

3 Site and Proposed Development Description

Site Location, Description and Environmental Context

Site Location and Description

- 3.1 The Site (as shown in **Figure 1.1**) is located on land north of Horsham split across five parcels north and south of the Employment Road proposed under a separate planning application (DC/25/1543) which is currently under consideration by HDC. The Site lies within the eastern extent of the red line boundary of the outline application for the consented development (DC/16/1677) on land which was previously proposed primarily as a Business Park.
- 3.2 The Site comprises fields, the majority of which have been used in arable crop production, of varying sizes on approximately 17.21 ha of land delineated by hedgerows. The largest two parcels are divided by a line of hedgerows and hedgerow trees. The most eastern parcel is located between the railway line and the A264.
- 3.3 The watercourse of Channells Brook runs along the western boundary of the Site of the westerly parcels and north of the northern parcels. The watercourse is bounded by hedgerow and woodland trees. To the south, the Site is bound by the A264 and Wimland Road to the south-east, and the railway line between Horsham and Crawley runs between the most eastern parcel and the larger central parcel.
- 3.4 The Site supports arable agricultural land in the main and there appears to have been little change in the habitats within the Site since the original submission for the consented development. Updated species-specific surveys conducted in 2025 (see **ES Appendices 7.1 to 7.5**), comprising bat, reptile, great crested newt, and bird surveys, returned comparable results to those found in surveys undertaken to inform the application for the consented development. Reptiles, great crested newts, dormouse [REDACTED] were found to be absent from the application boundary; the latter two species are known to be present in the wider area. A moderate bat assemblage was noted within the Site, whilst the breeding bird assemblage contained species typical of this habitat type, including skylark which was observed to be breeding within the fields.
- 3.5 As stated within the standalone Flood Risk Assessment (FRA) (Glanville, 2026)ⁱ submitted with this application, the majority of the Site is located within Flood Zone 1, which is at the lowest risk of flooding from fluvial sources, although land surrounding the Channells Brook watercourse is located within Flood Zone 2 and 3. The Site is, overall, at 'very low' risk of surface water flooding, with an annual probability of flooding of less than 1:1000, although areas of high risk exist associated with low valleys and depressions in the topography.
- 3.6 An Agricultural Land Classification and Soil Resources Report was undertaken by Reading Agricultural Consultants Ltd in March 2015 (Reading Agricultural Consultants Ltd, 2015)ⁱⁱ. The majority of the Site is classified as Grade 3b agricultural land, with some areas across the southern parcels identified as Grade 3a, which would therefore comprise best and most versatile (BMV) land.
- 3.7 A Public Right of Way (PRoW) (Bridleway) (NOH-1585) follows Channells Brook and Bush Lane along the northern boundary of the Site. Public Footpath (NOH-1586) crosses from the north to the south of the Site through the north-eastern and south-western parcels, crossing over the A264 south of the Site.
- 3.8 The hedgerows separating the westerly parcels and running between the northern and southern parcels are also classified as historic hedgerows (NGR: 19526 33293 – 19626 33422 and 19507 33520 – 19962 33455).
- 3.9 A programme of archaeological fieldwork was undertaken in 2016ⁱⁱⁱ under DISC/24/0063 and between 2022-2023 under DISC/23/0101^{iv}. This comprised both geophysical survey and archaeological evaluation (trial trenching) which recorded evidence of post-medieval and modern activity. No

archaeological remains of significance were identified within the Site and it was concluded to hold a low archaeological potential.

- 3.10 The Site is located within a Minerals Safeguarding Area for brick clay. This application is supported by a Minerals Safeguarding Assessment (IC Planning Ltd, 2026)^{vi}.

