



DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/26/0731

The Mowbray Development Site, Horsham, West Sussex,

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.

RELEVANT PLANNING HISTORY:

DC/16/1677	Outline planning application with all matters reserved except access for a mixed use strategic development to include housing (up to 2,750 dwellings), business park (up to 46,450 m2), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure	Application Permitted on 01.03.2018	
DC/19/0984	Non material amendments to approved application DC/16/1677 (the North Horsham Development site) for amendments to the wording of conditions 5,7,8,9,11,12,13,14,16,17,18,19,22,28, 31 & 54 and the introduction of a new condition to enable the Principal Access Works to come forward.	Application Permitted on 12.06.2019	
DC/21/0181	Non Material Amendment to condition 2 of DC/16/1677 (Outline planning permission for Land North of Horsham strategic site) to amend all parameter plans.	Application 12.03.2021	Permitted
DC/20/1779	Reserved matters application following approval outline application DC/16/1677, provision of an access road, foot and cycle ways and temporary turning circle, as well as provision of underground utilities and swale.	Application 23.03.2021	Permitted
DC/23/2328	Application for approval of Reserved Matters pursuant to Condition 5 of Outline Planning Permission DC/16/1677 for extension of the primary road between Phases 1 and 2, temporary turning head, provision of pedestrian/ cycle paths, SUDS basins and associated landscaping.	Application 04.10.2024	Permitted

DESCRIPTION OF THE SITE

The site relates to fields located to the eastern section of Phase 2 of the Mowbray Development site. The area relates to land east of the Bohunt School and the road built to allow access to the school (Bailey Road). Wimland Road lies to the east of the site. Several of the properties on Wimland Road are listed buildings. The site is also nearby to the existing properties at Owlcastle Farm and Owlcastle Barn to the west (located within the Mowbray site). The proposed red line for the road extension part

encircles these properties. Bush Lane (a public right of way) cuts across the southern part of the proposed road. An area of ancient woodland also lies to the west of this site.

The site is part of the wider Land North of Horsham strategic site (now known as the Mowbray Development Site). The strategic site is allocated within the Horsham District Local Plan for development under Policies SD1 – SD9. Under DC/16/1677, outline consent was granted in March 2018 for housing (up to 2,750 dwellings), a business park (up to 46,450sqm), retail, a community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure.

Under the outline permission, works have been completed for of a new Bohunt school to the east side of Rusper Road. Works also been completed for the realignment of Rusper Road, part of the East West Greenway and internal roads at Phase 1. Works have been completed for new housing at RM Area 1 (193 units). Works are also well underway commenced at RM Area 2 (197 units), RM Area 5&6 (206 units) and RM Area 7 (221 units). Works are also well underway for the construction of the community building in the Village Centre.

DESCRIPTION OF THE APPLICATION

This reserved matters application seeks approval for the extension of the primary road at Phase 2C, including footpaths and cycleways, foul and surface water drainage, landscaping and associated infrastructure. The details of the proposal are as follows:

- The principal element of this proposal 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 two locations where the road bridges across existing watercourses to reduce the length of culverts.
- Ten bellmouth junctions are proposed along the length of the road which are to serve the adjacent residential Reserved Matters Areas.
- 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.
- Three SuDS basins are proposed in the site's western area, with the site's red line extended to capture these within the proposal.
- 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.
- Landscaping is proposed with this proposal. This includes tree planting along the length of the primary road to create a tree-lined avenue.
- Lighting is proposed along the length of the highway which will be to adoptable standards as required by WSCC Highways.

RELEVANT PLANNING POLICIES

National Planning Policy Framework

Horsham District Planning Framework (2015):

Policy 1 - Strategic Policy: Sustainable Development

Policy 2 - Strategic Policy: Strategic Development

Policy 4 - Strategic Policy: Settlement Expansion

Policy SD1 - Strategic Policy: Land North of Horsham

Policy SD5 – Open Space, Sport and Recreation

Policy SD7 - Design

Policy SD9 - Transport Infrastructure

Policy 24 - Strategic Policy: Environmental Protection

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

Policy 26 – Strategic Policy: Countryside Protection

Policy 31 - Green Infrastructure and Biodiversity

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 34 - Cultural and Heritage Assets

Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 40 - Sustainable Transport

Horsham District Local Plan (2023-40) (Regulation 19)

