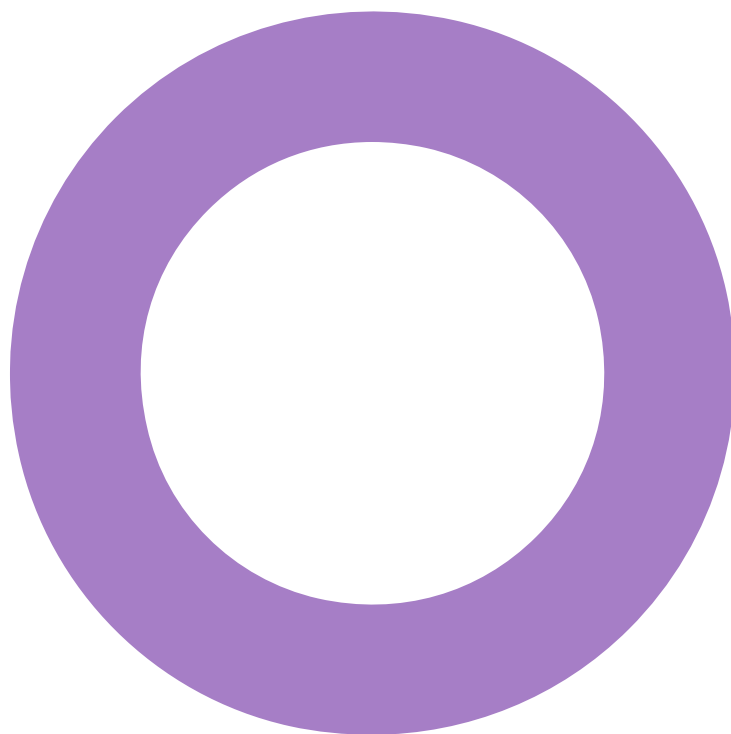


**Employment Land.
Mowbray.**
Legal & General (Strategic Land North Horsham) Limited.

SUSTAINABILITY
ENERGY AND SUSTAINABILITY STATEMENT

REVISION 04 – 03 JULY 2026



Audit sheet.

Rev.	Date	Description of change / purpose of issue	Prepared	Reviewed	Authorised
01	20/11/2025	Draft issue for planner comment.	A. Leversedge	E. Jolly	G Jones.
02	28/11/2025	Final issue	A. Leversedge	E. Jolly	G Jones.
03	23/03/2026	For submission	A. Leversedge	E. Jolly	G Jones.
04	03/07/2026	Updated for submission	A. Leversedge	T. Brown	G Jones.

This document has been prepared for Legal & General (Strategic Land North Horsham) Limited only and solely for the purposes expressly defined herein. We owe no duty of care to any third parties in respect of its content. Therefore, unless expressly agreed by us in signed writing, we hereby exclude all liability to third parties, including liability for negligence, save only for liabilities that cannot be so excluded by operation of applicable law. The consequences of climate change and the effects of future changes in climatic conditions cannot be accurately predicted. This report has been based solely on the specific design assumptions and criteria stated herein.

Project number: 422133
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Executive summary.

Purpose of this report.

This Energy and Sustainability Statement has been prepared by Hoare Lea on behalf of Legal & General (Strategic Land North Horsham) Limited hereafter referred to as 'the Applicant', to support the Outline Planning Application for the development of Land at Mowbray (hereafter referred to as 'the Proposed Development').

The Description of Development is detailed below:

"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."

This Energy and Sustainability Statement is based on sustainable design and construction principles as informed by planning requirements, industry best practice and the Applicant's vision for the project.

Key drivers.

- National Planning Policy Framework
- Building Regulations Part L2
- The Environment Bill on Biodiversity Net Gain
- Horsham District Planning Framework (November 2015)

Proposed Development.

Planning consent is sought for a flexible mix of three land use options for the Proposed Development. The maximum floorspace figures for each of three scenarios under consideration (commercial, warehouse, warehouse led plus commercial office) are listed below.

- Option 1 Commercial Office Led (Figure 1): Total floorspace quantum of 53,750 sqm Gross External Area (GEA) including;
 - Business Park (B1 within the consented development, now E(g), including Class E office): 46,450 sqm;
 - Commercial Leisure: 5,300 sqm; and
 - Health Centre: 2,000 sqm (with an additional 70 sqm pharmacy).
- Option 2 Warehouse Led (Figure 2): Total floorspace quantum of 54,058 sqm GEA including;
 - Business Park (B1 within the consented development, now E(g), including Class E office): 4,306 sqm;
 - Commercial Leisure: 5,300 sqm;
 - B2/B8 Industrial Logistics (Warehouses): 42,452 sqm; and
 - Health Centre: 2,000 sqm (with an additional 70 sqm pharmacy).
- Option 3 Warehouse Led plus Commercial Office (Figure 3): Total floorspace quantum of 56,299 sqm GEA including.
 - Business Park (B1 within the consented development, now E(g), including Class E office): 22,384 sqm comprising 18,078 sqm E class office, and 4,306 sqm E(g) light industrial / office;
 - Commercial Leisure 5,300 sqm;
 - B2/B8 Industrial Logistics (Warehouses): 26,615 sqm; and
 - Health Centre: 2,000 sqm (with an additional 70 sqm pharmacy).



Figure 1: Option 1 Illustrative Masterplan (Source: Scott Brownrigg)



Figure 2: Option 2 Illustrative Masterplan (Source: Scott Brownrigg)



Figure 3: Option 3 Illustrative Masterplan (Source: Scott Brownrigg)

Proposed area schedule for each option
Table 1: Gross external areas (GEA)

Use Class	Option 1	Option 2	Option 3
Business Park (Use Class E Office)	46,450	4,306	22,384
Commercial Leisure	5,300	5,300	5,300
B2/B8 Industrial Logistics (warehouses)		42,452	26,615
Health Centre	2,000	2,000	2,000
Total	53,750	54,058	56,299

Approach to energy.

This energy strategy within the Energy and Sustainability Statement proposes recommendations regarding the approach to reducing carbon dioxide (CO₂) emissions and optimising energy efficiency within the Proposed Development. This strategy summarises the pertinent regulatory and planning policies applicable to the Proposed Development.

The Energy Strategy has been developed using a ‘fabric first’ approach through the ‘Be Lean’, ‘Be Clean’, ‘Be Green’ energy hierarchy.

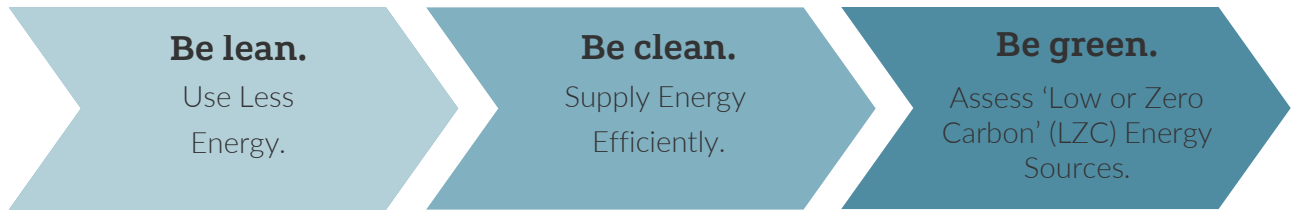


Figure 4: Energy hierarchy

The strategy supports a transition to all-electric systems, capitalising on the decarbonisation of the national grid and enabling integration of renewable technologies. While detailed design inputs are still evolving, the energy strategy ensures that energy performance can be maximised as the development progresses. This approach reflects a commitment to delivering efficient, affordable, and sustainable energy solutions across the Site.

Indicative energy modelling has been undertaken for each of the three scenarios to demonstrate the difference in energy performance between the scenarios. This strategy is to support an Outline Planning Application meaning detailed design information regarding the drawings and energy specification is not yet available.

Therefore, the indicative carbon assessment is based on benchmark Part L data from similar developments and should not be understood as a predictive assessment of likely future energy requirements or otherwise. Occupants may operate their systems differently, and / or the weather may be different from the assumptions made by Part L approved calculation methods, leading to differing energy requirements. The results of the indicative regulated carbon emissions savings for each of the scenarios are displayed in Figure 5 to Figure 7. Detailed modelling will be undertaken at the Reserved Matters Stage.

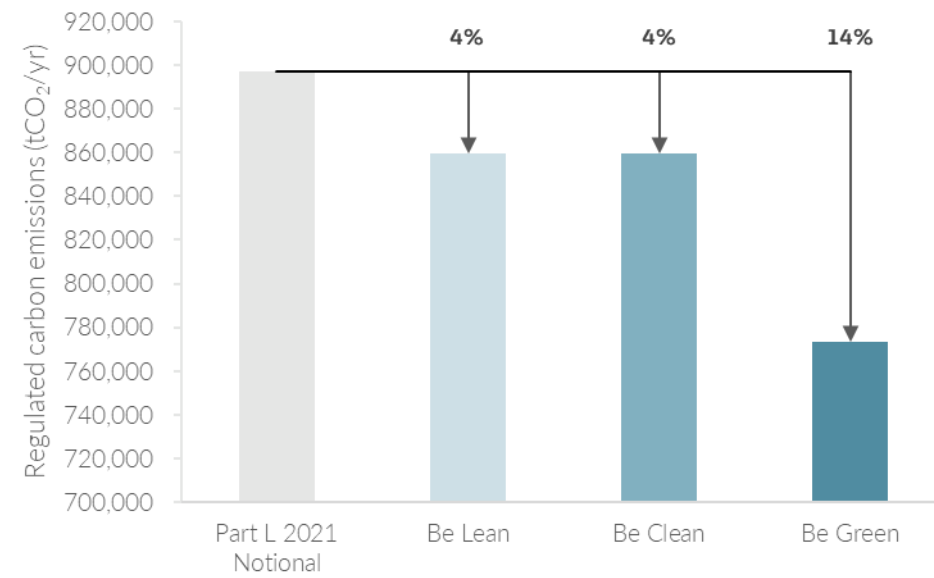


Figure 5: Option 1 – Commercial Office led Indicative carbon savings

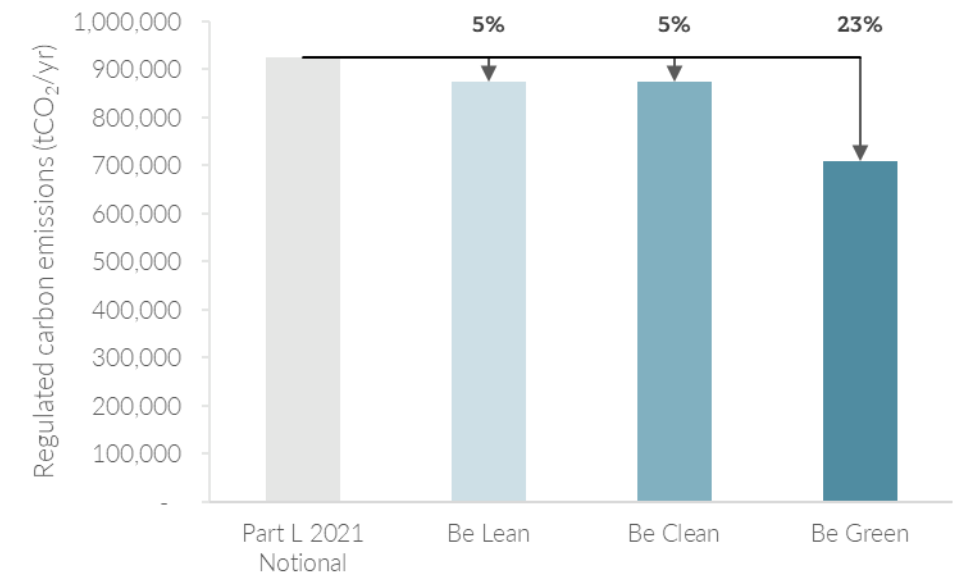


Figure 7: Option 3 – Warehouse led plus commercial office indicative carbon savings.