Site Context

- 3.11 The Site is located on land north of Horsham, which is a market town on the upper reaches of the River Arun on the fringe of the Weald in West Sussex.
- 3.12 There are no Conservation Areas designated within or in proximity to the Site. Several listed buildings lie to the east, clustered around the railway line, and south of the A264 within Horsham. This includes Newhouse Farmhouse (Grade II Listed (NHLE 1027061)), approximately 120m to the south-east; King's Farmhouse (Grade II Listed (NHLE: 1193716)), approximately 410m to the east; and Brook House and Barn (Grade II Listed (NHLE: 1027040 and 1286021)) approximately 460m to the east.
- 3.13 There are no Registered Parks and Gardens within, or in proximity to the Site. The 'Castle' moated site, 500m ESE of Hawkesbourne Farm Scheduled Monument (SM) (LE: 1008050) is located approximately 500m to the north of the Site. The Motte and Bailey castle north of Channells Brook Farm SM (LE: 1014389) is located approximately 500m to the south west, south of the A264. The Moated site 200m west of Graylands Copse SM lies a further 2km to the north west. The Moated House was listed at the time of the consented development, but was de-listed in April 2022 for the loss of historic fabric from its 1987 rebuild.
- 3.14 The closest landfill is the Faygate Landfill site, located approximately 1.2km to the east.
- 3.15 A parcel of ancient woodland known as Bush Copse is located to the north of Channells Brook, over 140m from the Site. Castle Copse ancient woodland lies beyond to the north of Bush Copse, and Bakehouse Copse / Hurst Wood / Furze field Copse further to the north / north-west.
- 3.16 There are no statutory or non-statutory designated ecological sites of national importance located on, or within 1km of the Site, including Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest, or Local Nature Reserves. The closest nationally designated site is the Warnham SSSI located approximately 2km north-west of the Site. The House Copse SSSI is located approximately 3.2km to the north-east. The most proximate locally designated site is Warnham Local Nature Reserve (LNR) is located approximately 2km to the west of the Site, south of the A264. The non-statutory Brookhurst Wood & Gill and Morris' Wood Site of Importance for Nature Conservation (SINC) lies approximately 1.5km to the north-west of the Site.
- 3.17 The Site is not located within any statutory landscape designations; including National Landscapes, National Parks, or Conservation Areas. The High Weald National Landscape is located on land to the south and east of the Site. The wider surrounding area is predominantly agricultural fields and scattered farmhouses to the north, and urban residential development associated with Horsham to the south.
- 3.18 Nearby community facilities include Roffey Football Club and Bartholomew Way Play Area south of the A264. The Bohunt School and Ariel Drama Academy Horsham is located approximately 200m to the north-west.
- 3.19 HDC has designated two Air Quality Management Areas (AQMA) due to high levels of nitrogen dioxide (NO₂). These AQMA are unchanged from the 2017 ES Addendum and the closest AQMA to the Site is still located approximately 8 km to the north-east of the application Site in the neighbouring borough of Crawley.
- 3.20 A public footpath (Footpath 1586) runs from south-west to north-east through the Site, crossing the A264 to the east of the newly constructed left-in / left-out junction (LILO). Approximately 500m to the north, the public footpath joins a public bridleway called Bush Lane (Bridleway 1585) that connects Wimland Road, to the east, with Rusper Road to the west.

Transport Links

- 3.21 The A264 to the south of the Site provides a connection to Rusper Road which travels south towards Littlehaven Train Station and central Horsham. The A264 connects to Crawley Road 200m to the east of the Site, and the A24 2.5km to the west. Littlehaven Station, 1.5km south from the centre of the Site, serves the Arun Valley line (towards London Victoria, and beyond), and Horsham Station, 3.1km south from the centre of the Site, serves the Arun Valley line and the Sutton & Mole Valley lines, with direct services to London Victoria, London Bridge / Thameslink and Portsmouth.
- 3.22 Train stations within 5km of the Site include Horsham (with services to Crawley, Gatwick Airport, and London Bridge via Crawley), Warnham, Littlehaven, and Farnham. Gatwick Airport lies approximately 8km north east of the Site. Mowbray is approximately a 17-minute drive from Gatwick, 13-minute drive from Crawley, and 14-minute drive from Horsham. Horsham is approximately 45 minutes by train from Crawley, 25 minutes from Gatwick Airport, and 52 minutes from London Bridge.
- 3.23 Access to the employment land and Phase 2 of the consented development is taken from a new LILLO signal-controlled junction on the A264 between the Rusper Road and Moorhead roundabouts. This junction, along with a short section of primary road were constructed under a combined Section 38 / 278 agreement with West Sussex County Council.
- 3.24 An application has recently been submitted for the extension of the primary road eastwards from the A264 LILLO junction and through the employment land (DC/25/1543). The primary road through Phase 2 will provide access to the Sports Hub to the west of the Proposed Development, the future residential areas to the north east, as well as the proposed health centre, commercial leisure facility and the employment land.
- 3.25 Bus Route 71 commenced in 2024, triggered by the occupation of the 100th dwelling in Phase 1. This service currently operates hourly through Phase 1 of the consented development, via Rusper Road and Bailey Road, serving Bohunt School, to be extended eastwards into Phase 2 and westwards into Phase 3, and increasing to a half-hourly service upon the 840th dwelling's occupation (scheduled for late 2027).
- 3.26 The wider consented development is under construction to the west of the Employment Land and the access road has been created off the A264.