Policy 1: Sustainable Development
Policy 2: Development Hierarchy
Policy 3: Settlement Expansion
Policy 6: Climate Change
Policy 7: Appropriate Energy Use
Policy 8: Sustainable Design and Construction
Policy 9: Water Neutrality
Policy 10: Flooding
Policy 11: Environmental Protection
Policy 13: The Natural Environment and Landscape Character
Policy 14: Countryside Protection
Policy 15: Settlement Coalescence
Policy 17: Green Infrastructure and Biodiversity
Policy 19: Development Quality
Policy 20: Development Principles
Policy 21: Heritage Assets and Managing Change within the Historic Environment
Policy 23: Infrastructure Provision
Policy 24: Sustainable Transport

RELEVANT NEIGHBOURHOOD PLAN:

The North of Horsham site covers the parishes of North Horsham and Rusper. North Horsham Parish has withdrawn its neighbourhood plan designation. Rusper Parish Neighbourhood Plan has been made. The relevant policies are as follows:

- Policy RUS1: Spatial Plan
- Policy RUS3: Design
- Policy RUS4: Local Heritage Assets
- Policy RUS5: Green Infrastructure and Biodiversity
- Policy RUS6: Walking, Cycling and Equestrian Routes
- Policy RUS10: Dark Skies
- Policy RUS11: Promoting Sustainable Transport

REPRESENTATIONS AND CONSULTATIONS RESPONSES

Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

Consultations:

HDC Archaeology: No objection (summarised).

HDC Arboricultural Officer: Comment. The previous concerns relating to the position of the attenuation basin, the need for an appropriate working space between the fenced root protection areas or the retained trees in the area and any proposed excavation works, have been satisfactorily addressed within the Consultee Comment Responses. Furthermore, no concerns are raised regarding the removal of the proposed Arboricultural Supervision and Monitoring Plan condition, subject to site supervision, monitoring and reporting being carried out in accordance with the AMS (summarised).

HDC Conservation: No objection.

HDC Landscape: Comment. As amended, some of the comments of the HDC Landscape Officer have been addressed. However, concerns remain, including the absence of compensation planting for the

landscape corridors and unsuitable specimens selected for the tree lined primary road. If further amendments are resisted at this stage, they should be secured via condition in order to ensure a high-quality development (summarised).

HDC Ecologist: As amended, no objection (summarised).

HDC Environmental Health: No comment (summarised).

Gatwick Airport: Comment. The submitted Bird Hazard Management Plan is considered appropriate. A condition is recommended requiring the Plan is implemented (summarised).

Nature Space: Comment. The submission has not satisfactorily indicated that there will be no impact to great crested newt or their habitat as a result of this development. The applicant is advised to join the District Council's licensing scheme (summarised).

Southern Water: No objection.

WSCC Local Lead Flood Authority: As amended, no objection (summarised).

WSCC Highways: As amended, no objection (summarised).

Parish Comments:

No objection

Representations:

None received

Member Comments:

None received

HUMAN RIGHTS AND EQUALITY:

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

PLANNING ASSESSMENT

Principle of Development:

In March 2018, outline planning permission was granted for the development of the North of Horsham site for up to 2,750 dwellings and other uses (DC/16/1677). Reserved matters is sought under this proposal for the design, layout and landscaping for the extension of the Primary Road, through Sub Phase 2C, footpaths and cycleways, foul and surface water drainage including SuDS basins, landscaping, and associated infrastructure.

The key issues for consideration in the determination of this proposal are the compliance of the scheme with the approved parameter plans, the layout, scale and appearance of the proposed development, water neutrality, drainage and whether the development can be delivered without detrimental highways impact, flood impact, heritage impact and residential amenity and without harming the interests of nature conservation and ecology.

Compliance with approved parameter plans:

Condition 5 of DC/16/1677 states that details relating to the layout, scale, appearance, means of access (save for the accesses approved pursuant to Condition 1) 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.

In accordance with Condition 2 of the extant outline planning consent, the proposals for reserved matters must be broadly in accordance with the approved parameter plans approved as part of the outline consent. The proposal is in accordance with the parameter plans as follows:

- Land Use: The Land Use plan indicates that the area covered by the proposal is for an access route, a Neighbourhood Play Area and woodland. The proposal would accord with these uses.
- Density: Not applicable for this application.
- Buildings Height: Not applicable for this application.
- Movement and Access: This plan identifies a Proposed Primary Road to this area, as shown in the proposal.
- Green Infrastructure: The Green Infrastructure Parameter Plan indicates that the area covered by the proposal is for an access route, an attenuation pond and woodland. The proposal would accord with these uses.

