>Sustainable Water:</i> Provide a buffer of at least 3m adjacent to existing watercourses to enhance visual	As above.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	appearance and protect and enhance existing wildlife habitats.		
49.	<i>Sustainable Water:</i> Manage the flow through the use of SuDS to control the quantity and quality of the discharged water, including swales/ditches, attenuation basins, and appropriate engineered solutions such as crates if required	Three SuDS basins are proposed within the Site as means of attenuating water discharge from the Site.	Drainage Statement
Layout Principles			
50.	<i>Southern Open Space and Basins</i> - Road connection between areas of existing woodland which would include a culvert over the brook and a pegasus crossing to ensure access along the bridleway is retained. - Adjacent housing parcels and the commercial areas to the south would be accessible via the roadway, bridleway, footpaths and also informal pedestrian routes. The roadway here forms a key entrance into the site with avenue trees along both sides of the road to enforce the hierarchy of the roadway. - Retention of the woodland and wetlands in this area would ensure valuable habitat areas are retained and enhanced where possible. - Attenuation basin would form part of the site wide drainage strategy while providing an open vista across the space.	Pegasus crossing provided across the primary road in the Site's south-west to allow continuation of the bridleway. Connections modes provided to adjacent residential Reserved Matters Areas through a range of transport modes. Existing vegetation has been retained where possible. Removal of existing vegetation is proposed only where strictly necessary, and in accordance with approved parameters. The northern and southern SuDS basins are included in proposed open space and would also serve as additional amenity space.	Landscape Statement Transport Statement
51.	<i>Clear Movement Hierarchy:</i> The neighbourhoods will be structured through spine streets, slightly shifting	The Development offers a primary road which would facilitate travel to adjacent	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	in alignment, referencing the urban design structure of local villages.	residential areas through secondary and tertiary routes.	
52.	<i>Legibility:</i> With the undulating spine street organizing the layout, small local loops will branch off and connect to this main route. From these loops, smaller streets and lanes will extend, enhancing wayfinding and spatial clarity.	The Development proposes the primary road to which adjacent residential Reserved Matters Areas would adjoin.	-
53.	<i>Create Streets:</i> Strong street frontages will be a fundamental principle of the layout, ensuring all building types, including flats, create a street edge. Streets will be well-defined, contained and as narrow as practicable, featuring both aligned and staggered arrangements to reflect the character of each area. This will enhance the potential for residents' social interaction and facilitate maintenance and sense of ownership of the public realm.	Street edge to be defined through subsequent residential Reserved Matters applications adjacent to the Site.	-
54.	<i>Edges to Landscape Spaces:</i> The layout will respect and emphasise the frontage to landscape spaces, whether they are existing natural elements or newly designed key spaces. These edges will be treated with a sense of formality, such as symmetrical block elevations or radial arrangements of similar building types to celebrate and enhance views to and from the landscape.	As above.	-
55.	<i>Arrival, Gateway and Focal Points:</i> Key arrival points will be accentuated to form identifiable gateways Where views terminate, focal points will be carefully designed, using features such as a gable house, a significant tree, or another distinctive element.	As above.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
56.	<i>Concealed Parking:</i> The layout will prioritize people and landscape, minimizing the visual impact of vehicles in public spaces where practical. Parking will be concealed behind the buildings' curtilage or arranged on-street in small clusters, separated by trees.	No parking proposed.	-
57.	<i>Active Frontages:</i> Development blocks should be designed with front doors facing the streets, creating a strong street edge and ensuring active frontages facing onto and helping to animate the public realm, spaces, streets and routes.	No dwellings or other relevant built form proposed.	-
58.	<i>Street Scene Principles:</i> Opportunities to configure dwellings in identifiable groupings that define spaces of a certain character or function should be identified and taken.	No dwellings proposed.	-
59.	<i>Roof Principles:</i> Each character area should have its own unique expression, using building and landscape features to provide a distinct identity. Frontages on both sides of main streets should have a consistent palette with common materials to create a cohesive streetscape. A key component of character is the treatment and profiles of roofs along a street. Bland and repetitive forms should be avoided.	No relevant buildings proposed. The Development seeks to continue the existing landscape character of the adjacent infrastructure applications, such as that proposed under the Employment Land Road application to establish a cohesive character throughout Phase 2.	Landscape Statement
60.	<i>Feature Buildings:</i> Buildings at significant locations within the layout, for example the ends of vistas or long views, prominent corners, and buildings that frame key views, should be considered as feature buildings.	Not relevant to this application. Feature buildings will be provided in subsequent residential Reserved Matters Applications for areas adjacent to this Site.	-
61.	<i>Building relationships:</i> Building locations and elevations should be	Not relevant to this application.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	designed to avoid overlooking between dwellings and ensure appropriate private amenity space for dwellings with good daylighting.		
62.	<i>Building Design – Aspect and Orientation:</i> - Dwellings should maximise the potential for south facing roof pitches. - Where possible, dwellings should maximise potential for south / south west facing habitable rooms. - Dwellings may include passive solar shading to provide a comfortable habitable environment in the hot months. The position and angle of these elements should be designed for high angled summer sun rays, so that it does not prevent sunlight penetration in the winter months.	No dwellings proposed.	-
63.	<i>Building Design – Entrances and Thresholds:</i> - Entrances to dwellings should add definition and create interest to the front elevation. - Buildings with residential accommodation at ground floor level should, where possible, incorporate a 'defensible space' between them and back-offfootpath enclosed by either brick walling to match the primary building material, railings, low fencing or robust planting depending on character area. - Front doors should be of a high quality, in keeping with the	No dwellings proposed.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	character of the dwelling through the use of quality materials.		
64.	<i>Building Design – Porches:</i> • Porches should be designed as integral to the overall composition of the elevation with sufficient depth to provide shelter. • Pitched roof porches should match materials used on the roof of the dwelling, whilst flat roof porches will have a roof finish of lead, or be of proprietary manufacture. Poor quality GRP porches should be avoided. • Porches can be formed by a recessed entrance within the primary elevation which will emphasise the entrance and create depth within the elevation.	Not relevant to this application.	-
65.	<i>Building Design – Windows:</i> • Window openings should where possible have a vertical emphasis. All openings within masonry walls should be set back to display a reveal and give depth to the elevation. • Window frame colour, quality and design should be consistent on all elevations of a building. Asymmetrically openable window configurations should be avoided. • Frame members and corner posts for bay windows should be carefully considered to ensure they are neither too bulky nor too flimsy. • If pitched, the roofing material of bay windows should match the material of the main roof. If flat, the	Not relevant to this application.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	roofing material of bay windows should be lead or proprietary roof manufacturer. Poor quality GRP roofing should be avoided.		
66.	<i>Building Design – Roofs:</i> - The roof pitch should be of a consistent angle along a terrace or group of buildings, generally between 35 and 55 degrees. - Barge boards should be shallow and match window frame colour. The use of obtrusive boxed eaves should be avoided. - Chimneys and vent stacks where used should match the primary elevation material. Chimneys on end elevations should connect to the ground to provide articulation to the built form. - Vents should be black and positioned away from the front elevation of a building where possible, to the side or rear or located within vent stacks.	Not relevant to this application.	-
67.	<i>Building Design – Dormer Windows:</i> - Dormer windows should be integral to the composition of the main facade in terms of design and positioning. Dormer windows should maintain overall vertical proportions. - The number and proximity of dormers which break the eaves line should be limited to avoid excessive rainwater goods on the building elevation. - Gabled dormers should use a consistent pitch and material to that of the main roof. Hipped	Not relevant to this application.	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 DLS			
	dormers should avoid oversizing of ridge and hip tiles. Flat roof dormers should use standing seam lead, or proprietary roof manufacturer. Poor quality GRP roofing should be avoided.		
68.	<i>Building Design – Rainwater Goods:</i> - Rainwater goods should be considered as part of the overall composition of the building elevation. - Rainwater goods including guttering and rainwater pipes will preferably be black in colour or a metal finish. - Downpipes should generally be applied to the same elevation as the gutter to which they connect.	Rainwater goods on the proposed substations are shown to be black.	Substation plans and elevations.
69.	<i>Servicing and Utilities:</i> - Refuse storage for homes should follow the principles for refuse storage solutions set out in the National Design Guide. - Utility meter boxes where possible should be located on inner flank walls of porch structures / recessed porches or otherwise concealed from view. - Pipes, vents and flues should be architecturally integrated and should align with adjacent building features.	Not relevant to this application.	-