Planning Context

Local Planning Context

- 3.27 The Site is part of the subject of a wider strategic allocation within HDC's Horsham District Planning Framework (2015) which forms part of the adopted local plan. Policy SD1 (Strategic Policy: Land North of Horsham) allocates the wider site for the consented development for a '*mixed use strategic development to accommodate at least 2,500 homes and associated infrastructure*'. Policy SD1 further outlines a development principle for a business park, safeguarded land adjacent to the business park for a new parkway railway station, and a local centre including shops, healthcare, and community facilities. Policy SD2 – Employment and Business Opportunities further supports the development of a 46,450m² business park, although does not specify exact uses.
- 3.28 As detailed fully within the Planning Statement (Stantec, 2026)^{vii}, the relevant adopted policies considered as part of the OPP and this application are as follows:
- Policy SD1: Land North of Horsham;
 - Policy SD2: Employment and Business Opportunities;
 - Policy SD7: Design;
 - Policy 9: Employment Development;

- Policy 24: Environmental Protection;
 - Policy 25: The Natural Environment and Landscape Character;
 - Policy 31: Green Infrastructure and Biodiversity;
 - Policy 32: Quality of New Development;
 - Policy 33: Design Principles;
 - Policy 34: Cultural and Heritage Assets;
 - Policy 35: Climate Change;
 - Policy 36: Appropriate Energy Use;
 - Policy 37: Sustainable Construction;
 - Policy 38: Flooding;
 - Policy 39: Infrastructure Provision;
 - Policy 40: Sustainable Travel;
 - Policy 41: Parking; and
 - Policy 43: Community Facilities, Leisure, and Recreation.
- 3.29 The Horsham District Local Plan 2030-2040 was submitted to the Secretary of State for Examination in July 2024. Examination hearings for the Local Plan are scheduled in April 2026.
- 3.30 The OPP approved by HDC in March 2018 for the consented development under the reference DC/16/1677 was for a mixed use strategic development for up to 2,750 dwellings, and included a business park (up to 46,450 m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure, and was supported by the 2016 ES. Several applications for non-material amendments have been submitted for the consented development. The most recent set of parameter plans were approved pursuant to S96A submitted in June 2024 (LPA reference DC/24/0876), which amended the details of the parameters around the existing dwelling known as Squirrels.
- 3.31 As set out within **ES Chapter 1**, the time limit for the submission of Reserved Matters, pursuant to the OPP on the Employment Land (DC/16/1677) has passed. Reserved Matters across the remainder of the consented development have been approved and have begun to be built out, and at the time of writing there have been 271 dwelling completions across RM1 and RM2.
- 3.32 A new outline application is therefore required for a flexible use of the Employment Land previously proposed as a business park, to respond to changing market demands, as well as including revised proposals for a commercial leisure facility and health centre, which were previously proposed elsewhere in the consented development.

National Planning Context

- 3.33 Since the submission of the OPP, the Environment Act 2021 has been introduced which requires all major development to achieve a minimum of 10% biodiversity net gain.
- 3.34 A draft National Planning Policy Framework was published on 16 December 2024 which was amended in February 2025.

Description of Proposed Development

3.35 The formal Description of Development to be used for the purposes of the assessment, is as follows.

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.

3.36 Consent is sought for a flexible mix of three land use options for the Proposed Development within the defined parameters, which are set out below.

3.37 This chapter is supported by the following figures:

- Land Use Parameter Plan (**Figure 3.1**);
- Access and Movement Parameter Plan (**Figure 3.2**); and
- Building Heights Parameter Plan (**Figure 3.3**).