Design and Appearance:

Policy SD7 of the HDPF states that the North Horsham development site will be high quality and will respond to and complement the unique character, qualities and local distinctiveness of Horsham and the surrounding areas. Policy SD1 also states that the development shall be locally distinctive through its architecture, urban and landscape design, where residents can become involved in their community and share the benefits of a high quality life. Policy SD6 states that the North Horsham development site shall respond to and complement the positive landscape characteristics and biodiversity qualities of the site.

Under this application, reserved matters permission is sought for the extension of the Primary Road within Sub Phase 2C. The Sub-Phase 2C road is a continuation of the "Employment Land Road", which is the primary road through the Employment Land, to the 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 for full planning permission for the Employment Land Road has been granted under DC/25/1543. A separate outline application for the "Employment Land", seeking to diversify the range of employment and other uses in this part of the Mowbray site is currently under consideration (DC/26/1240). This section of road links the approved Employment Road from the A264 and the Bailey Road extension approved to the north.

The proposed road 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. 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.

In terms of the design of the road, the proposal continues the layout of Bailey Road, which has already been constructed. The road would include a 2.5m wide segregated two-way cycle way along the length of the 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. 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. The road also includes two sub stations (one either side of the proposed section of this road).

Overall, the design and layout of the road is considered appropriate and in accordance with the parameter plans approved under the outline permission.

In terms of landscaping, the HDC Landscape Officer originally commented that they had concerns and that amendments and additional information were required. As amended, the Landscape Officer commented that whilst some of their concerns had been addressed, there remained some issues. The Officer commented that these could be addressed via a proposed condition requiring details of the following:

- Amended details of planting and seeding for the areas of existing landscape corridors being removed to facilitate road construction.
- Amended details of minor artefacts and structures, such as benches.
- An amended Landscape and Ecological Management Plan delineating areas of responsibility.

The applicant has responded that they do not agree that pre-commencement conditions requiring the above details is necessary. Comprehensive plans and details for both planting and furniture were submitted within the application, and the level of detail provided is consistent with other approved RMA's across Mowbray. Similarly, the submitted LEMP is like those approved across wider Mowbray, where plans delineating management responsibilities were not required. In response to the Landscape Team's latest comments, amended plans have been submitted which provide additional planting in response to the Landscape comments. It should also be noted that the proposals under this application are consistent to the details already approved for this primary road.

The applicant's response to the Landscape Team's comments is considered appropriate. The proposal is therefore considered in accordance with the above policies and consistent with the wider Mowbray Development site approvals.

Impact on Trees:

Policy 33 of the HDPF states that proposals that would result in the loss of green infrastructure will be resisted unless it can be demonstrated that new opportunities will be provided that mitigates or compensates for this loss. The policy also outlines that particular consideration will be given to any areas of Ancient Woodland.

The submitted Arboricultural Impact Assessment and Method Statement (AIA) identifies seven areas where the removal of trees and hedgerow is required to facilitate delivery of this section of road. This is in accordance with outline planning consent parameters and is therefore unavoidable. Nonetheless, the submitted Planning Statement states that 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.

The Council's Arboriculturist has commented that the arboricultural information demonstrates a balanced approach to accommodating development while seeking to retain the higher value trees, wherever practicable. The Officer asked for some minor modification to the position of the attenuation basin in the north of the site as it was located at the very edge of tree Root Protection Areas. This is to ensure that appropriate working space is maintained between the fenced RPA areas, and any proposed excavation works.

In response the, the applicant stated that no trees are located within the footprint of the basins. Some trees are located within the 3m maintenance margins, however these only represent a localised narrowing of the margin. As amended, all trees have now been moved to be at the edges of the maintenance margins, thereby providing a minimum clear width of 2m, which would allow ride-on lawn mowers / utility vehicles to pass easily around the trees to maintain the basins and surrounding open spaces.

As amended, the Council's Arboriculturist has commented that their concerns had been satisfactorily addressed.

Ecology:

In support of the application, an Ecology Mitigation and Management Plan (EMMP) has been submitted. The Council's consultant ecologist has commented that they have reviewed the ecological

mitigation, enhancements and management measures. Overall, as amended, the Council's ecologist has no objections to the proposal subject to the implementation of the measures outlined in the EMMP.

In relation to impact on protected newts, NatureSpace commented that further surveys were required to be submitted. In response, the agents commented that Great Crested Newt survey work (comprising Habitat Suitability Index (HSI) and eDNA sampling of ponds within 500m of the Phase 2 area has now been completed (May and June 2026). The results of this work are provided within the Great Crested Newt Survey Report (CSA/7937/11) which forms Appendix H of the updated Ecological Mitigation and Management Plan (EMMP). No evidence of GCN has been recorded within ponds within 250m of the RMA3 Site, which reflects the findings of historic surveys undertaken across the eastern part of the Phase 2 area between 2014 and 2023.