Phase 2 CEMP

- 8.13 Condition 9 attached to the OPP requires the submission and approval of a CEMP in relation to works within a Phase. A Phase 2 CEMP was approved by HDC in April 2024 (ref. DISC/24/0030)

and contains the main principles for the wider Phase 2 area. This provides an overarching framework for the construction works within Phase 2.

- 8.14 The key principles from the approved CEMP that are relevant to this RMA have been summarised in the table below along with details of how the proposals would comply.

Table 6: Phase 2 CEMP Compliance Schedule

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 CEMP			
1.	<i>Vehicle Routing:</i> Construction traffic routed via the A264, and in compliance with timing restrictions (07:00 – 18:00 Monday to Friday, 08:00 – 13:00 Saturday (when required)).	All traffic to be routed via the A264 within permitted hours.	-
2.	<i>Site Access and Compound:</i> Details of the site compound is reported in the appendix relevant to that works parcel. Provision will be made for a full 360-degree turnaround of vehicles to discourage the use of reverse gear while on site. Banksman will be provided to marshal vehicles so that they can enter and leave the site safely.	Compound location to be determined by contractor (once appointed). Compounds will need to accord with the requirements set out within the CEMP, including ensuring space for vehicles to turn fully and banksmen to ensure vehicles safely enter and exit the site.	-
3.	<i>Hours of Construction:</i> Construction activities, which includes deliveries to and from site, will be permitted between the hours of 07:00 – 18:00 Monday to Friday and 08:00 – 13:00 Saturday (when required).	Hours of construction will be adhered to as per the approved CEMP.	-
4.	<i>Mitigation Measures:</i> Includes mitigation measures relating to mud, dust and air quality, noise, vibration, waste and fuel storage.	The proposals will need to accord with the mitigation measures set out within Section 7 and include the use of a vacuum sweeping rod brush, wheel washing, dust suppression via mobile bowzers, all equipment conforming to required noise and vibration legislation, sensitive placement of plant to reduce noise,	-

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 CEMP			
		segregation of waste where possible and suitably secured fuel storage areas.	