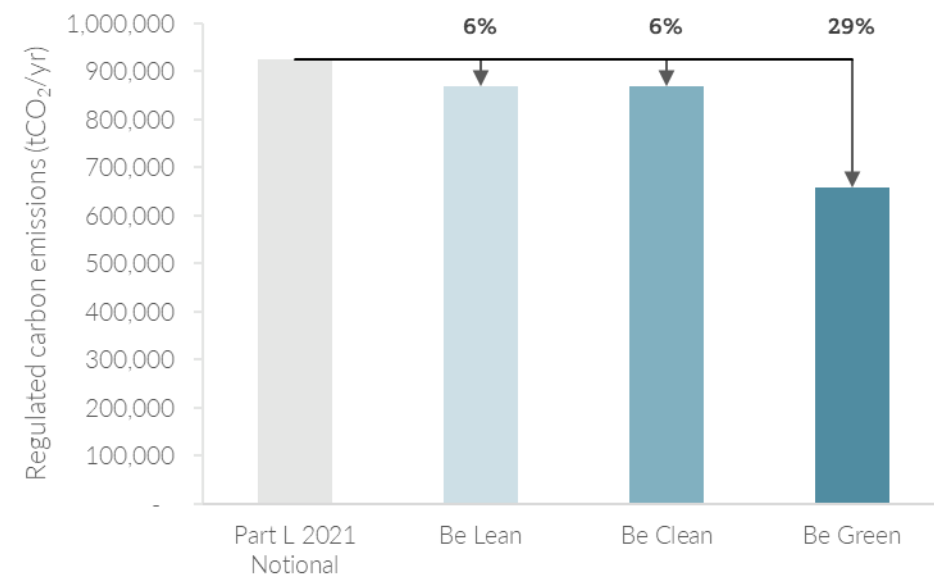
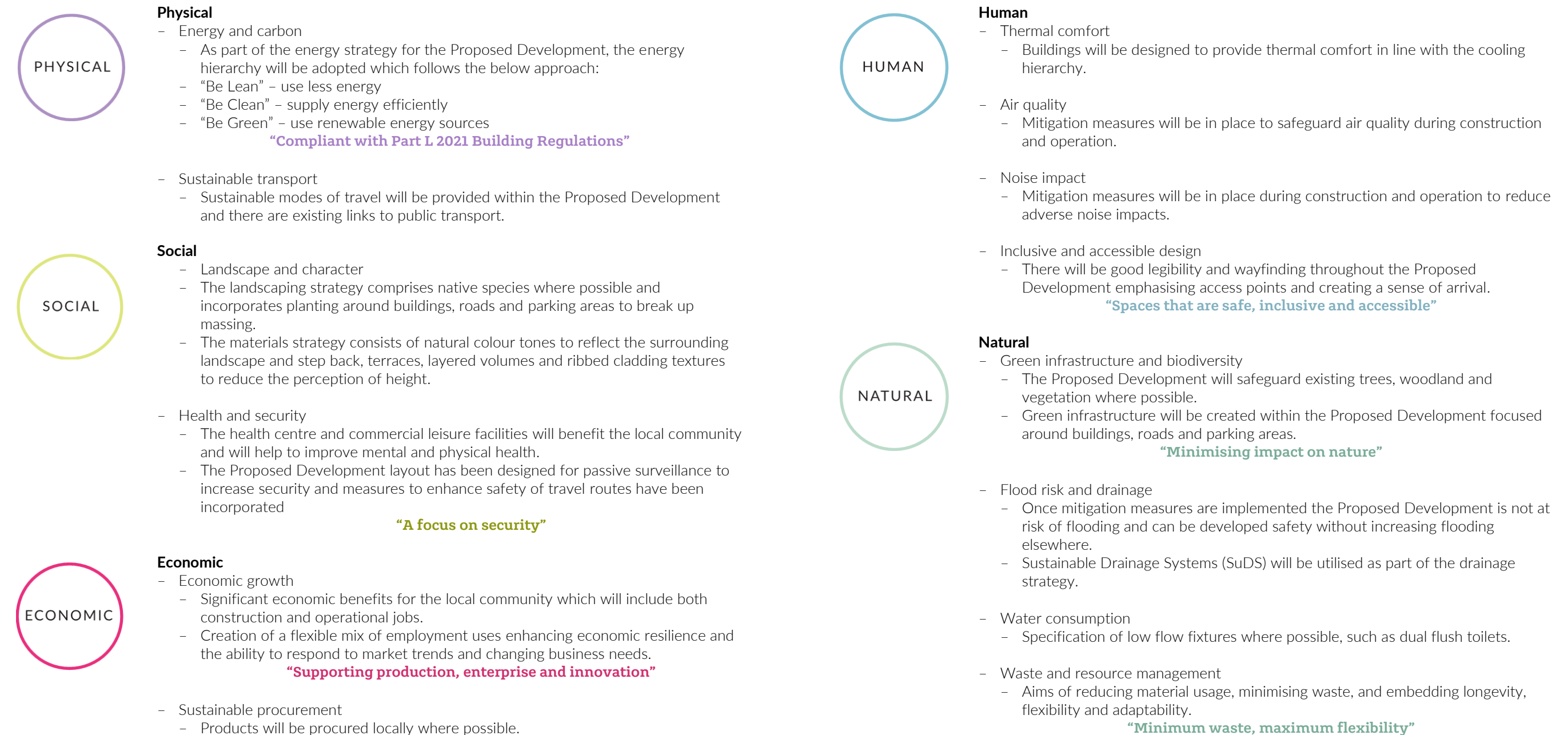


Figure 6: Option 2 – Warehouse led indicative carbon savings

Approach to sustainability.

The five capitals framework, as detailed further in Section 4, captures the multi-faceted sustainability benefits and values that the Proposed Development would potentially bring to the Site, local community, surrounding businesses, and future development users.

These five capitals are summarised below, with key ambitions.



1. Introduction

This Energy and Sustainability Statement has been prepared by Hoare Lea on behalf of Legal & General (Strategic Land North Horsham) Limited (hereafter referred to as 'the Applicant'), to support the Outline Planning Application for the development of Land at Mowbray (hereafter referred to as 'the Proposed Development').

This Energy and Sustainability Statement is based on sustainable design and construction principles as informed by planning requirements, industry best practice and the Applicant's vision for the project.

1.1 Background

Outline Planning Permission (DC/16/1677) was granted on 1st March 2018 for the following development at Land North of Horsham:

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

The development at Land North of Horsham will hereafter be referred to as the 'wider Mowbray site'. The wider Mowbray site is allocated in the Horsham District Planning Framework (November 2015). The Proposed Development is the employment element of the allocation.

Whilst Outline Planning Permission (DC/16/1677) has previously been granted for the 'wider Mowbray site', which includes a business park of up to 46,450m², commercial leisure facilities of 5,100m² and a health centre of 2,000m², a new Outline Planning Application is required due to a need to seek permission for a more flexible use of the employment land in response to changing market demand, as well as revised proposals for the commercial leisure facility and health centre.

A separate Full Planning Application (DC/25/1543) has been submitted for the primary road, re-alignment of the Public Right of Way (PRoW), and new cycleway along the southern edge of the Site.

1.2 Site context.

The Site refers to the area that reflects the Outline Planning Application's redline boundary (see Figure 8), which is divided into four parcels of land located to the north of the A264 road to the north of Horsham, split across north and south of the Full Planning Application (DC/25/1543) for the proposed employment road which provides access to the Outline Planning Application (DC/16/1677) for the consented development.

The Site comprises five irregular fields of varying sizes on approximately 17.21ha of land. The Site has historically been used for predominantly agricultural land for arable production.

1.3 Project description.

The Description of Development is detailed below:

"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."

1.4 Project details.

Planning consent is sought for a flexible mix of three land use options for the Proposed Development. The maximum floorspace figures for each of three scenarios under consideration (commercial office led, warehouse led, warehouse led plus commercial office) are listed below.

- Option 1 Commercial Office Led (Figure 1): Total floorspace quantum of 53,750 sqm Gross External Area (GEA) including;
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 - Commercial Leisure 5,300 sqm;
 - B2/B8 Industrial Logistics (Warehouses): 26,615 sqm; and
 - Health Centre: 2,000 sqm (with an additional 70 sqm pharmacy).

1.5 Scope of report.

This report contains a policy review (Section 2), an energy strategy (Section 3) and sustainability strategy (Section 4) for the Proposed Development. The energy strategy utilises the energy hierarchy following a fabric first approach for passive design, and finishing with cleaner, renewable energy solutions, meanwhile the sustainability strategy touches upon the 5 capitals: physical, social, economic, human and natural, and outlines how the Proposed Development can contribute to each key theme within these capitals.

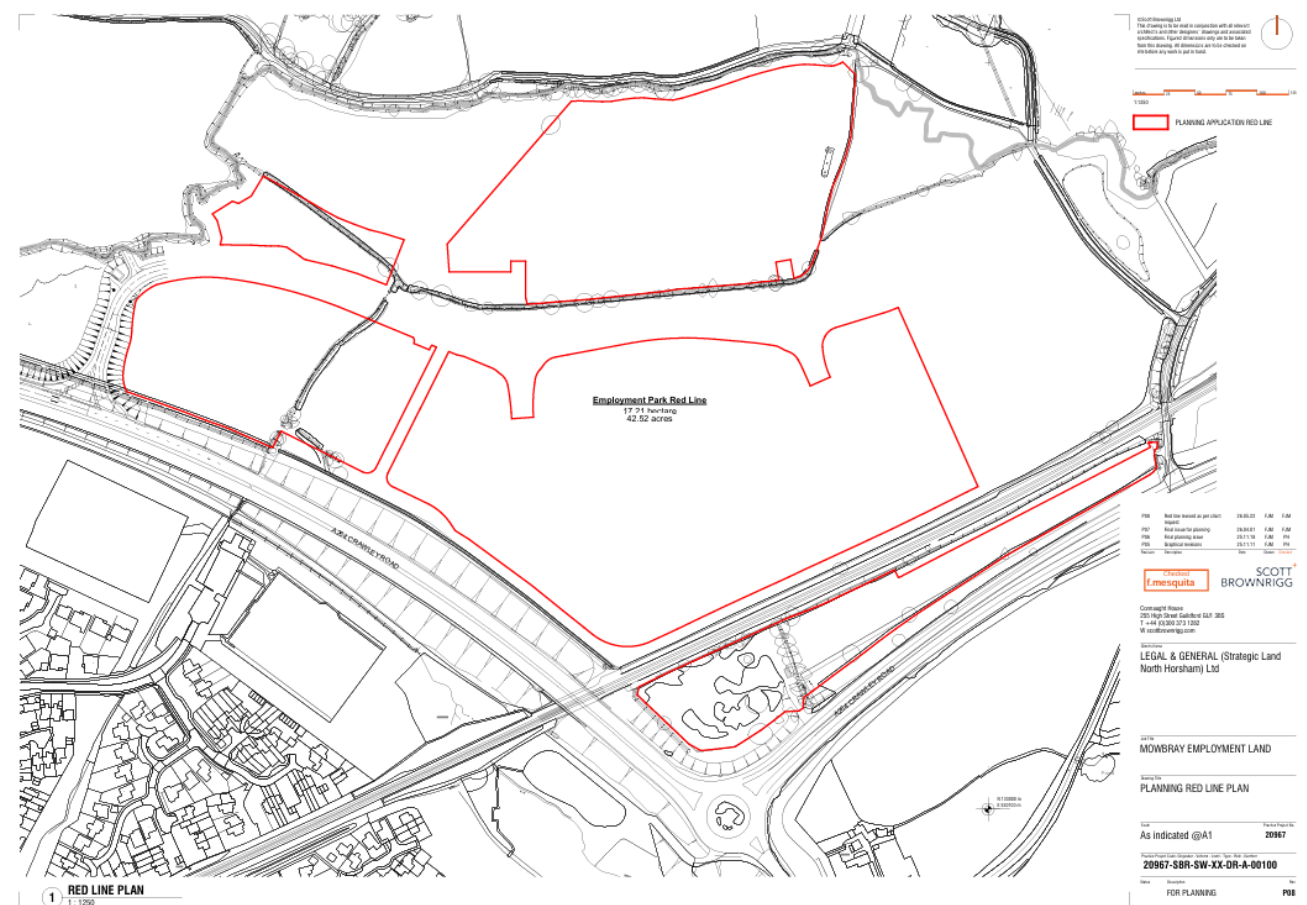


Figure 8: Site Location Plan (Source: Source: Scott Brownrigg).

2. Key drivers.

2.1 National policy.

National Planning Policy Framework

The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

Building Regulations Part L1 and L2

Approved Document (AD) Part L 2021, for non-domestic spaces, came into force on the 15th June 2022. It is acting as an interim update to the Future Homes and Buildings Standard which is expected to be introduced by 2025.

The Environment Bill on Biodiversity Net Gain

Following the consultation on mandating biodiversity net gain (BNG) in development last year, the government used their autumn Environment Bill to mandate ‘biodiversity net gain’. Announced in the Queen’s speech, it was confirmed that new developments must achieve a biodiversity net gain of 10% using the Defra BNG toolkit.

The Environment Bill achieved Royal Assent through Parliament on the 9th of November 2021.

2.2 Local policy and SPD guidance.

The Proposed Development is located within the Horsham District Council (HDC) local authority area.

Horsham District Planning Framework (November 2015)

The Local Plan in place at the time of writing is the Horsham District Planning Framework (November 2015) with further details on relevant policies to energy and sustainability present in Appendix A.

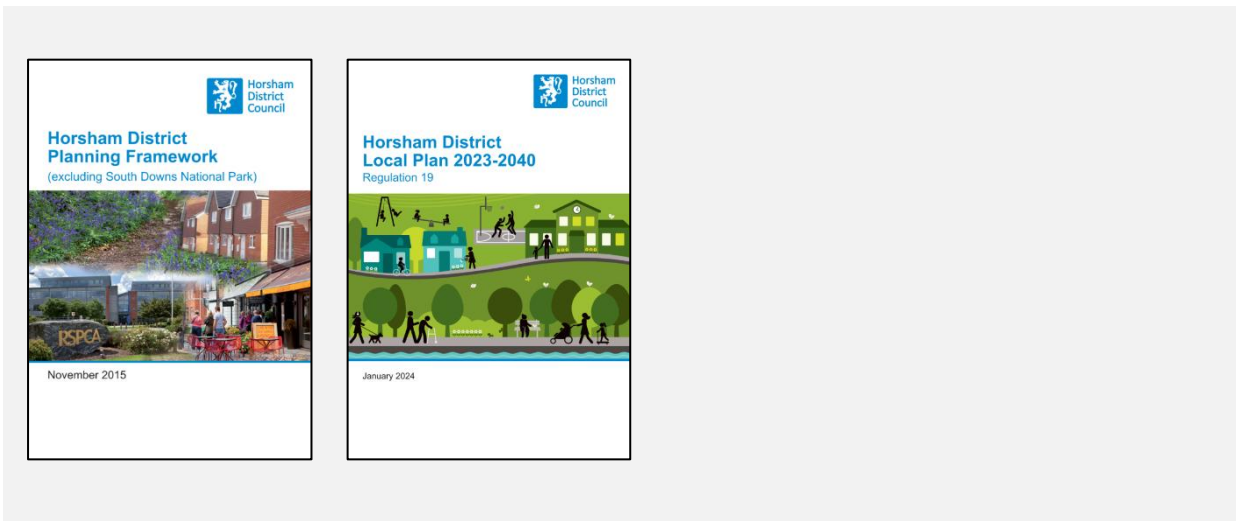
The Planning Framework is currently under review. On the 18 August 2025 the Council submitted their written their Response to Initial Findings letter and Next Steps, and this has been submitted to the Planning Inspectorate. The new Local Plan is anticipated to be adopted in early 2027.