In addition, the applicants are undertaking licensing work for the Great Crested Newts in accordance with the Natural England Mitigation Licence scheme. So far, the applicant has acquired appropriate licences in relation to GCN for the development of the site.

Amenity Impacts:

Policy 33 of the HDPF states that development should ensure it is designed to avoid unacceptable harm to the amenity of occupiers / users of nearby property and land, for example through overlooking and noise, whilst having regard to the sensitivities of the surrounding development.

As this application for reserved matters is predominately for a section of road and landscaping, this proposal does not raise concerns regarding amenity impact. The road extensions are set a suitable distance away from the nearest residential properties.

As required under the outline consent, the construction of this section will need to be in accordance with an agreed Construction Environmental Management Plan, to minimise the impact of construction works on adjacent properties.

Highways Impacts:

Policy SD9 and 40 of the HDPF state that development will be supported if it is appropriate and in scale to the existing transport infrastructure, including public transport; is integrated with the wider network of routes, including public rights of way and cycle paths, and includes opportunities for sustainable transport.

The proposals amount to a length of access road forming an extension to that length of road within DC/25/1543. The proposal essentially continues with the same design principles established within other infrastructure planning applications within Phase 2. WSCC Highways have commented that there are no concerns in these regards with carriageway, foot, or cycle way widths or alignments.

Consistent with other adjoining phases, the layout includes a segregated two way cycle-way along with a separate footway on the eastern side. As part of this and in accordance with current best practice, priority is given where the foot/cycle way crosses a junction. WSCC Highways have commented that the principle of this has already been established within other phases and is appropriate. In accordance with current WSCC Policy, a Stage One Road Safety Audit has been undertaken.

WSCC Highways have commented that at all junctions shown, a partial set-back is included. This effectively means that a vehicle turning in will not fully clear the main carriageway if it then has to stop to give-way to anyone crossing. The alternate arrangement is a full setback, allowing a turning vehicle to turn in and wait clear of the main carriageway. WSCC have stated that the principle of partial setbacks has been established with it agreed that this would be acceptable at those more lightly trafficked junctions where there will be relatively few turning movements.

For the purposes of the current application, WSCC Highways commented that there are no details as to what the various parcels will serve or any indication given as to the number of turning movements. Additional information was therefore sought to support the use of partial setbacks at all locations shown.

In response, the applicants discussed the partial set backs with the Highways Team and it was agreed that this was an acceptable approach. With the benefit of amended details, WSCC Highways have commented that they are satisfied that the revised scheme has addressed all previously concerns raised. WSCC have no further issues with the scheme as shown and, as such, no highway objection is raised to this proposal. The scheme is therefore considered in accordance with the above policies.

Water Neutrality:

The application site falls within the Sussex North Water Supply Zone as defined by Natural England which draws its water supply from groundwater abstraction at Hardham. Natural England has issued a Position Statement for applications within the Sussex North Water Supply Zone which states that it cannot be concluded with the required degree of certainty that new development in this zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites.

This application seeks approval for an extended road, landscape and ecological improvements. This proposal would not result in any additional water usage for the Mowbray site. The Council as Competent Authority under its duties imposed by the Habitat Regulations has therefore 'screened out' this application for water neutrality purposes. No adverse effects on the Arun Valley habitat sites will therefore occur.

Other Matters:

Heritage Impacts:

The proposed section of road is not adjacent to any heritage assets within or adjacent the site. There are some listed buildings along Wimland Road to the east of the Mowbray Development site. The proposed Primary Road extension follows the alignment as shown on the parameter plans approved through the outline planning consent. The impact of the Strategic Development on listed buildings was assessed on the basis of those parameter plans through the outline consent and found to be acceptable. The Council's Conservation Officer has raised no objection to the current proposal.

In terms of archaeological impacts, the Council's consultant archaeologist has commented that the site is within a wider development area that has been subject to desk based archaeological assessment and geophysical survey which suggests that the site has a moderate archaeological potential. No objection is raised to this proposal given the previous archaeological work undertaken.

Environmental Impact Assessment:

The original outline application included an Environmental Statement which covered the whole of North of Horsham strategic site in compliance with the EIA Regulations. A further EIA is not required for this reserved matters application.