3.38 Each technical chapter considers the 'worst case scenario' of the three options, dependant to the topic specific baseline and likely significant effects.

Land Use

3.39 The maximum floorspace figures for each of three options under consideration (commercial, warehouse, warehouse led plus commercial office) for approval under the planning application are listed below. All three options include Use Classes E(d) Indoor Sport, Recreation or Fitness (Commercial Leisure facility) and E(e) Medical or Health Services (health centre).

3.40 The net change between these options and the previously assessed maximum floorspace figures (Gross Internal Area) for this project are set out within **Table 3.3** at the end of this section.

- **Option 1 Commercial Office Led:** Total floorspace quantum of 57,157 sqm Gross External Area (GEA) including;
 - **Business Park** (B1 within the consented development, now E(g), including Class E office): 49,572 sqm'
 - **Commercial Leisure:** 5,528 sqm; and
 - **Health Centre and pharmacy:** 2,236 sqm.
- **Option 2 Warehouse Led:** Total floorspace quantum of 56,437 sqm GEA including;
 - **Business Park** (B1 within the consented development, now E(g), including Class E office): 4,780 sqm;
 - **Commercial Leisure:** 5,528 sqm;
 - **B2/B8 Industrial Logistics (Warehouses):** 44,072 sqm; and
 - **Health Centre and pharmacy:** 2,236 sqm.
- **Option 3 Warehouse Led plus Commercial Office:** Total floorspace quantum of 59,238 sqm GEA including.
 - **Business Park (B1** within the consented development, now E(g), including Class E office): 23,906 sqm comprising 19,126 sqm E class office, and 4,780 sqm E(g) light industrial / office;

- **Commercial Leisure:** 5,528 sqm;
- **B2/B8 Industrial Logistics (Warehouses):** 27,746 sqm; and
- **Health Centre and pharmacy:** 2,236 sqm.

3.41 The Proposed Gross External Areas (GEAs) for each land use option are shown in **Table 3.1** below.

Table 3.1: Proposed Options GEAs

Use Class	Option 1 (Commercial Office)	Option 2 (Warehousing)	Option 3 (Commercial Office and Warehousing Mix)
Business Park (B1 under OPP; now E(g)) Include Class E office	49,572 sqm	4,780 sqm	23,906 sqm Comprises: 19,126 sqm E office 4,780 sqm E(g) light industrial / office
Commercial Leisure	5,528 sqm	5,528 sqm	5,528 sqm
B2/B8 Industrial Logistics (Warehouses)	-	44,072 sqm	27,746 sqm
Health Centre and pharmacy	2,236 sqm	2,236 sqm	2,236 sqm
Total Floorspace Quantum	57,336 sqm	56,616 sqm	59,416 sqm

- 3.42 The maximum extents of these proposed land uses are shown on **Figure 3.1 – Land Use Parameter Plan**, which have been developed to maximise the flexibility of land uses. The two larger parcels in the centre are provided flexibility within the proposed parameters to deliver B8 Storage and Distribution, B2 General Industrial, and E(g) Commercial Business and Service which creates the opportunity to deliver a variety of employment uses. Final uses will be confirmed at future Reserved Matters stages subject to demand.
- 3.43 A health centre and community leisure facility, which were previously proposed elsewhere within the consented development, are proposed to be located within the western parcels of the Site near the access from the A264. The 2.49ha southwestern parcel shown in orange is proposed as Class E(d) Indoor Sport, Recreation, or Fitness. The 0.60 northwestern parcel to the north of the Employment Road shown in blue is proposed as E(e) Medical or Health Services and E(g) Commercial, Business, and Services for greater future flexibility.
- 3.44 3.18ha of land reserved for a railway station was also proposed within the consented development. The land reserved for the railway station sits outside of the red line boundary of this application. A 1.28 ha land parcel has been reserved for E(g) Commercial, Business, and Service between the central larger land parcel and Phase 2 and future railway station / car park land to the east.
- 3.45 A1.88ha Strategic Green Buffer is proposed on land south of the railway line. This land south of the railway was previously reserved as natural greenspace within the consented development. Additionally, up to 1.28ha of green infrastructure is proposed within the Site.
- 3.46 Illustrative masterplans for each option are provided as indicative only at **Figures 3.3-3.6** showing a possible way in which the Proposed Development may be built out. Context masterplans are also provided (**Figures 3.7-3.9**) to show the Proposed Development within the context of the consented outline application. Further explanation of the masterplan options is provided by the Design and Access Statement (Scott Brownrigg, 2026)^{viii}.