As the new Local Plan and proposed policies have not been adopted at the time of submission, this document does not respond to these policies. However, a review of the policies was undertaken for completeness.

NATIONAL POLICY



LOCAL POLICY



3. Energy strategy.

3.1 Introduction.

This section summarises the Proposed Development’s outline energy strategy, through appraising the Site’s context to inform the proposed approach against the energy hierarchy.

As the Proposed Development is seeking Outline Planning approval, the key limitation at this stage is the absence of detailed building area data and specialist input required to define the service strategy. In the absence of a fully developed design, the strategy remains flexible and will be refined to identify the most appropriate solution as the Proposed Development progresses.

The following summarises the relevant energy requirements for the Proposed Development required by National Building Regulations and Local Policy:

- Compliance with Approved Document Part L (2021) of the Building Regulations
- Policy 35 Strategic Policy: Climate Change
 - “Reduced energy use in construction
 - Improved energy efficiency in new developments, including influencing the behaviour of occupants to reduce energy use
 - The use of decentralised, renewable and low carbon energy supply systems”
- Policy 36 Strategic Policy: Appropriate Energy Use
 - Adherence to the energy hierarchy:
 - “Be Lean” – use less energy
 - “Be Clean” – supply energy efficiently
 - “Be Green” – use renewable energy sources
 - “Development should demonstrate that the heating and cooling systems have been selected in accordance with the following heating and cooling hierarchy”
 - “All applications for residential or commercial development must include an Energy Statement demonstrating and quantifying how the development will comply with the Energy Hierarchy.”
- Policy 37 Sustainable Construction
 - “Maximise energy efficiency and integrate the use of decentralised, renewable and low carbon energy”

3.2 Energy strategy.

The energy strategy will identify opportunities to reduce carbon dioxide (CO₂) emissions and optimise energy efficiency within the masterplan. The energy strategy will be developed using a ‘fabric first’ approach through the “Be Lean”, “Be Clean” and “Be Green” energy hierarchy to maximise reduction in energy through passive design measures in the first instance as shown in Figure 9. Technology options which could be explored in the Proposed Development and will be determined as the design progresses are present in Figure 10.

Be lean – use less energy.

A form and fabric first approach will maximise 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.

Be clean – supply energy efficiently.

The emerging strategy for the Proposed Development proposes an all-electric approach. 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.

Be green – low or zero carbon energy sources.

The strategy will be flexible to and respond to the most appropriate technologies present at the time of delivery. This will likely take the form of an all-electric strategy, supplemented by solar photovoltaic (PV) panels where appropriate.

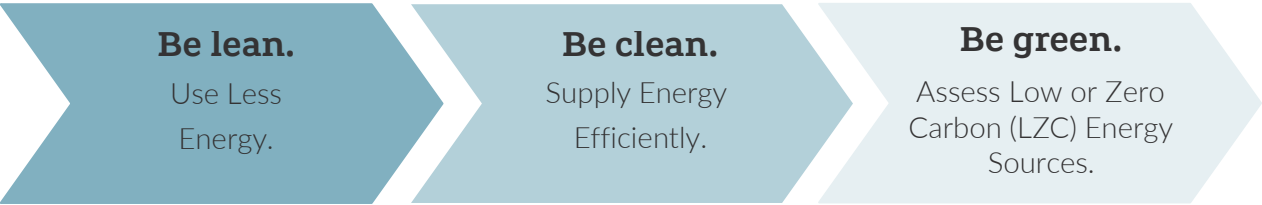


Figure 9: Energy hierarchy.

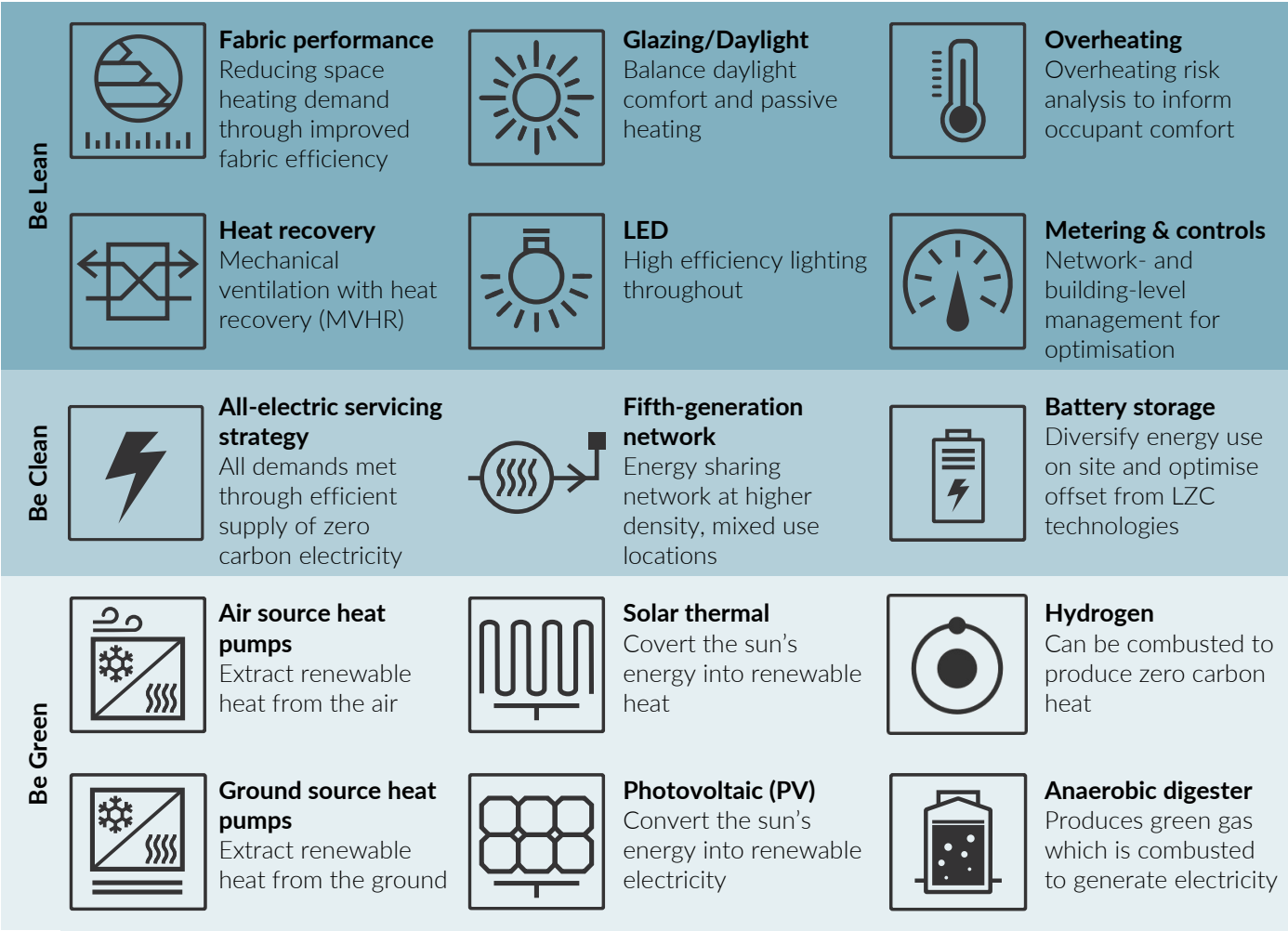


Figure 10: Technology options which could be explored for the Proposed Development.

3.3 Site context.

To provide some context of the climate affecting the Proposed Development, both in the past, present, and future, information was extracted from the Met Office with the location determined using the postcode RH12 4QR.

Temperature

External temperature is the primary driver dictating heating and cooling loads for a development. Whilst these are predictable and relatively consistent year on year, climate change is having a tangible long-term impact which means that an understanding of the likely future climate is essential to designing an effective development.

In the vicinity of the Proposed Development the hottest summer day from 1991 to 2019 was 34.9C and hottest winter day was 18.7C. If global average temperatures rise by 2C above pre-industrial levels this could rise to 37.4C in summer and 19C in winter and if global average temperatures rise by 4C it could increase to 42.3C in summer and 20.6C in winter.

From 1991-2019 during summer there were 4 days above 25C per month on average. If global temperatures increase by 2C this could rise to 9 days and with a 4C rise it could be 18 days.

The trend of increasing temperature indicated here will be an important consideration when ensuring that the Proposed Development is a comfortable place to reside and promotes high levels of occupant health and wellbeing not only now, but throughout the lifetime of the Proposed Development. With improvements to passive design, ensuring buildings do not overheat in peak summer weather is an increasing challenge.

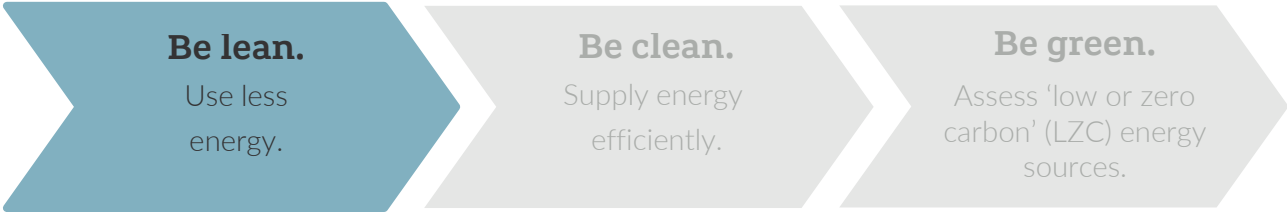
Rainfall

In the vicinity of the Proposed Development from 1991 to 2019 there were 8 rainy days per average per month in summer and 12 in winter. If global average temperatures rise by 2C above pre-industrial levels this could remain at 8 days in summer but drop to 6 days in summer if there is a 4C rise.

From 1991-2030 on the wettest summer da 51mm rain fell and in winter it was 52mm. However, if global average temperatures rise by 2C this could increase to 61mm in summer and 53mm in winter and if temperatures rise to 4C it could be 63mm in summer and 74mm in winter.

This indicates that although the number if rainy days will be similar in the future, the intensity of the rainfall is likely to increase.

3.4 Be lean.



A form and fabric first approach will maximise 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.

Reducing energy demand as a priority has several benefits. It reduces operational energy costs and carbon emissions in the most robust and reliable way, without the need for ongoing maintenance or the replacement of plant.

The following opportunities will be explored for the Proposed Development:

	Fabric performance By taking a fabric first approach to building design, the Proposed Development will reduce energy demand passively. These measures are the most reliable, robust, and long-lasting compared with technological solutions. The overriding objective for the façade design of the buildings at the Proposed Development will be to achieve the optimum balance between providing natural daylighting benefits to reduce the use of artificial lighting, the provision of passive solar heating to limit the need for space heating in winter and limiting summertime solar gains to reduce space cooling demands. Thermal insulation Typically, energy demand non-domestic buildings can be either heating- or cooling-led, dependent on their use. In either case, solar gains will be controlled by the optimisation of the fabric and approach to fenestration i.e. ensuring appropriate levels of glazing to control winter heat loss and summer heat gain. Glazing energy and light transmittance The design of buildings will seek to benefit from passive solar heating in winter where appropriate, minimising unwanted summer heat gains whilst optimising the transmittance of light for internal daylight. Fabric air permeability Fabric air permeability is a measure of the volume of air that can penetrate through the fabric of a building, leading to ventilation heat loss and gain. High air permeability can lead to uncomfortable drafts and dramatically increase the demand for space heating in winter and space cooling in summer. The buildings at the Proposed Development will aim to achieve good practice levels of air permeability. The Proposed Development will take into account current fabric performance standards, including those set out in Part L, as shown in Table 2.
	Space heating The strategy for delivering space heating to the Proposed Development aims to remain as flexible as possible, with the aim of delivering low carbon, affordable heat in the most appropriate way as and when serviced parcels are brought forward for development. The emerging approach adopts an all-electric solution, aligned with the transition to low carbon energy.
	Hot water system To reduce the demand for hot water in all buildings, the use of water-efficient fixtures and fittings including flow reducers in the taps of wash hand basins and aerated shower heads will be considered and installed where appropriate. Other means of passively reducing the demand for hot water will be considered as appropriate. One such technology is Wastewater Heat Recovery Systems (WWHRS). These systems capture a proportion of the heat from the hot water, which is typically lost to the drain, using it to either pre-heat the incoming water or return heat to a hot water store. By capturing a proportion of the heat from the wastewater, WWHRS can reduce both energy demand and CO₂ emissions, as well as reducing the energy costs. Such systems will be explored at the Reserved Matters Stage.
	Space cooling Active cooling is often critical for the comfortable operation of many non-domestic buildings, required as the internal gains from equipment and people can result in a propensity to overheat which cannot be mitigated with conventional ventilation. However, effective building design,

	both from the perspective of architectural form and specification, as well as the building services strategy, can often be used to reduce the risk of overheating prior to any active measures. Passive measures are the most robust and lowest carbon solutions to mitigating the risk of overheating and the Cooling Hierarchy (shown in Figure 11) will be used to prioritise passive solutions in the design of the Proposed Development.
	Glazing and daylighting The importance of exposure to good daylighting is well documented. It improves comfort, wellbeing, and productivity. Glazing is required to provide adequate daylight. However, higher proportions of glazing can increase heat loss in winter months and increase risk of overheating in summer months due to excessive heat gains. The Proposed Development will seek to both reduce energy demand and ensure occupant comfort and wellbeing through appropriate form, fabric and glazing.
	Heat recovery Mechanical ventilation with heat recovery (MVHR), can be used to maintain sufficient air supply to users as well as reduce heating demand through recirculation of waste heat. Mechanical ventilation will be explored for the buildings within the Proposed Development.
	LED lighting For non-domestic developments, lighting often represents a significant proportion of energy demand. The Proposed Development will seek to specify the highest performance in efficacy (lumens/circuit Watt) to reduce lighting demand and reduce operational costs.
	Metering and controls The Proposed Development will explore opportunities to incorporate smart energy systems and controls to intelligently use energy to minimise energy cost and consequent carbon emissions. These tools can also be used to educate building users on energy management and use to implement behavioural change to provide long term positive impacts on and off site.