Drainage & Flood Risk:

In relation to flood risk, the current scheme refers to the Site-Wide Surface Water Drainage Strategy (June 2019). This was submitted to discharge the requirements of Condition 17 of the outlined planning permission and was approved under reference DISC/19/0214). 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. To achieve this aim, the Strategy outlines how Sustainable Drainage Systems ('SUDS') will be used to minimise changes in the volume and rate of surface water run-off from the development (section 3.2).

The current proposal includes a Drainage Strategy which outlines the drainage for this proposal in accordance with Site Wide Strategy. This includes the provision of three SUDs basins. As amended, WSCC Local Lead Flood Authority have commented that they have no objection to the Drainage Strategy for this proposal.

Impact on Public Right of Way

This southern section of this part of the road cuts across Bush Lane, an existing public right of way. This is in accordance with the approved layout for this site. To allow the continuation of the right of way, a Pegasus crossing is proposed. This is a signal controlled road crossing for pedestrians and mounted horses. A similar crossing has been provided to Rusper Road where Bush Lane continues to

the east across the site. This is considered appropriate. The applicant is advised to contact the WSCC Rights of Way Team for the provision of the crossing.

Gatwick Airport:

In accordance with the requirements of Gatwick Airport, an appropriate Bird Hazard Management Plan has been submitted for this proposal.

LEMP:

In accordance with condition 35 of the outline consent (DC/16/1677), an appropriate Landscape and Ecological Management Plan has been submitted with this application.

Conclusion:

The principle of developing the site has been established following the grant of outline planning permission (as amended): DC/16/1677. The current proposal is for the approval of the reserved matters and is in substantial conformity with the parameter plans approved at the outline stage.

It is considered that the current proposal results in an acceptable layout of the development and an acceptable scale and appearance for the scheme, subject to conditions. Additionally, the proposal would not significantly affect the amenity of any adjacent properties, preserve the setting of the nearby listed buildings and would be appropriate in relation to highway impacts.

Recommendation: Application Permitted

Conditions:

1. **Plans List.**

2. **Regulatory Condition:** The Bird Hazard Management Plan dated 26th August 2026, shall be implemented as approved upon completion of the SUDS and shall remain in force for the life of the SUDS. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise potential danger to aircraft from bird hazards in accordance with Policy 33 of the Horsham District Planning Framework (2015).

3. **Regulatory Condition:** All landscaping shall be carried out in accordance with the approved drawings unless details of an alternative scheme of landscaping have been submitted to and been approved in writing by the local planning authority. The approved landscaping shall be carried out in the first planting and seeding season available, prior to the use of the approved road or cycle path by the public. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become, in the opinion of the Local Planning Authority, seriously damaged or diseased, shall be replaced with others of similar size and species.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and in accordance with Policy SD1, SD6 and 33 of the Horsham District Planning Framework (2015).

4. **Regulatory Condition:** The scheme shall be implemented in accordance with the approved Landscape and Ecological Management Plan (March 2026) and Landscape Statement (March 2026).

Reason: To ensure a satisfactory development in accordance with Policies SD6 & 33 of the Horsham District Planning Framework (2015).

5. **Regulatory Condition:** The development hereby approved shall be carried out in accordance with the approved BS:5837 Arboricultural Impact Assessment & Method Statement documents prepared by David Jarvis Associates Limited Dated March 2026.

Reason: To protect the health and longevity of the trees in accordance with Policy 34 of Horsham District Planning Framework (2015).

6. **Regulatory Condition:** All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the RMA 3: Ecological Mitigation and Management Plan (August 2026) submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and Policy SD6 and 31 of the Horsham Development Framework.

NOTE TO APPLICANT

The applicant is advised to contact WSCC Public Rights of Way team regarding the implementation of the Pegasus crossing prior to works commencing on this part of the road.

POSITIVE AND PROACTIVE STATEMENT

Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Plans list for: DC/26/0731

(The approved plans will form Condition 1 on the Decision Notice of all Permitted applications)

Schedule of plans/documents **approved:**

Plan Type	Description	Drawing Number	Received Date
Plans	General Arrangement Plan	DR-2001 REV 55-P7	28.09.2026
Plans	Planting proposal 1 of 7	DR-2002 REV 55-P7	28.09.2026
Plans	Planting proposals 2 of 7	DR-2003 REV 55-P7	28.09.2026
Plans	Planting proposals 3 of 7	DR-2004 REV 55-P7	28.09.2026
Plans	Planting proposals, 4 of 7	DR-2005 REV 55-P7	28.09.2026
Plans	Planting proposals, 5 of 7	DR-2006 REV 55-P5	27.08.2026
Plans	Planting proposals, 6 of 7	DR-2007 REV 55-P7	28.09.2026
Plans	Planting proposals, 7 of 7	DR-2008 REV 55-P7	28.09.2026
Plans	Tree protection	DR-2009 REV 55-P7	28.09.2026
Plans	Indicative planting palette	DR-2010 REV SO-P1	07.05.2026