- 3.47 The assessment of effects is focused on the net change of land uses from the previously consented development. The parameters assessed in the 2016 ES for the consented OPP across the whole of the consented development are set out in **Table 3.2** below.

Table 3.2: Land Use Parameters Assessed in the OPP 2016 ES for the Consented Development

Land Use	Site Area (ha)
Residential	83.94
Local Centres and Mixed Use	4.59
Education	13.40
Commercial Development	15.93
Parkway Railway Station	3.00
Transport Infrastructure	14.52
Community Facilities	11.32
Greenspace – Parks and Recreation	15.83
Greenspace – Amenity and Natural	18.13
Additional Land not in OS Requirement	51.14
Total	231.80

- 3.48 The assessment of the net change of parameters has therefore been focused on the net change within the Employment Land part of the consented development, while considering the fact that the remainder of the outline is still being built out and that aspects of the Proposed Development, such as the health centre and leisure facility, were previously proposed in the consented development. This is set out within **Table 3.3**.

Table 3.3: Net Change from the Business Park proposed under the OPP (DC/16/1677)

*+/- figures provided in relation to the net change in floor area against that approved under the OPP

*All sqm given in Gross Internal Area (GIA)

Use Class	OPP (DC/16/1677)	Completed within the consented development	OPP Business Park (DC/16/1677; now Employment Land)	Option 1 (Commercial Office)	Option 2 (Warehousing)	Option 3 (Commercial Office and Warehousing)
C2 Residential	Up to 2750 units	271 dwellings (across RM1 and RM2)	-	-	-	-
Business Park (B1 under OPP; now E(g)) Includes Class E office.	46,450 sqm	-	46,450 sqm	46,450 sqm	4,306 sqm - 42,144 sqm	22,384 sqm - 24,066 sqm Comprises: 18,078 sqm E office 4,306 sqm E(g) light industrial / office
Schools	2x Primary 1x Secondary	Secondary and associated primary complete 2 nd primary in Phase 3	-	-	-	-
Commercial Leisure	5,100 sqm	-	-	5,300 sqm + 200 sqm	5,300 sqm + 200 sqm	5,300 sqm + 200 sqm
Retail	6,400 sqm	-	-	-	-	-
B2 / B8 Industrial Logistics (Warehouses)	-	-	-	-	42,452 sqm + 42,452 sqm	26,615 sqm + 26,615 sqm
Health Centre	2,000 sqm	-	-	2,000 sqm With an additional 70sqm pharmacy	2,000 sqm With an additional 70sqm pharmacy	2,000 sqm With an additional 70sqm pharmacy
Car Parking	-	-	1,548	Up to 2,096 +548 spaces from OPP Business Park Comprises: Main Parking Provision: 1,689 Health Centre: 80 spaces Leisure Facility: 327 spaces	Up to 1,039 - 509 spaces from OPP Business Park Comprises: Main Parking Provision: 632 Health Centre: 80 spaces Leisure Facility: 327 spaces	Up to 1,466 - 82 spaces from OPP Business Park Comprises: Main Parking Provision: 1,059 Health Centre: 80 spaces Leisure Facility: 327spaces
Total Floorspace Quantum Uplift from OPP	-	-		53,820	54,128	56,369

Access and Movement

- 3.49 **Figure 3.2 – Access and Movement Parameter Plan** shows the proposed access strategy for the Proposed Development and how it connects with the Employment Road (DC/25/1543) which runs through the centre of the Employment Land and has been proposed under a separate application, which is currently under consideration. The Employment Road would include two four-arm roundabouts to provide access to the Employment Land.
- 3.50 The Employment Road spurs off the already constructed LILO junction off the A264 Crawley Road. Priority ghost island junctions are proposed in the west of the Site to serve the health centre north of the road, Employment Road, and commercial leisure to the south.
- 3.51 A secondary link road is proposed, looping through the southern parcel and connecting the two roundabouts on the Employment Road (DC/25/1543), providing access to the Employment Land development parcels, and a separate access to the future station land, connecting to two potential new cycleways. These cycleways would connect to the cycleway and pedestrian path adjacent to the southern boundary of the Site which was submitted under the application for the Primary Road.
- 3.52 The existing PRoW Footpath (NOH-1586), which runs north-south through the Site, is proposed to be improved and re-aligned under a separate application. A bus stop, submitted under a separate application is also located on the proposed secondary road.