Table 2: Current fabric performance standards.

Building element	Current non-residential Part L 2021 notional targets
External wall U-value (W/m²K)	0.26
Roof U-value (W/m²K)	0.18
Floor U-value (W/m²K)	0.18
Window U-value (W/m²K)	1.60
Window g-value	0.63
Door U value (W/m²K)	1.6
Rooflight U value (W/m²K)	2.2
Air permeability (m³/m².hr @50Pa)	8.00

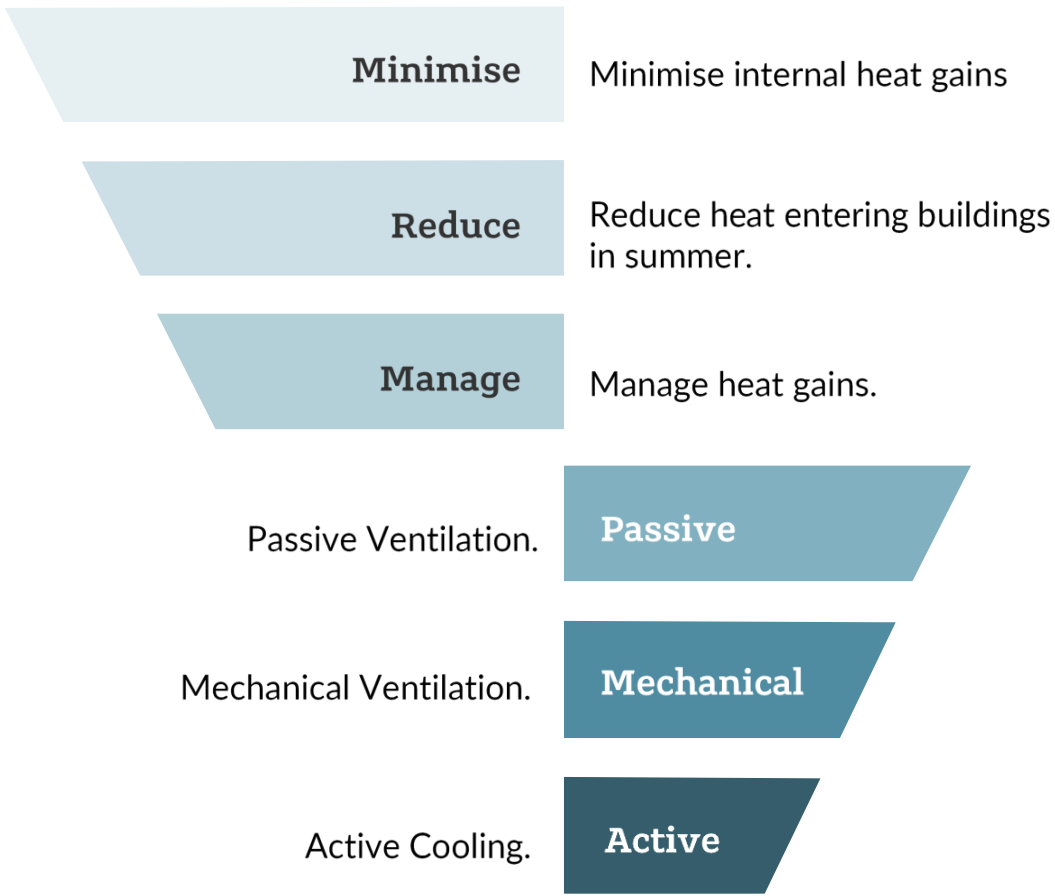
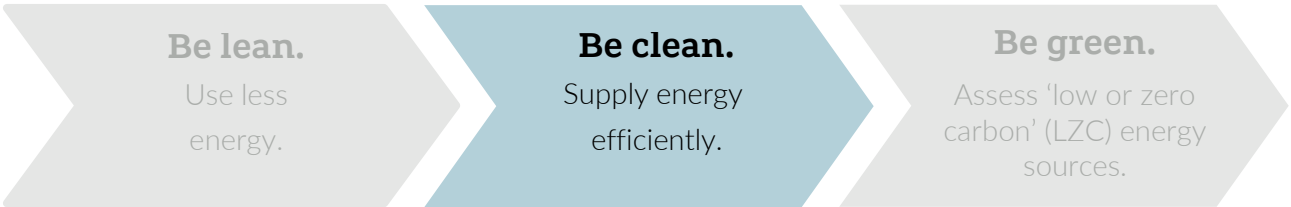


Figure 11: Cooling hierarchy.

3.5 Be clean.



The emerging strategy for the Proposed Development proposes an all-electric approach. The carbon intensity of grid-supplied electricity in the UK has reduced by almost 70% since 2012 and is projected to continue decarbonising to be zero at some point in the mid-2030s, according to National Grid projections. By leveraging this continuing decarbonisation, the Proposed Development would be low carbon on day 1, reducing to net zero carbon emissions when the electricity grid becomes zero carbon by the mid-2030s.

The following opportunities will be explored for the Proposed Development:

	Combined heat and power (CHP) CHP offers emissions savings under the Part L 2021 methodology. However, this is not representative of the performance of CHP in reality. Low carbon grid electricity means CHP can actually increase emissions relative to the development as served by gas boilers (the baseline). Furthermore, CHP requires on site combustion which can have a negative impact on local air quality throughout the lifetime of the development. As such, natural gas CHP is not being explored for the Proposed Development.
	Site wide network According to the Department for Energy Security & Net Zero's Heat Network Planning Database, there is not currently a heat network within the vicinity to which the Proposed Development could be connected. Heat networks can demonstrate benefits where heat is generated centrally with highly efficient plant and distributed to buildings within the vicinity. Heat networks can be beneficial where there is a source of waste heat present which can be uplifted at greater efficiency than generating heat locally. However, it is our understanding that there is no sufficient source of heat which would be viable for such a system.
	Ambient loop energy sharing network So-called ambient loop or fifth generation energy networks differ from traditional heat networks – which generate heat centrally, distributing it to meet the thermal demand of buildings on the network – as they facilitate the sharing of energy between buildings with simultaneous heating and cooling demand. This is achieved by circulating water at ambient ground temperatures, with local heat pumps allowing buildings to both extract heat from and reject heat to the network i.e. buildings with cooling demand are able to share what would typically be waste heat rejected to atmosphere with buildings in the vicinity that demonstrate a demand for heat. This is not favourable for lower density areas or areas without a mix of heating and cooling demand. Opportunities for a heat network will explored at the Reserved Matters Application Stage, however it is anticipated that individual heating systems will be more appropriate for the Proposed Development to allow for flexibility.
	Energy storage Energy storage, be that in the form of an electric battery or simply a hot water cylinder, can complement the energy strategy. By storing electricity or heat generated during off-peak times for use when the demand on the grid is greatest, the impact of new development on the resilience of local grid infrastructure can be minimised. Off-peak electricity is also lowest cost and lowest carbon,

	Combined heat and power (CHP) CHP offers emissions savings under the Part L 2021 methodology. However, this is not representative of the performance of CHP in reality. Low carbon grid electricity means CHP can actually increase emissions relative to the development as served by gas boilers (the baseline). Furthermore, CHP requires on site combustion which can have a negative impact on local air quality throughout the lifetime of the development. As such, natural gas CHP is not being explored for the Proposed Development.
	so deployment of energy storage can also reduce energy costs and consequent carbon emissions. Opportunities for both grid-scale and local energy storage will be explored.

Heat network hierarchy

Policy 36 – Appropriate Energy Use of the Horsham District Planning Framework (November 2015) states that:

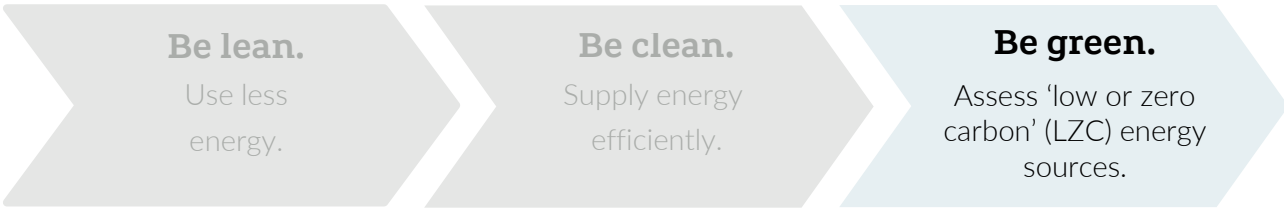
“Development should demonstrate that the heating and cooling systems have been selected in accordance with the following heating and cooling hierarchy”

This is demonstrated below with respect to the Proposed Development. The Proposed Development is not identified as a Heat Priority Area within the West Sussex Sustainable Energy Study (2009) which is referred to within Policy 36 – Appropriate Energy Use.

- 1: Connection to existing Combined (Cooling), Heat and Power ((C)CHP) distribution networks
 - There are no existing CHP or district heating/cooling networks in the area to which the Proposed Development can connect.
- 2: Site wide renewable (C)CHP
 - Biomass CHP is not suitable for the Proposed Development due to the high capital costs and potential adverse environmental effects, such as release of particulate matter.
- 3: Site wide gas-fired (C)CHP
 - Low carbon grid electricity means CHP can actually increase emissions relative to the development as served by gas boilers (the baseline). Furthermore, CHP requires on site combustion which can have a negative impact on local air quality throughout the lifetime of the development. As such, natural gas CHP is not being explored for the Proposed Development.
- 4: Site wide renewable community heating/cooling
 - For site wide renewable community heating/cooling to be viable sufficient heat demand is needed. However, due to the use types within the Proposed Development heat demand is anticipated to be lower meaning distribution losses is a potential concern if a heat network is to be utilised. Though, opportunities for site-wide community heating/cooling will be explored at the Reserved Matters Application Stage.
- 5: Site wide gas-fired community heating/cooling
 - Gas-fired community heating/cooling is not in line with the UK's transition to net zero emission by 2050 through legally binding targets under the Climate Change Act 2008. Therefore, it is not suitable for the Proposed Development.
- 6: Individual building renewable heating
 - Individual building technologies are deemed to be most appropriate for the Proposed Development due to the use types on Site as it allows for flexibility of future tenants enabling optimised performance given the variety of energy profiles. Individual building technologies, such as Air Source Heat Pumps (ASHPs) will be explored in the Proposed Development and are discussed in Section 3.6. This will be further investigated at the Reserved Matters Application Stage.

- 7. Individual building heating, with the exception of electric heating
 - Heating/cooling through the use of gas is not in line with the UK’s transition to net zero emission by 2050 through legally binding targets under the Climate Change Act 2008. Therefore, it is not suitable for the energy strategy of the Proposed Development.

3.6 Be green.



Low and zero carbon (LZC) technologies can be used to extract or generate onsite renewable energy. This can be in the form of renewable heat, such as from the atmosphere or ground, or as renewable electricity, to be used on site or sold back to the national grid to offset emissions.