Supporting Statement	Landscape and ecological management plan	2898-5-4-LM-2004-S5-P1 RMA3 Phase 2 Road LEMP 160326 REV P1	07.05.2026
Supporting Statement	Landscape	2898-5-4-LS-2002-S5-P2 REV P1	07.05.2026
Supporting Statement	Landscape specification	2898-5-4-SP-2004-S5-P1 RMA3 REV P1	07.05.2026
Plans	Timber cleft rail	0002 REV S5-P5	07.05.2026
Plans	Benches, seats and picnic tables	0001 REV S5-P5	07.05.2026
Plans	Dog waste bin	0004 REV S5-P5	07.05.2026
Plans	Litter bin	0007 REV S5-P4	07.05.2026
Plans	Wayfinding sign	0010 REV S5-P4	07.05.2026
Plans	Venice fingerpost	0012 REV S0-P1	07.05.2026
Plans	Tree planting details	0001 REV S5-P6	07.05.2026
Plans	Tree planting details	0002 REV S5-P6	07.05.2026
Plans	Tree planting details	0003 REV S5-P5	07.05.2026
Location plan		MOW-BM-PH2-RMA3-34854-DR-A-02749 REV 05	07.05.2026
Plans	Redline boundary plan, topographical survey	MOW-BM-PH2-RMA3-34854-DR-A-02750 REV 05	07.05.2026
Elevation & Floor plan	Proposed substation 01	MOW-BM-PH2-RMA3-34854-DR-A-03757 REV SK02	07.05.2026
Plans	Proposed substation 02	MOW-BM-PH2-RMA3-34854-DR-A-03758 REV SK02	07.05.2026
Elevation plan	Proposed substation 02	MOW-BM-PH2-RMA3-34854-DR-A-03759 REV SK02	07.05.2026
Plans	Primary road adaptation plan, sheet 1 of 2	MOW-GLA-RMA3-PH2-1001 REV P4	27.08.2026
Plans	Primary road adaptation plan, sheet 2 of 2	MOW-GLA-RMA3-PH2-1002 REV P4	27.08.2026
Plans	Primary Road Levels and Long Section - Sheet 1 of 2	MOW-GLA-RMA3-PH2-1103 REV P5	27.08.2026
Plans	Primary Road Levels and Long Section - Sheet 2 of 2	MOW-GLA-RMA3-PH2-1104MOW-GLA-RMA3-PH2-1104 REV P4	27.08.2026
Plans	Visibility splays, sheet 1 of 2	MOW-GLA-RMA3-PH2-1105 REV P4	27.08.2026

Plans	Visibility splays, sheet 2 of 2	MOW-GLA-RMA3-PH2-1106 REV P4	27.08.2026
Plans	Swept paths, bus, sheet 1 of 2	MOW-GLA-RMA3-PH2-1301 REV P4	27.08.2026
Plans	Swept paths, bus, sheet 2 of 2	MOW-GLA-RMA3-PH2-1302 REV P4	27.08.2026
Plans	Swept paths, refuse, sheet 1 of 2	MOW-GLA-RMA3-PH2-1303 REV P4	27.08.2026
Plans	Swept paths, refuse, sheet 2 of 2	MOW-GLA-RMA3-PH2-1304 REV P4	27.08.2026
Plans	Swept paths, fire tender, sheet 1 of 2	MOW-GLA-RMA3-PH2-1305 REV P3	27.08.2026
Plans	Swept paths, fire tender, sheet 2 of 2	MOW-GLA-RMA3-PH2-1306 REV P3	27.08.2026
Plans	Pedestrian and Cycle Strategy Sheet 1 of 2	MOW-GLA-RMA3-PH2-SK01 REV P3	27.08.2026
Plans	Pedestrian and Cycle Strategy Sheet 1 of 2	MOW-GLA-RMA3-PH2-SK02 REV P3	27.08.2026

DELEGATED

Case Officer sign/initial Jason Hawkes Date: 29.09.2026

Authorising Officer sign/initial Adrian Smith Date: 29/09/2026