Phase 2 EMMP

- 8.15 As with the CEMP, an EMMP has been prepared that covers Phase 2 (March 2026) and addresses the requirements of Condition 12. An EMMP has been prepared for the area covered by this RMA to ensure a comprehensive approach to ecological mitigation and management. The EMMP also addresses the requirements of Condition 49 which requires that an EMMP is submitted with each application for Reserved Matters approval.
- 8.16 Table 6 below sets out the key mitigation and management measures within the Phase-Wide EMMP and demonstrates how the proposals are compliant.

Table 7: Phase 2 EMMP Compliance Schedule

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 EMMP			
1.	SuDS features, which will include open swales, are to be incorporated into the scheme in order to increase the quality of surface water discharge, and to provide additional features for great crested newts and for foraging bats	Three SuDS basins are proposed by the Development, which offer additional open space, transitory routes, and foraging opportunities for wildlife.	Drainage Statement Landscape Statement RM EMMP
2.	The tree and scrub species for the creation of the landscape buffers will comprise native species of a composition present within the existing woodland and hedgerows	General management aims and objectives for Mowbray, including the proposed Development, proposes all planting and replacement planting are of native species, including seeds and plants from local sources of provenance where possible.	Landscape Statement RM EMMP
3.		Fruit trees are proposed which offer additional foraging opportunities.	Landscape Statement
4.	The lighting strategies for each reserved matters area (pursuant to Condition 62) will be designed so as to minimise the impact of lighting on	The lighting along the primary road will be installed to WSCC Highways standards. These will consist of modern LED lighting	Glanville General

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 EMMP			
	species such as bats, with this mainly taking the form of preventing light spillage onto retained and new hedgerows, mature trees, and the proposed SuDS features.	which is targeted and produces limited light spill.	Arrangement Plans RM EMMP
5.	To compensate for the loss of sections of hedgerows within Phase 2, proposals will incorporate new hedgerows wherever possible, connecting to retained hedgerows and woodland. Where hedgerows are unavoidably breached by new roads, strategic tree planting will be included wherever possible and appropriate.	Where hedgerows and vegetation is required to be removed to facilitate the development, target replacement planting is proposed. This includes enhancements to retained hedgerows within the Site and additional planting.	Landscape Statement RM EMMP
6.	34 bat boxes will be installed in suitable locations across Phase 2 in retained tree belts and woodlands.	Bird and bat boxes will be installed within retained trees.	RM EMMP
7.	A total of 80 bird boxes will be provided within the Phase 2 development. These boxes will be sited in accordance with the requirements of the particular species, with a particular focus on the green edges of the Phase, near to the woodlands.	As above.	RM EMMP
8.	Building-mounted bird boxes will be installed at the time of construction on each sub-phase; the number and style will be determined with the subsequent EMMP for the particular sub-phase.	Not relevant to this application.	-
9.	Arboreal Connections. The masterplan design has sought to keep the width of the hedgerow breaks to a minimum wherever possible.	Retained hedgerows will be enhanced through densification to increase the length of hedgerows without being interrupted by breaks.	RM EMMP
10.	Log Piles. Small log piles (with approximate dimensions of 0.5m long x 0.5m wide x 0.3m high) will aim to be provided approximately every five	Dead wood will be kept on site to form log piles within the woodlands and thicket areas to form habitat	RM EMMP

KEY PRINCIPLES		COMPLIANCE	SUBMISSION
Phase 2 EMMP			
	to ten metres within the retained hedgerows.		
11.	Wet attenuation (SuDS) Ponds. Where possible, the attenuation ponds within the scheme will be constructed in accordance with the following specification: • Ponds to incorporate a range of depths (including shallow shelves) and scalloped edges in places to produce diverse wildlife habitat. • A fringe of marginal planting will encircle each pond. The planting list contains only UK native species, and is primarily based on species known to occur locally. • Addition of a log pile (approximate dimensions of 1m length x 1m width x 0.5m height) in proximity to each pond to provide habitat for invertebrates and amphibians.	Depths within the attenuation basins are varied with gently sloping sides and occasional marginal planting.	Landscape Statement
12.	New habitats will incorporate native species wherever possible which will reflect the species found in the local area.	Species which are present, or those for which the Site provides suitability are identified in the RM EMMP. Mitigations and enhancements are proposed to enhance or sustain habitat suitability for those species.	RM EMMP

Conclusion

8.17 As set out above, the proposal complies with the terms of Condition 48 of the OPP.