The following opportunities will be explored for the Proposed Development:

	ASHP ASHPs work to extract heat from the air at efficiencies much higher than can be achieved by electric resistance heaters. This improved efficiency of heat generation significantly reduces the energy consumption to heat and provide hot water to a building, reducing costs and carbon emissions, whilst also minimising impact on local grid resilience. Heat pumps can also provide cooling in applications which require it, though the design of buildings at the Proposed Development would seek to minimise the need for active cooling. ASHPs are one solution being considered for the Proposed Development, but other heating and renewable technologies will be reviewed. With the projected continued decarbonisation of electricity in the UK, an all-electric strategy such as an ASHP scenario could provide a viable route to achieving a net zero carbon development in future.
	Ground/water source heat pump (GSHP/WSHP) GSHPs and WSHPs operate in much the same way as ASHPs, instead using the ground or appropriate water body (rather than the atmosphere) as the heat source. This has benefits to the overall efficiency of the system, as the ground/water source typically has a more stable temperature than the air throughout the year, particularly during heating season. However, these systems are more complex and come with increased constraints, with ground source systems typically requiring a large area of land or deep boreholes to operate and water source systems requiring careful consideration, as extracting or rejecting significant amounts of heat to a natural water body can have implications for the local environment and ecology. The feasibility of such systems will be explored for the Proposed Development. It is likely that the performance of such systems would meet or exceed that of an equivalent ASHP system.
	Hydrogen

	Hydrogen can be combusted to provide zero carbon heating and hot water with water as the only direct emission. Whilst reliant on a suitable supply of hydrogen, new generation 'hydrogen-ready' natural gas boiler can be converted to combust hydrogen with relative ease. The emerging all electric strategy negates the need for natural gas, but appreciating the dynamism in the energy sectors, the Proposed Development would remain flexible to developments in the hydrogen generation and supply sector. Though consideration of the impact on air quality, through the increased NOx emissions produced by hydrogen boilers, would be necessary.
	Photovoltaic (PV) panels PV panels can be used to generate renewable electricity from the sun. This energy can be exported back to the National Grid or directly used on site. PV can be provided as a ground solar array or on roof space on buildings. Acknowledging details outlined within the Energy Addendum 2017 produced for the Outline Planning Application (DC/16/1677), a ground solar array is not suitable for the Proposed Development due to lack of available space and potential conflict with the proximity to Gatwick Airport resulting in potential glint and glare to pilots. The Proposed Development includes available roof space which could be used for the deployment of PV panels and would not conflict with flights to and from Gatwick Airport. The preferred specification for solar panels would be traditional monocrystalline panels for their high efficiency, however if there are concerns over glint and glare then matt solar panels can be specified, although it should be noted that their efficiency is lower than the traditional monocrystalline panels. The location, size, and specification of PV panels will be determined at the Reserved Matters Application Stage.
	Solar thermal panels Solar thermal panels can be used to meet a proportion of a building’s thermal demand renewably. PV systems are much simpler and require minimal maintenance, unlike solar thermal systems which are complex and require regularly inspection.
	Wind turbines Onshore wind has not seen the prevalence in the UK. This is a consequence of multiple factors. Building-level wind turbines have acoustic and vibration issues, leading to them being turned off permanently even in the early developments that deployed them. For land-based turbines, attaining permission to construct a turbine has been challenging and applications are often contested due to perceived aesthetic and acoustic issues. Wind turbines are not an appropriate technology to install in the Proposed Developments due to the above and the potential conflict with the proximity to Gatwick Airport through possible interference with radar and other navigational aids.
	Tidal Unlike wind, solar, or other climate-based generation techniques, the tides are consistent and predictable. This means they offer a reliable source of renewable energy. However, with no tidal energy sources nearby to the Site, tidal energy will not be explored further.

3.7 Indicative energy modelling.

Indicative energy modelling has been undertaken for each of the three scenarios to demonstrate the difference in energy performance between the scenarios. This strategy is to support an Outline Planning Application meaning detailed design information regarding the drawings and energy specification is not yet available. Therefore, the indicative energy modelling has been undertaken based on benchmark Part L data from similar developments and should not be understood as a predictive assessment of likely future energy requirements or otherwise. Occupants may operate their systems differently, and / or the weather may be different from the assumptions made by Part L approved calculation methods, leading to differing energy requirements. The results are displayed in Table 3 to Table 5, and Figure 12 to Figure 14. Detailed modelling will be undertaken at the Reserved Matters Stage.

Option 1 – Commercial led office scheme

Table 3: Indicative carbon emissions and savings (Option 1).

	Regulated carbon emissions (tCO ₂ /yr)	
Part L 2021 Notional	907,973	
Be Lean	869,565	
Be Clean	869,565	
Be Green	782,841	
Savings	(tCO ₂ /yr)	(%)
Be Lean	38,408	4%
Be Clean	-	0%
Be Green	86,724	10%
Total savings	125,132	14%

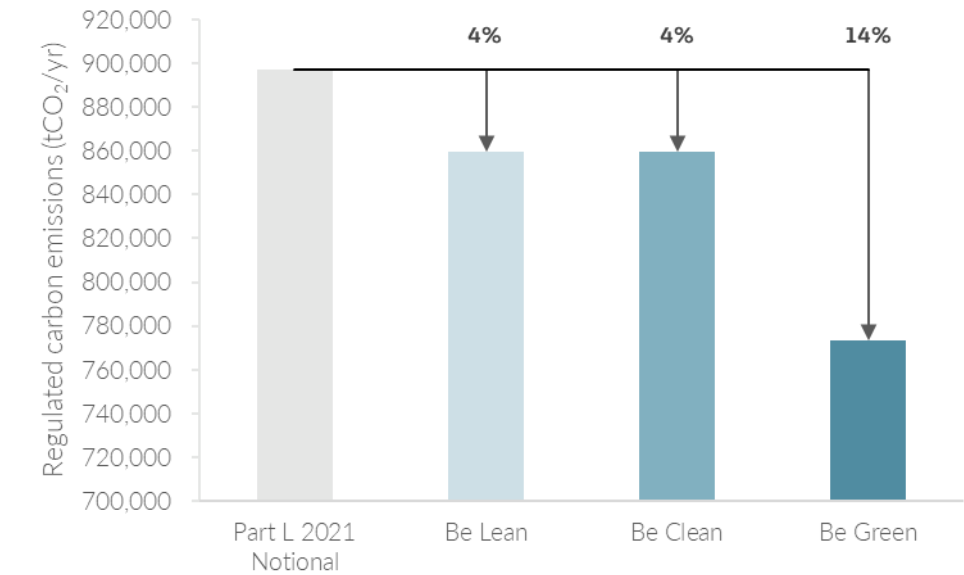


Figure 12: Indicative carbon emissions savings – Option 1

Option 2 – Commercial led warehouse scheme

Table 4: Indicative carbon emissions and savings (Option 2).

	Regulated carbon emissions (tCO ₂ /yr)	
Part L 2021 Notional	934,741	
Be Lean	878,442	
Be Clean	878,442	
Be Green	667,674	
Savings	(tCO ₂ /yr)	(%)
Be Lean	56,299	6%
Be Clean	-	0%
Be Green	210,768	23%
Total savings	267,067	29%

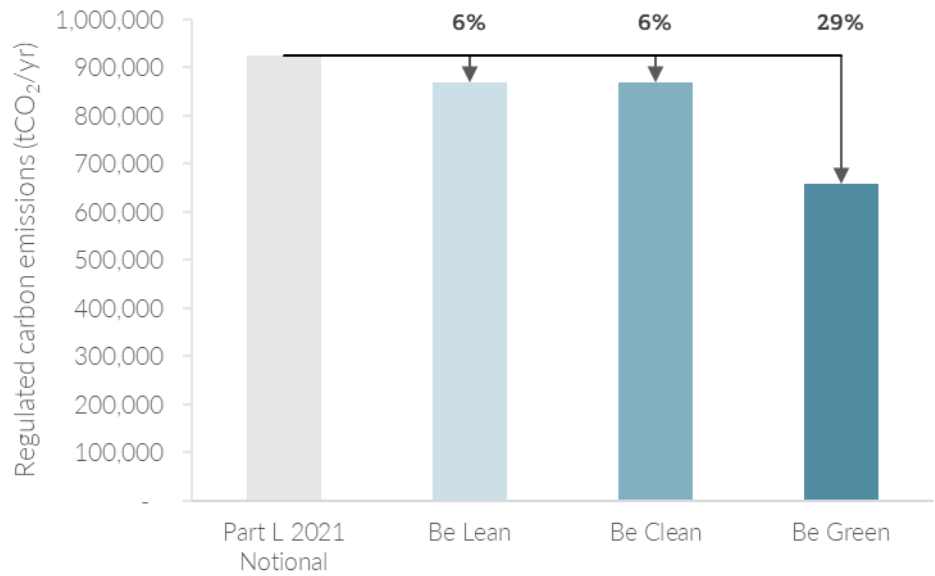


Figure 13: Indicative carbon emissions savings – Option 2

Option 3 – Warehouse led plus commercial office scheme

Table 5: Indicative carbon emissions and savings (Option 3).

	Regulated carbon emissions (tCO ₂ /yr)	
Part L 2021 Notional	934,673	
Be Lean	884,907	
Be Clean	884,907	
Be Green	719,449	
Savings	(tCO ₂ /yr)	(%)
Be Lean	49,766	5%
Be Clean	-	0%
Be Green	165,459	18%
Total savings	215,224	23%

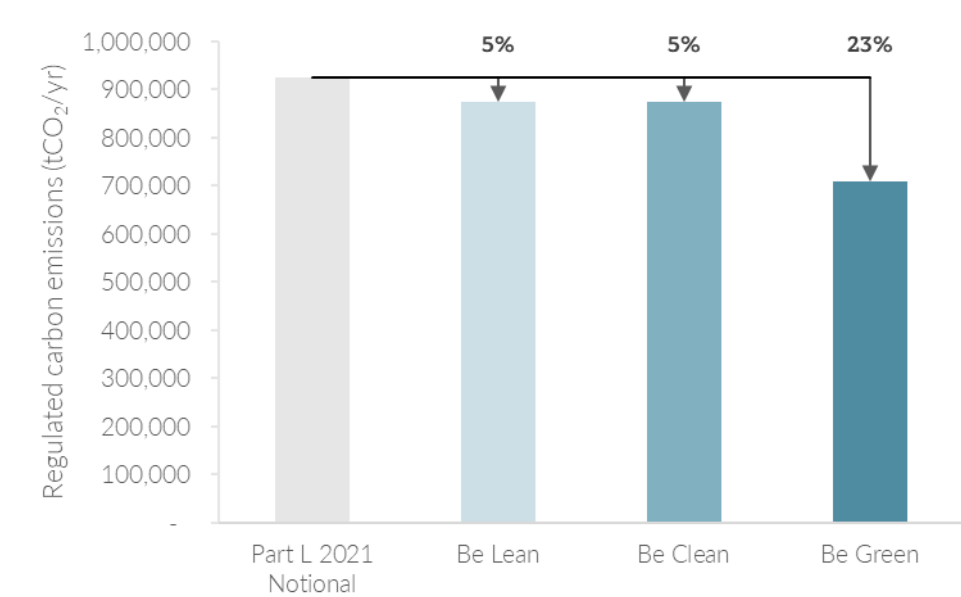


Figure 14: Indicative carbon emissions savings – Option 3

3.8 Summary.

This strategy has shown that the Proposed Development would seek to deliver a highly efficient, low-carbon scheme.

New, high efficiency servicing equipment and efficient façades would provide the cornerstone of energy minimisation of the across the Site. Using the energy hierarchy, the strategy has been developed to ensure that the Proposed Development has prioritised the use of a passive design strategies, all electric heating and cooling strategy and deployment of on-site renewables.

This strategy has been prepared to demonstrate that at the outline planning stage, the Applicant and design team have given due consideration to the principles of energy strategy, and how these could be implemented for the Proposed Development. These will need to be detailed further during future stages of design.

The energy strategy

At this stage, the energy strategy has been using the “Be Lean”, “Be Clean” and “Be Green” energy hierarchy which utilises a fabric first approach to maximise reduction in energy through passive design measures. On this basis, emissions reductions could be achieved by Proposed Development.

Be lean.

- Passive Energy Efficiency measures
- A measured improvement over Part L compliance is expected through the application of passive design measures that enhance the building's energy performance.

Be clean.

- Heat network connection
- No heat network connection – no further reduction from ‘Be Lean’ stage at this point, with options to be reviewed in subsequent design phases.

Be green.

- Renewable energy
- Further reductions in carbon emissions could be achieved through implementing low and zero carbon technologies.

4. Sustainability strategy.

“The Five Capitals” model.