Building Heights

- 3.53 **Figure 3.3 – Building Heights Parameter Plan** defines the maximum building height envelope for assessment. With the exception of land identified for Green Infrastructure, all development parcels are assessed on the basis that buildings may reach a height of up to 16m from existing ground level 2m / - 6m). This represents a reasonable worst-case building height across the Proposed Development, and all options sit within this envelope. All commercial / retail buildings within the Site in the outline application were assessed to be up to 16m (+/-2m) above existing ground level, so therefore there is no change compared to the worst-case parameter previously assessed.

Parking

- 3.54 The schedules associated with each illustrative masterplan option include the following options for car parking for the employment uses, in line with West Sussex County Council's '*Guidance on Parking at New Developments*':
- **Option 1 (commercial office):** 1,689 spaces;
 - **Option 2 (warehousing and light industrial):** 632 spaces;
 - **Option 3 (warehousing, commercial office, and light industrial):** 1,059 spaces.
- 3.55 In addition, all masterplan options would include a total of 80 car parking spaces for the health centre and 327 spaces for the leisure facility.
- 3.56 Further details of the Proposed Development with respect to transport and access, and consideration of the net change in terms of traffic generation is set out within **Table 2.1 of ES Chapter 2**.

Flood Risk and Drainage

- 3.57 A standalone FRA and Drainage Strategy (Glanville, 2026) is included to support the outline planning application, which concludes that the Proposed Development is not at risk of flooding, and can be developed safely without increasing flood risk elsewhere. The assessment considered all sources of flooding and is generally consistent with the outline planning application assessment of flood risk, although it has been updated to account for the latest Environment Agency mapping and modelling undertaken by Glanville.

- 3.58 The Proposed Development does not propose development within areas of Flood Zone 2 or 3, identified to be at risk of flooding based on the latest flood risk mapping or hydraulic modelling. The Site is generally at very low risk (1:1,000 annual exceedance probability) of surface water flooding.
- 3.59 The Proposed Development includes a drainage scheme and attenuation systems which limit development run-off rates and volumes to existing greenfield rates and volumes and includes implementation of appropriate water treatment stages in accordance with the SuDS Manual to accommodate run-off from rainfall events up to and including the 1 in 100-year event, with a 45% allowance for climate change. The proposed drainage strategy has been designed to accord with the Site Wide Surface Water Drainage Strategy under the outline planning permission. Specific SuDS measures will be determined in future Reserved Matters applications.
- 3.60 A CEMP will be implemented which will demonstrate that works and temporary storage of plant and contaminants are avoided in the floodplain. A Construction Surface Water Management Plan will further be developed at the appropriate design stage. Surface water flood risk will not increase to the Site or surrounding area as a result of the Proposed Development. These mitigation measures are consistent with those proposed within the 2016 ES.

Lighting

- 3.61 All lighting will be designed in detail at the Reserved Matters stage in accordance with the relevant British Standards and Institute of Lighting Professionals (ILP) (2020) Guidance Notes for the Reduction of Obtrusive Light (GN01-2021)^x and BS 5489-1:2020^x and BS EN 13201-2:2015^{xi}. All street lighting will be designed to satisfy the requirements of crime prevention and care will be taken to design a scheme that limits light pollution. Furthermore, lighting will be designed to avoid ecologically sensitive locations.

