

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Jason Hawkes
FROM:	WSCC – Highways Authority
DATE:	10 September 2026
LOCATION:	Mowbray Employment Park Horsham West Sussex
SUBJECT:	DC/26/1240 Outline planning application (all matters reserved) to provide an Employment Park comprising flexible commercial, industrial and logistics uses (Use Classes E(g), B2, B8), healthcare (Class E(e) including pharmacy) and commercial leisure.
RECOMMENDATION:	No Objection

- The following documents have been reviewed in the preparation of these comments,
 - Parameter Plan 1 – Land Uses, drawing number 20967-SBR-SW-XX-DR-A-00201 revision P09
 - Parameter Plan 2 – Access and Movement, drawing number 20967-SBR-SW-XX-DR-A-00202 revision P07
 - Transport Assessment, dated 30th June 2026
- It's recognised that the various highway works that will provide access to the proposed parcels benefit from a separate planning consent (DC/25/1543). These permitted access works are reflected in the 'Access and Movement' Parameter Plan and are designed to accommodate the volume and nature of traffic generated by the current proposals as well as including walking, cycling, and passenger transport infrastructure that tie in with the wider Mowbray development site. No further comments are made concerning these permitted access works.
- The various illustrative layouts are noted. These haven't been reviewed at any length given that detailed layouts will form subsequent reserved matters applications. More detailed matters, including car parking and onsite turning, will be considered once the end uses for the respective parcels have been identified. The only comment that WSCC would make is that for several of the options, a number of the small radius bellmouth forming part of DC/25/1543 appear redundant and unused. This is indicated within the extract from the Option 1 indicative layout below. Whilst it's understood that the Applicant may wish to be keeping their options open and that the layouts are indicative, if there is any uncertainty over the need for these accesses, it would seem appropriate to amend DC/25/1543 and thereby remove them. The situation may otherwise result in there being various accesses to nowhere.



4. In considering this application, due consideration is given to the outline planning permission granted for these parcels under DC/16/1677. The principle of employment uses were tested and accepted as part of this earlier outline application. This permission is understood to have lapsed with regards to the land within this application. Nevertheless, the land remains allocated within the Horsham District Planning Framework and as such the principle of employment uses remain extant.
5. For the current application, uses comprising employment, leisure, and health are included. The leisure and health uses effectively remain as per the lapsed permitted outline scheme. No comments are made concerning these.
6. With the employment uses, it's noted that three options are presented with flexible permissions for parcels 1 and 2 but with overall defined floorspaces then specified within the submitted Transport Statement. For parcels 1 and 2, it's understood that a combination of any of the three land uses stated on the Land Use Plan could be implemented and that more variations beyond the three options could result. It's presumed that controls will be included as part of the planning permission controlling the maximum employment land use floorspace across the various parcels so as not to exceed those set out and tested in the various options.
7. Related to the above point, as part of the submitted Transport Assessment, the trip generation associated with each of the three options have been presented. As already recognised, WSCC acknowledge the potential for more variations beyond the three options presented. For the purposes of testing the impact of the development, it's accepted that the adoption of a select number of options is reasonable rather than assessing a myriad of theoretical options that may never be realised. The use of the three options within the TA are consequently accepted.
8. From the TA, it's evident that trip generation would vary depending on the land uses implemented. As overall conclusions, it's accepted that a E(g)(i) office dominated proposal would generate a greater impact during the network peak hours compared with a combination of E(g)(iii) light industrial and B2/B8 industrial/logistics type uses albeit a combination of light industrial/industrial/logistics may generate more daily trips but with a fewer peak hour trips.
9. Whilst the TA includes no further assessment (i.e. formal junction assessments) of the indicated trip generation from the various options, WSCC acknowledge that the employment use accepted under DC/16/1677 and as proposed option 1 would reflect more of a worst case given that generates greater network peak hour impacts compared with a mix of employment land uses. WSCC would also highlight the likelihood of base levels of traffic on the surrounding highway network being greater within the assessment of DC/16/1677 compared with the current post-Covid situation, and that as such the existing highway has greater capacity to accommodate this use. There are also significant highway improvements having been undertaken or planned as part of DC/16/1677.
10. Overall, WSCC Highways are satisfied that the current outline proposal with flexible employment uses would not result in any further highway impacts beyond those accepted within DC/16/1677. As noted above, whilst any planning permission will enable flexibility, some control will presumably be included to reflect the various options tested and the maximum floorspace.
11. Given that a new outline planning permission is proposed, those conditions attached to DC/16/1677 would no longer be applicable. For the most part, the conditions included on this earlier consent have been complied with or have triggers associated with the occupation of dwellings rather than employment uses. As noted, various access works for the employment uses are already permitted and controlled by way of a separate reserved matters permission. The only conditions that appear relevant for the current outline scheme are those covering construction management plans and that concerning the travel plan. In these respects, WSCC now require travel plans to be secured by way of a s106 agreement along with a monitoring fee that

then covers any future post-planning WSCC involvement with the travel plans. The monitoring fee would be a single contribution of £5,865. This should be secured as part of a s106 agreement along with the requirement to not permit any unit to be occupied until such time as a travel plan for the unit has been submitted to and agreed in writing with WSCC.

12. In conclusion, whilst the Applicant may wish to revisit their position concerning the accesses highlighted above in light of the indicative layouts, there is otherwise no objection to the proposals.

13. If minded to approve, the following are conditions and s106 obligations are recommended.

Condition

Construction Management Plan

Prior to the commencement of the construction of any unit or use forming part of this planning permission, a Construction Management Plan for the respective unit or use shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

S106 Obligations

No unit or use shall be first occupied until such time as a travel plan for the respective unit or use has been submitted to and agreed in writing with WSCC. Once approved the travel plan shall thereafter be implemented in accordance with the agreed document.

No unit or use shall be first occupied until the travel plan monitoring fee (of £5,865) has been made to WSCC.

Ian Gledhill

West Sussex County Council – Planning Services