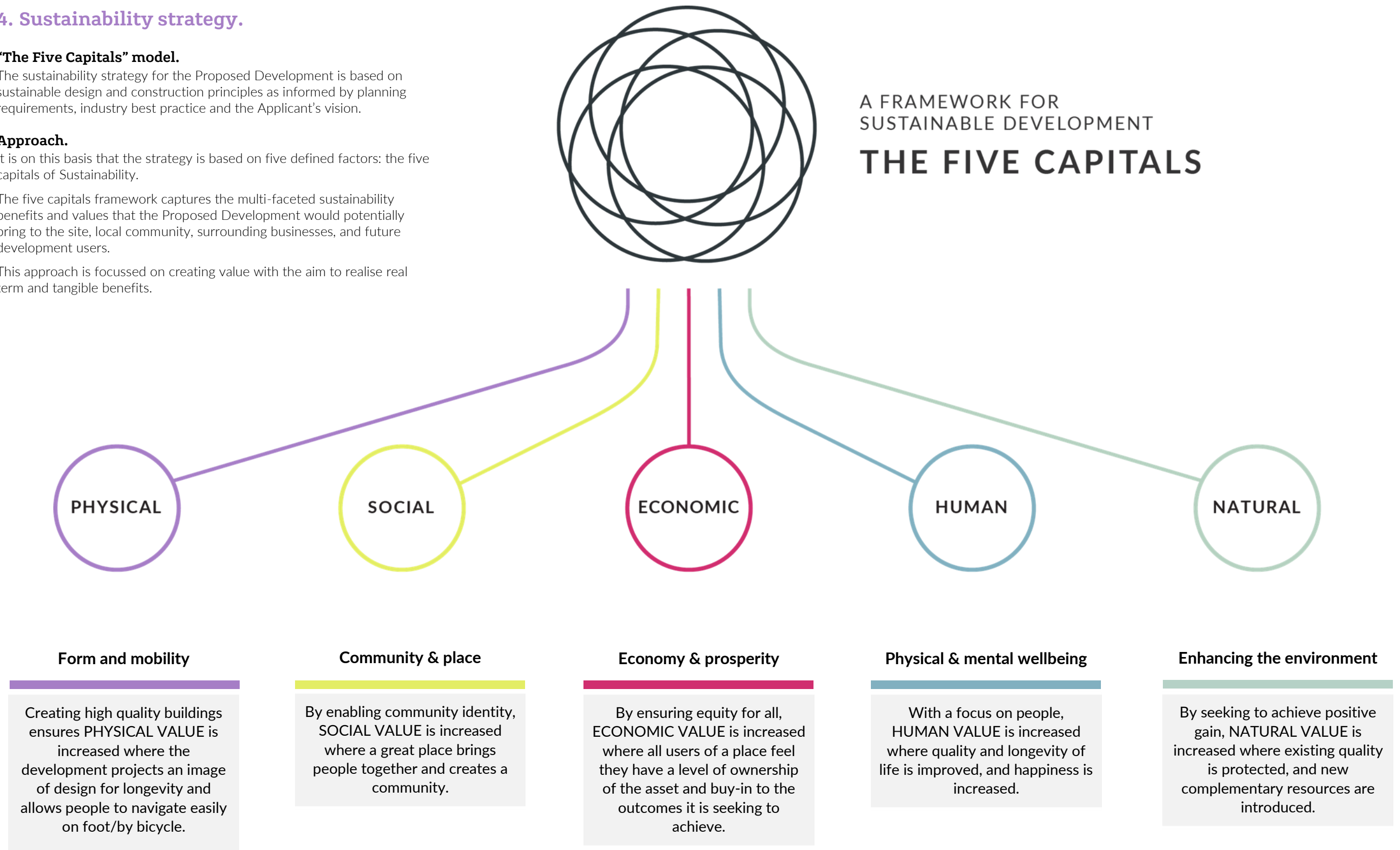
The sustainability strategy for the Proposed Development is based on sustainable design and construction principles as informed by planning requirements, industry best practice and the Applicant’s vision.

Approach.

It is on this basis that the strategy is based on five defined factors: the five capitals of Sustainability.

The five capitals framework captures the multi-faceted sustainability benefits and values that the Proposed Development would potentially bring to the site, local community, surrounding businesses, and future development users.

This approach is focussed on creating value with the aim to realise real term and tangible benefits.



4.1 Physical capital.

Energy and carbon

The energy strategy has been developed in accordance with the Energy Hierarchy, i.e. fabric first. Please refer to the energy strategy in the Section 3 for full detail.

Be Lean	Façade optimisation The design intent includes measures to reduce heating and cooling loads through façade optimisation. This will aim to balance daylight provision with the need to limit solar gains, thereby supporting passive energy performance. Specific design parameters will be refined during the detail design stages
Be Clean	District heat network (Not available at this stage) There is no available district heat network in near the Site location, therefore connection to district heat network is not proposed at this stage but options to be reviewed in subsequent design phases.
Be Green	Technologies proposed The strategy is based on an all-electric approach, with low-carbon technologies such as heat pumps and photovoltaic systems to be explored further. The extent and specification of these systems will be determined during later design stages, subject to technical feasibility, site constraints, and policy alignment. The overarching aim is to support a combustion-free energy solution with benefits to both carbon performance and local air quality.

Summary of emissions reductions

At this stage, no specific figures for emissions reductions are committed. Indicative energy modelling has been undertaken for each of the three scenarios to demonstrate the difference in energy performance between the scenarios. This Energy and Sustainability Strategy is to support an Outline Planning Application meaning detailed design information regarding the drawings and energy specification is not yet available. Therefore, the indicative energy modelling has been undertaken based on benchmark Part L data from similar developments and should not be understood as a predictive assessment of likely future energy requirements or otherwise. However, the strategy has been developed to align with the principles of Part L 2021. As the design progresses, the potential for significant reductions in regulated carbon emissions will be assessed and optimised in line with the energy hierarchy.

Sustainable transport

A Transport Assessment has been produced by Glanville Consultants detailing the impact of the Proposed Development in relation to transport and outlining measures to enhance the uptake of sustainable transport.

Access to the Proposed Development is anticipated to be via the A264 dual carriageway, midway between the Rusper Road roundabout, to the west, and the Moorhead roundabout, to the east.

Walking and cycling

A PRoW runs from south west to north east through the Proposed Development. The PRoW will be improved, and a section will need to be diverted through the Proposed Development. There will be an alternative route for pedestrians which will run across the dual carriageway and will be signed and with improvements proposed to the route. These include provision of street lighting and surfacing to ensure that the road is useable in all weathers. The Applicant propose to grant permissive rights to enable cyclists to use a section of the PRoW.

Pedestrian access to locations within the Proposed Development will be from the primary road or via a network of secondary roads which will have 2m footways on both sides. A 2m wide footway is proposed on the northern side of the primary road and a 2.5m wide footway is anticipated to be present on the southern side of the road eastwards midway between the accesses on either side of the primary road, to the west of the westernmost roundabout. The walking route from Wimland Road will be enhanced providing a connection to the Woodland Walk.

A Site-wide Cycling Strategy (PH/BC/ITL15764-002E) was approved under the condition discharge application for Condition 19 of the Outline Planning Application (DC/16/1677) detailing that the primary road through the Proposed Development should have dedicated cycle facilities. A cycle and pedestrian route should run adjacent to the A264 and the railway line between the primary road at the access to the Proposed Development. A 2.5m segregated two-way cycleway is anticipated to be present on the north side of the primary road through the Proposed Development. Off-carriageway cycle routes will be present along the southern boundary and will connect to the existing bridleway to the east of the Site. Cyclists will share the road on the secondary roads with vehicles and where the cycleway crosses side roads cyclists will have priority over vehicles.

The crossings on roundabouts are to be set back beyond the splitter islands to provide space for vehicles to give way to pedestrians and cyclists and not obstruct the flow of traffic. Crossings will be present for cyclists and pedestrians along the primary road, such as a toucan crossing. A Pegasus crossing will be provided in the eastern end of the Site where the existing bridleway crosses the road enabling safe equestrian access.

In addition, where possible green infrastructure will be integrated into the active travel network to increase the appeal and enjoyment of travel via walking and cycling.

Overall, these measures indicate that accessibility to the Proposed Development via active travel has been a key consideration and through incorporating active travel routes, safety improvements, and cycle facilities there is potential for the uptake of active travel to rise as a result of the Proposed Development.

Public transport

The Proposed Development is accessible to Horsham Tain Station and Littlehaven Train Station providing links to Peterborough, London Victoria, Portsmouth Harbour, and Bognor Regis. Trains also provide links to Gatwick Airport, Crawley, and London Bridge.

A bus service will operate on a loop, arriving and departing via Bailey Road and turning around once it reaches the westernmost roundabout proposed in the Proposed Development. The bus stop will be present on the north side of the primary road and enable access on foot to the various buildings within the Proposed Development, such as the health centre. The bus stop will be sheltered and have real-time information available on buses. The bus services will be Route 71 and are anticipated to run every half an hour.

Parking

Car parking for the Proposed Development differs depending on the option which comes forward. The car parking proposed is as follows:

- Option 1 Commercial Office Led – 2,096 spaces
- Option 2 Warehouse Led – 1,039 spaces
- Option 3 Warehouse Led Plus Commercial Office – 1,466 spaces

In all options, there will be 80 car parking spaces for the health centre and 327 spaces for the leisure facility.

Charging facilities for electric vehicles (EV) will be provided in accordance with relevant standards and additional details will be provided at the Reserved Matters Stage.

Accessible parking will be provided and located close to building entrances.

Cycle parking will be provided in line with West Sussex County Council's Guidance on Parking at New Developments (September 2020). Further details will be provided at the Reserved Matters Stage.

Traffic movements

The Proposed Development is not anticipated to increase the number of movements to/from the wider Mowbray site at peak times above those expected as a result of the Outline Planning Application (DC/16/1677), meaning that no further off-site highway improvement works are considered are needed to mitigate the traffic impacts on the local road network. Estimated daily increases in traffic movements are more significant but will not have an effect on the operational capacity of key junctions on the local road as overall flows will be lower than peak times.

4.2 Social capital.

Landscape and character

There are no landscape quality designations within the Site.

The maximum proposed height of the Proposed Development is the same as for the Outline Planning Application (DC/16/1677) which was agreed as a maximum height of 16m Above Ordnance Datum (AOD) (excluding the height of roof plant). To account for the significant topographic level changes across the Site there is proposed to be a variation of +/- 2m AOD to the building finished floor levels from existing ground levels which aligns with the variation within the Outline Planning Application (DC/16/1677). There is potential for Option 2 Warehouse Led to be lower in height than Option 1 Commercial Office Led as B8 warehouse typologies tend to be lower in height, however this would still be within the parameters of the Outline Planning Application (DC/16/1677). The height of the buildings in the Proposed Development links to landscape and character as this directly impacts the visual impact of the Proposed Development.

A Landscape and Visual Impact Assessment (LVIA) was produced by David Jarvis Associates and assesses the landscape and visual effects of the Proposed Development. The landscape effects were assessed for the wider Mowbray site as part of the Outline Planning Application (DC/16/1677) and the Proposed Development is significantly smaller than the wider Mowbray site and therefore any landscape and visual effects arising from the Proposed Development are not anticipated to be as extensive as those assessed for the wider Mowbray site. The parameters assessed as part of the Outline Planning Application (DC/16/1677) are almost identical in height and area as those approved and mitigation measures are expected to remain the same. Therefore, it is anticipated that the same, or lesser effects would arise as a result of the Proposed Development and overall effects should be the same as the Outline Planning Application (DC/16/1677) which is that there would not be any significant adverse effects on the landscape or visual amenity of the area surrounding the Site. The landscape sensitivity of the study area is medium and the Site is medium-low.

The Outline Planning Application (DC/16/1677) for the wider Mowbray site includes the following mitigation measures: retaining existing woodland and trees and creating Strategic Landscape Buffers, such as two fields to the south of the railway which will be delivered as a buffer in the Proposed Development.

The assessment of visual impact found that the relatively low position of the Site, intervening characteristic woodlands, rolling topography of the local area, and boundary vegetation assist with screening the Proposed Development. Receptors which would experience moderate significance or higher are within 200m of the Site boundary and beyond this receptors are minor or no effect. The Strategic Landscape Buffer also assists with strengthening the local character and landscape and reducing visual impact.

To enhance the visual setting and limit visual impact, soft landscaping will be utilised where possible surrounding buildings. Trees will be located in parking areas and will line streets for shading and provision of visual amenity, and hedges will be used to define boundaries. A consistent approach will be used across the Site for continuity. The selection of species to be present within the Site will be in keeping with the local area and consider climatic changes, water demand and biosecurity. To enhance the visual setting and limit visual impact, soft landscaping will be utilised where possible surrounding buildings.

The design of the Proposed Development assists with improving visual amenity through undertaking a best practice approach protecting high quality features and being sympathetic to visual receptors, such as ones along the settlement edge and sensitive elevated views to the south east.

As well as ensuring the landscaping strategy is in keeping with the local character and landscape, the material strategy for the Proposed Development will also contribute to this. In Option 1 Commercial Office Led, the material strategy for the buildings is to use natural colour tones which complement the surrounding landscape with aluminium and glass curtain walls for aesthetic appeal, functional benefits, and enabling visual connection with the outdoors and natural light penetration which does not complement privacy. For instance, brown will be used to reflect the soil, greens will be used to mirror the vegetation, and beiges and greys will be selected to emulate rock formations and the sky. The design will utilise step backs, terraces and layered volumes to create dynamic rooflines and reduce the perception of height. A façade hierarchy will be created and if plant is

required at roof level it will be enclosed to minimise visual impact and to integrate the structure into the design of the building.

In Option 2 Warehouse Led, the material strategy for the buildings will also use natural colour tones which complement the surrounding landscape with different cladding materials and tones to offer varying views and colour compositions across the Site. For instance, browns and oranges will be chosen reflecting the soil, and beiges and greys will be selected to emulate rock formations and the sky. To activate the facades and reduce the perception of height, there is anticipated to be layered volumes, ribbed cladding textures, and step backs.

Health and safety

The Proposed Development has been designed with health and safety in mind with buildings facing streets for passive surveillance. Cycle parking and accessible spaces are anticipated to be located near to building entrances for safety and ease of movement.

The health of the local community could be improved as a result of the presence of the health centre and commercial leisure facilities. The health centre provides a facility for local people to get assistance with their physical health and is anticipated to be located at an accessible and prominent location at the forefront of the Site. The health centre will assist with reducing pressure on GP services in the local area. There will be an overhang from the first floor over the entrance providing shelter for when patients arrive and enabling a larger flood space to be provided on the upper floor.

The commercial leisure facilities will serve future residents and employees of the wider Mowbray site as well as those present within Horsham. It will be accessed by a car park with access to pedestrian and cycle links adjacent to the commercial leisure facilities. The commercial leisure facilities will include both indoor and outdoor facilities, such as tennis and paddle courts, a spa, swimming pools, multi-use pitches, and a café and terrace. The range of facilities will appeal to a variety of ages and abilities and will enable local people to engage in exercise which has both physical and mental health benefits.