Sustainability and Climate Change

- 3.62 A standalone Energy and Sustainability Statement (Hoare Lea, 2026, 422133-HLE-XX-XX-RP-ST)^{xii} has been included in support of this outline planning application, which makes recommendations for the reduction of carbon dioxide (CO₂) emissions and optimising energy efficiency for the Proposed Development using a 'fabric first' approach. The Statement includes an outline energy strategy in accordance with national building regulations and local policy. Detailed measures will come forward as part of later Reserved Matters applications.
- 3.63 The Statement considers the potential long-term impact of climate change and the potential for extreme temperatures, and identifies that: *'A form and fabric first approach will maximise the efficiency of building layout and form, as well as the thermal performance of the buildings' envelopes. This could be achieved through solutions such as low U-values, air permeability, and efficient glazing to maximise heat gains in winter and minimise heat gains in summer months.'*
- 3.64 The strategy, as presented within the Statement, proposes an 'all-electric approach', and states that *'By leveraging the continuing decarbonisation of the national electricity grid, the Proposed Development would be low carbon on day 1, reducing to net zero carbon emissions around the mid-2030s.'* It recommends that energy storage opportunities are explored for the Proposed Development to reduce energy costs and consequent carbon emissions.
- 3.65 The Statement further explores opportunities for Low and Zero Carbon technologies to be considered at the Reserved Matters stage to extract or generate on-site renewable energy, including:
- Air Source Heat Pumps (ASHP);
 - Ground / water source heat pumps (GSHP/WSHP);
 - Remaining flexible to developments in the Hydrogen sector;
 - Solar Photovoltaic panels; and

- Solar thermal panels.

3.66 The Statement also considers the physical, social, economic, human, and natural elements of sustainability, highlighting aspects of the Proposed Development including:

- Providing sustainable modes of travel within the Proposed Development and maximising existing links to public transport;
- Incorporating a landscaping strategy which uses native species where possible and incorporates planting around buildings and roads to break up massing;
- Creating a flexible mix of employment uses to enhance economic resilience;
- Providing mitigation measures to safeguard air quality and noise impacts during construction and operation;
- Designing buildings to provide thermal comfort in line with the cooling hierarchy;
- Protect existing trees and vegetation where possible; and
- Designing to avoid flood risk and incorporating SuDS as part of the drainage strategy.

References

-
- ⁱ Glanville (2026). Flood Risk Assessment. Mowbray, North Horsham, West Sussex Employment Land. 242_8220585.
- ⁱⁱ Reading Agricultural Consultants Ltd. (2015). Agricultural Land Classification and Soil Resources. Land North of Horsham, West Sussex. Available from:
https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=CEE8B9E0532911E697A90050569B1F97
- ⁱⁱⁱ TVAS (2016). Archaeological Evaluation. Mowbray, Land at North Horsham, West Sussex. Available from:
https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=96388A79143A4275AB00DB6CBB4A6180
- ^{iv} TVAS (2023). Archaeological Evaluation – Mowbray, Land at North Horsham, West Sussex. Available from:
https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=A2C346C71ED84A6B8B591424D1BA55B6
- ^v TVAS (2023). Geophysical Survey (Magnetic). Mowbray, Land at North Horsham, West Sussex (parcel 3). Available from:
https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=A2C346C71ED84A6B8B591424D1BA55B7
- ^{vi} IC Planning (2026). Mineral Safeguarding Assessment Land at North Horsham (Mowbray).
- ^{vii} Stantec (2026). Employment Land, Mowbray – Application for Outline Planning Permission - Planning Statement
- ^{viii} Scott Brownrigg (2026). Mowbray Employment Land, Horsham Design and Access Statement.
- ^{ix} Institute of Lighting Professionals (2021). GN01 For the reduction of obtrusive light 2021. Guidance Note 01/21. Available from: <https://theilp.org.uk/resource/gn01-ilp-guidance-note-1-the-reduction-of-obtrusive-light-2021.html>
- ^x British Standard. (2020). BS 5489-1:2020 Design of road lighting – Lighting of roads and public amenity areas. Code of practice. Available from: <https://knowledge.bsigroup.com/products/design-of-road-lighting-lighting-of-roads-and-public-amenity-areas-code-of-practice>
- ^{xi} British Standard. (2016) BS EN 13201-2:2015 Road lighting – Performance requirements. Available from: <https://knowledge.bsigroup.com/products/road-lighting-performance-requirements-1>
- ^{xii} Hoare Lea (2026). Energy and Sustainability Statement. Employment Land. Mowbray.