In addition, where possible green infrastructure will be integrated into the active travel network to increase the uptake of walking and cycling which can promote healthy lifestyles improving health and wellbeing through increased exercise and time spent outdoors.

Amenity space with landscaping features is also anticipated to be present within the Proposed Development and has been designed to be accessible with natural surveillance for security encouraging greater use by the office users. Amenity space provides a location to get fresh air and spend time outdoors individually or socially.

In Option 1 Commercial Office Led, the layout has been carefully considered to break up building massing to enhance the amount of open space and gaps between the buildings which could be used for outdoor working, arrival space, landscaped areas or pedestrian routes. Stepped buildings of 3 or 4 storeys could potentially create additional south facing private amenity space establishing additional locations for use by future employees.

4.3 Economic capital.

Economic growth

The Proposed Development is expected to generate significant economic benefits for the local community which will include both construction and operational jobs through the creation of a new business destination. Job opportunities will be boosted in North Horsham with new employment during operation for local people in the commercial, logistics and light industrial sectors. Generating job and skills opportunities is a key element of the economic capital and shows that consideration to the wider community has been considered in the Proposed Development.

The Proposed Development will comprise a flexible mix of employment uses which would attract a diverse range of occupiers supporting local job creation and economic resilience. This would attract both inward investors and existing local businesses. The flexibility enables the opportunity to create a variety of employment uses which are reflective of the needs of local people.

The Proposed Development will be adaptable to respond to market trends and changing business needs supporting production, enterprise and innovation.

Sustainable procurement

The Applicant will seek to identify relevant opportunities to buy construction materials from local/regional companies where possible recognising the benefit of supporting local businesses and trades. Offering apprenticeships that prioritise local people will be explored – where possible, which could contribute to upskilling the community.

4.4 Human capital.

Thermal comfort

Thermal comfort within the Proposed Development will be addressed through a combination of passive design principles, flexible servicing strategies, and compliance with emerging regulatory standards. The approach considers:

- Fabric performance
- Ventilation strategy
- Internal gains
- Occupancy profiles; and
- External weather conditions

Mitigation strategy

The strategy will prioritise passive measures to reduce overheating risk and improve occupant comfort. The following measures will be considered for ensuring a thermally comfortable environment across the development

Minimising internal heat gains

- Energy efficient lighting (i.e. LED) with low heat output.
- Energy efficient equipment with low heat output to reduce unnecessary heat gain will be considered

Reducing the amount of heat entering the building in summer

- Facades will be developed with suitable glazing-to-solid ratios, with particular focus on south facing orientations.
- Suitable g-values will be specified to further control solar heat gains as required
- Provision for internal shading solutions, such as blinds, will be reviewed as part of the design development to enhance occupant comfort and assist in managing solar heat gains.

Manage heat gains

- Opportunities to further regulate internal temperatures will be explored where possible.

Passive ventilation

- The potential for passive ventilation via opening facades to facilitate a mixed-mode ventilation strategy will be explored based on building typology and feasibility.

Mechanical ventilation

- Mechanical ventilation is an important element of building services, to maintain good indoor air quality throughout the day by providing fresh air and extracting vitiated air. Providing fresh air minimises the risk of stale and stagnant air and limits the risk of condensation and mould growth as well as benefitting the users' physical and mental wellbeing.
- Heat recovery mechanisms will be explored to save heating energy.

Active cooling

- Within the non-domestic buildings, active cooling will be specified to keep internal temperature within acceptable limit. The appropriate system would be specified at the detailed stages

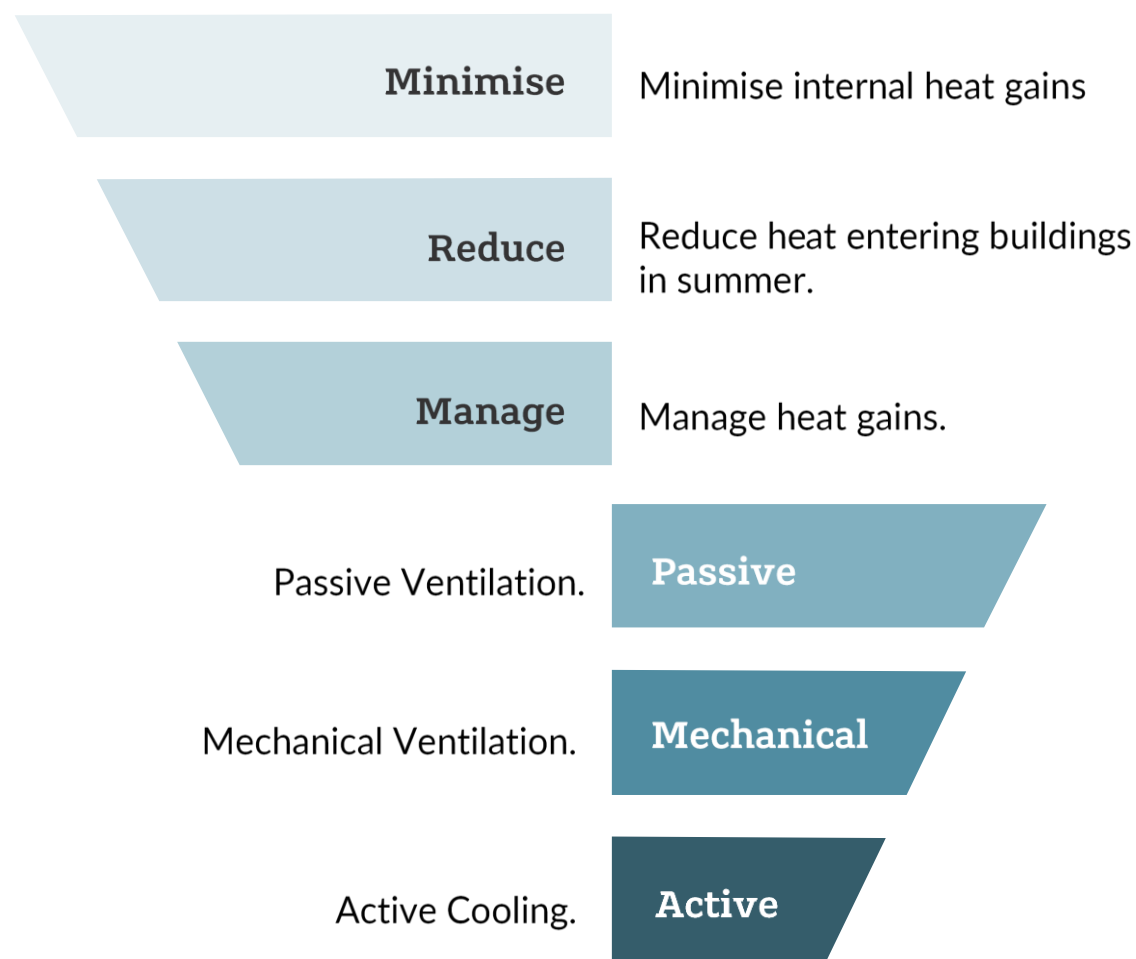


Figure 15: Cooling hierarchy.

Air quality

The Chapter 8 Air Quality of the Environmental Statement has been produced by Tetra Tech RPS to assess the likely significant effects of the Proposed Development in relation to air quality.

Emissions during the construction phase are most likely to be dust emission and of not mitigated could soil surfaces and impact human health from suspended particulate matter. Emissions of NO₂, PM₁₀ and PM_{2.5} during the operation phase would be from traffic associated with the Proposed Development and could have an adverse impact on surrounding sensitive receptors.

The predicted dust impact risk for the Site is classified as medium for demolition, high for earthworks and construction and low for trackout. Mitigation measures during the construction phase include adhering to the IAQM guidance which lists mitigation measures for low, medium and high dust risks. Examples of measures are as follows:

- Development and implementation of a stakeholder communications plan with the name and contact information of the people accountable for air quality and dust issues within the Site.
- Creation and implementation of a Dust Management Plan approved by the Local Authority.
- Record dust and air quality complaints, take measures to reduce emissions, and record the measures taken.
- Undertake regular dust soiling checks of surfaces e.g., street furniture within 100m of the Site boundary.

- Erect solid screens/barriers around the Site boundary.
- No unnecessary idling of vehicles.
- Make sure there is adequate water supply on the Site for dust/particulate matter suppression.
- Avoid bonfires and burning of waste materials.

These measures should be delivered as part of the Construction Environmental Management Plan (CEMP) for the Proposed Development. If mitigation measures are implemented residual construction dust effects will not be significant.

During the operation phase, the creation of active travel routes and facilities and accessible public transport should increase the uptake of sustainable travel, therefore reducing emissions from the use of the private car. The Proposed Development utilises an all-electric energy strategy and therefore no combustion plant is proposed on the Site.

Noise impact

To mitigate adverse noise impacts during construction best practice measures are proposed to be implemented and delivered as part of the CEMP, such as no unnecessary idling of vehicles.

Noise impacts during the operation phase are determined to be not significant, therefore additional mitigation measures are not likely to be required.

Inclusive and accessible design

The Proposed Development seeks to create spaces that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for users with a long-term outlook.

There anticipated to be good legibility and wayfinding towards building entrances and across the Proposed Development with areas creating a sense of arrival such as, at either end of the central amenity space in Option 1 Commercial Office Led. Wayfinding and accessibility has been key to the design with buildings fronting the roads to be prominent visual markers with these key facades featuring a refined set of material, detailing and finishes to reinforce their visibility and status and to enhance the aesthetic quality of the Proposed Development.

Cycle parking and accessible spaces are anticipated to be located near to building entrances for convenience and ease of movement. Pedestrian routes will be landscaped where possible with clear wayfinding from the parking to the buildings.

Access points will be emphasised with architectural features, including canopies, landscape treatments and signage so that they can be identified easily. In Option 1 Commercial Office Led, for larger units there may be secondary entrances for permeability and to enhance connections within the Site. Where external levels within the Site vary there is flexibility and capacity to accommodate platform lifts and steps to accommodate changes to levels.

The proposed health centre within the Proposed Development is anticipated to be located at an accessible and prominent location at the forefront of the Site when entering from the west. There is space for ambulances arriving and drop off and pick up for visitors. The health centre has been designed so that there is an overhang from the first floor over the entrance providing shelter for when patients arrive and providing a larger floor space on the upper floor.

The commercial leisure facilities will be served from the car park with access to pedestrian and cycle links adjacent to the commercial leisure facilities.

In Option 1 Commercial Office Led, accessibility to amenity space has been enhanced encouraging greater use by the office users and lessening the need to cross the road enhancing safety.

In Option 2 Warehouse Led, secondary roads are designed to allow access for large vehicles whilst enabling accessibility and permeability to all site users.

4.5 Natural capital.

Green infrastructure and biodiversity.

Existing woodland, vegetation and trees will be retained where possible with the planting strategy designed for the Proposed Development to integrate into the surrounding landscape focusing on native planting.

In the Proposed Development, green infrastructure will be present within the public realm and around buildings, in parking areas and adjacent to streets. The selection of species to be present within the Site will be in keeping with the local area and consider climatic changes, water demand and biosecurity.

In Option 1 Commercial Office Led, there is anticipated to be approximately 1.4ha of landscaped amenity space in the centre of the Site and there will be water features within the central amenity space. The green infrastructure within the central amenity space provides a benefit to biodiversity through habitat creation.

Flood risk and drainage.

A Flood Risk Assessment was produced by Glanville and concludes that the Proposed Development is not at risk of flooding and can be developed safely without increasing flooding elsewhere. Parts of the Site are in Flood Zones 2 and 3 and build development will be avoided in these areas. In addition, the Proposed Development can provide suitable provision for disposal of foul and surface water.

Fluvial flooding to the majority of the Site is very low risk. According to the Glanville hydraulic model no built development is proposed in areas at risk of fluvial flooding meaning the Proposed Development follows the sequential test. Buildings present within the Proposed Development will be raised above existing ground levels and a minimum of 300mm above the closest 1 in 100 year plus climate change flood level. Landscaping will be present in areas of fluvial flood extents and will not include land raising meaning no flood compensation is needed.

The majority of the Site is at very low risk of surface water flooding, with an annual probability of flooding of less than 1:1,000 (0.1% AEP), but there are areas of low to high risk due to low valleys and depressions in topography. The finished floor levels of buildings will be raised a minimum of 300mm above the nearest surface water flood level. There will be no risk to the Proposed Development from surface water flooding due to the sequential planning of the Site and that overland flows will be directed and contained via existing ditches and proposed culverts. (Existing drainage ditches will be culverted where needed to facilitate road crossings.)

At the lower end of the Site groundwater flooding may occur in conjunction with fluvial flooding in areas where fluvial flooding is at risk. However, these areas are still proposed to be low risk of ground water flooding and the rest of the Site is considered at negligible risk. Mitigation measures include avoiding built development where groundwater levels are more likely to be high and avoiding below ground development. These measures will make sure that buildings are not at risk and access and egress routes are safe and dry.

The surface water drainage strategy has been developed in accordance with the drainage hierarchy meaning discharge from the Proposed Development will be to the local network of water courses. Rainfall events up to the 1 in 100 years plus climate change event will be restricted to QBAR.

A 20% allowance for the effects of climate change should be assessed for surface water drainage systems, with an exceedance event equivalent to the 1 in 100 year plus 40% climate change event to also be assessed.

The latest climate change guidance given by the Environment Agency indicates that a peak rainfall intensity allowance of plus 45% should be assessed for this type of development for the 1 in 100 year event, and 40% for the 1 in 30 year event.

The Site is split into two catchments where surface water will be directed. In addition, there will be a network basin which was proposed in the Full Planning Application (DC/25/1543) for the proposed employment road. Surface water runoff will be collected via a conventional gravity pipe network and directed to attenuation basins and low ends of the catchments. The western catchment attenuation basin has been sized to accommodate the health and leisure parcels and adjoining primary road, and eastern catchment attenuation basin is located in the north west of the Site. Basins will attenuate flows and discharge to the Chennells Brook watercourse restricted to greenfield runoff rates for the catchments.

There is potential for the incorporation of other SuDS features including permeable paving at parking bays and rain gardens within the Proposed Development.

Any new surface water infrastructure will be designed in accordance with best practice guidance. Drainage infrastructure may remain private (responsibility of the management company/future owner) or be adopted by the Water and Sewerage Undertaker. Once exact SuDS features are determined at the detailed design stage details on maintenance will be outlined.

The implementation of SuDS will assist with removing urban pollutants from runoff before they are discharged to watercourses. The details of adequate pollution treatment will be determined at the Reserved Matters Stage as this Outline Planning Application is for flexible use classes which may have a range of pollution hazard levels. If there is a high pollution hazard level, a full or bypass separator can help to protect water quality. If there is a medium pollution level, then a combination of full or bypass separator, rain gardens, or vortex separator could be used.

The Flood Risk Assessment demonstrates that a suitable foul water solution can be found for the Site as a new foul water pumping station will be provided north of the primary road.

Exceedance flows would be directed away from buildings and towards roads, green corridors, and existing drainage ditches.

Overall, the flood risk and drainage strategy generally aligns with the approved site-wide strategy principles approved as part of the Outline Planning Application (DC/16/1677) and subsequent condition discharge.

Water consumption.

A preliminary water calculation was undertaken to determine water consumption for the Proposed Development. The assessment is indicative and is based on assumption that the potable water would serve kitchen taps and showers, and non-potable would be all other uses such as WC's and outside uses. Other assumptions and exclusions made include:

- Areas and occupancy were taken from the Mowbray Employment Land Key Fact Sheet received 27/05/26
- Daily water consumption per person was taken from Institute of Plumbing Design Guide
- Assumed that the offices will not have canteens
- The leisure facilities are excluded
- Assumed of 5 litres per person for the health centre

The results are presented in Table 6.

Table 6: Water consumption in each potential scenario to come forward in the Proposed Development.

Scenarios	Land use	Daily Consumption Total (litres)	Potable % (allowance)	Potable (litres)	Non-Potable % (allowance)	Non-Potable (litres)
Option 1 Commercial Office Led	Business Park	157,920	60%	94,752	40%	63,168
	Health Centre	333	30%	100	70%	233
Option 2 Warehouse Led	Industrial Logistics (Warehouses)	30,080	60%	18,048	40%	12,032
	Health Centre	333	30%	100	70%	233
Option 3 Warehouse Led plus Commercial Office	Business Park	64,840	60%	38,904	40%	25,936
	B2/B8 Industrial Logistics (Warehouses)	24,800	60%	14,880	40%	9,920

Scenarios	Land use	Daily Consumption Total (litres)	Potable % (allowance)	Potable (litres)	Non-Potable % (allowance)	Non-Potable (litres)
	Health Centre	333	30%	100	70%	233

Measures will be undertaken to reduce water consumption in the Proposed Development, including specifying low flow fixtures where possible, such as dual flush toilets.

Waste resource management

The Proposed Development will seek to follow good practice circular economy principles in design and construction with the overarching aims of reducing material usage, minimising waste, and embedding longevity, flexibility and adaptability.

The following are key themes to be embedded within the design and investigated during future stages:

Use less:

The Proposed Development will aim to reduce the number of products and materials used, whilst balancing the need to design for flexibility.

Flexibility:

The units within the Proposed Development will be flexible and able to facilitate a variety of tenancies suitable to a range of business types and sizes. In addition, in Option 1 Commercial Office Led, the variety of 2, 3 and 4 storey buildings will have the potential flexibility to increase their footprint if the tenant requires additional space.

Adaptability:

Passive design principles will be followed for the Proposed Development to future-proof the design, making buildings more climate resilient for future extreme weather scenarios.

Durability:

Exposed building elements will be designed in accordance with relevant industry durability or quality standards and design guides.

Accessibility:

To ensure easy access to important infrastructure, the Proposed Development will explore opportunities to enable this. Examples include removable ceiling panels and non-welded MEP connections.

Embodied carbon emissions

Whole lifecycle carbon principles will be taken into account for the Proposed Development. For example, carbon hot spots can be identified to highlight reduction opportunities.

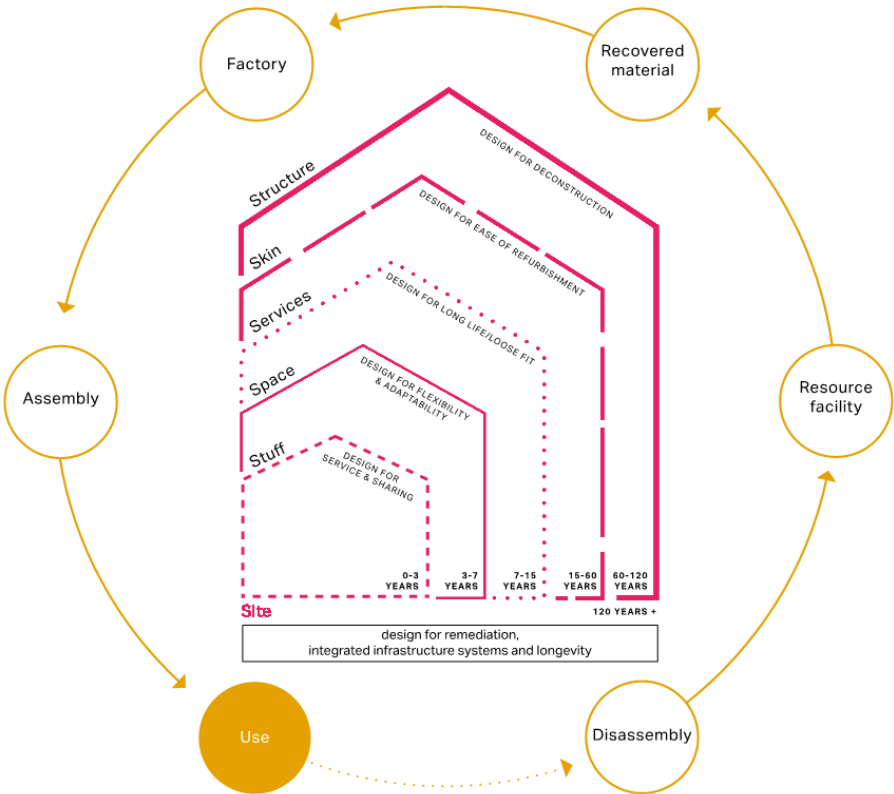


Figure 16: Circular economy principles.

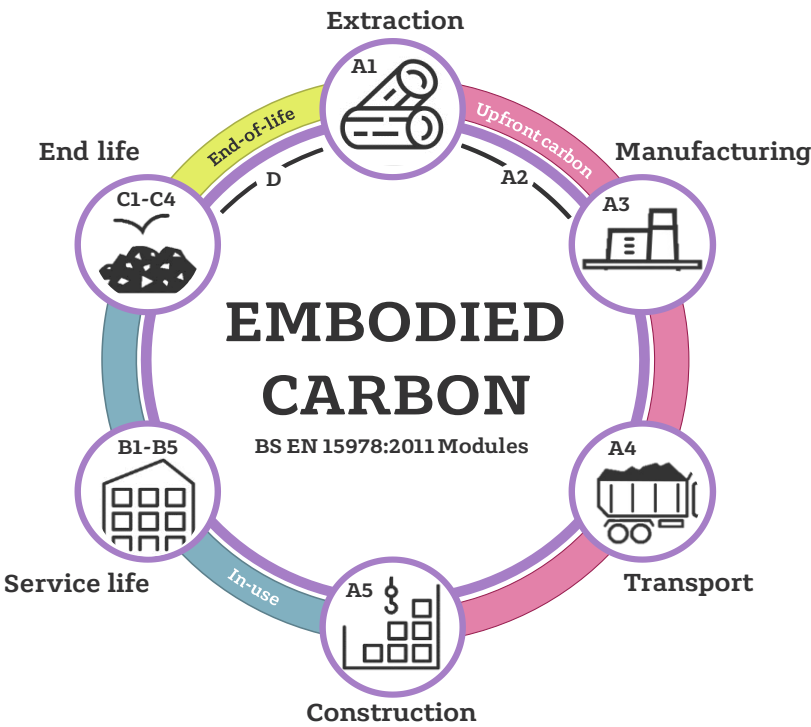
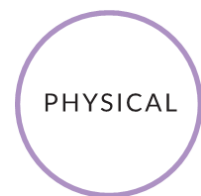


Figure 17: Embodied carbon modules.

5. Conclusion.

This Energy and Sustainability Statement for the Proposed Development is based on sustainable design and construction principles as informed by planning requirements, industry best practice and the Applicant's aim for the Proposed Development.

The Energy and Sustainability Statement has been developed based on five defined factors: the Five Capitals of Sustainability (Physical, Social, Economic, Human, and Natural). The Five Capitals Framework captures the multi-faceted sustainability benefits and values that the Proposed Development would potentially bring to the Site, local community, surrounding businesses, and future users of the Proposed Development.



Physical

- Energy and carbon
 - As part of the energy strategy for the Proposed Development, the energy hierarchy will be adopted which follows the below approach:
 - “Be Lean” – use less energy
 - “Be Clean” – supply energy efficiently
 - “Be Green” – use renewable energy sources
- Sustainable transport
 - Sustainable modes of travel will be provided within the Proposed Development and there are existing links to public transport.

“Compliant with Part L 2021 Building Regulations”



Social

- Landscape and character
 - The landscaping strategy comprises native species where possible and incorporates planting around buildings, roads and parking areas to break up massing.
 - The materials strategy consists of natural colour tones to reflect the surrounding landscape and step back, terraces, layered volumes and ribbed cladding textures to reduce the perception of height.
- Health and security
 - The health centre and commercial leisure facilities will benefit the local community and will help to improve mental and physical health.
 - The Proposed Development layout has been designed for passive surveillance to increase security and measures to enhance safety of travel routes have been incorporated

“A focus on security”



Economic

- Economic growth
 - Significant economic benefits for the local community which will include both construction and operational jobs.
 - Creation of a flexible mix of employment uses enhancing economic resilience and the ability to respond to market trends and changing business needs.
- Sustainable procurement
 - Products will be procured locally where possible.

“Supporting production, enterprise and innovation”



Human

- Thermal comfort
 - Buildings will be designed to provide thermal comfort in line with the cooling hierarchy.
- Air quality
 - Mitigation measures will be in place to safeguard air quality during construction and operation.
- Noise impact
 - Mitigation measures will be in place during construction and operation to reduce adverse noise impacts.
- Inclusive and accessible design
 - There will be good legibility and wayfinding throughout the Proposed Development emphasising access points and creating a sense of arrival.

“Spaces that are safe, inclusive and accessible”



Natural

- Green infrastructure and biodiversity
 - The Proposed Development will safeguard existing trees, woodland and vegetation where possible.
 - Green infrastructure will be created within the Proposed Development focused around buildings, roads and parking areas.
- Flood risk and drainage
 - Once mitigation measures are implemented the Proposed Development is not at risk of flooding and can be developed safely without increasing flooding elsewhere.
 - Sustainable Drainage Systems (SuDS) will be utilised as part of the drainage strategy.
- Water consumption
 - Specification of low flow fixtures where possible, such as dual flush toilets.
- Waste and resource management
 - Aims of reducing material usage, minimising waste, and embedding longevity, flexibility and adaptability.

“Minimum waste, maximum flexibility”

Appendix A – Local policy and SPD guidance.

Table A.1: Summary of Horsham District Planning Framework (2015) environmental policies.

Policy	Requirements
Horsham District Planning Framework (November 2015)	
Policies for growth and change	
Policy 1 – Sustainable Development	– When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. – Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. – Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission, unless material considerations indicate otherwise – taking into account whether: – Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or – Specific policies in that Framework indicate that development should be restricted.
Policy 2 – Strategic Development	– To maintain the district's unique rural character whilst ensuring that the needs of the community are met through sustainable growth and suitable access to services and local employment, the spatial strategy to 2031 is to: – Focus development in and around the key settlement of Horsham, and allow for growth in the rest of the district in accordance with the identified settlement hierarchy. – Continue to support in principle the sustainable development of settlements through an appropriate scale of development which retains the existing settlement pattern over the plan period. – Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value. – Identify existing sites of important employment use, and to safeguard their function through flexible policies and designation of Key Employment Areas, together with supporting the rural economy, to allow people the opportunity to work close to where they live. – Retain and enhance natural environmental resources, including landscapes and landscape character, biodiversity, and retaining and enhancing environmental quality including air, minimises energy and resource use and provides flood mitigation. – Support development which protects, conserves and enhances the District's built heritage whilst ensuring that new development is safe, well designed, adapts to climate change and helps to reduce the District's carbon emissions. – Monitor delivery of the Strategy and associated infrastructure in conjunction with partner organisations, developers and landowners.
Policy 7 - Economic Growth	– Sustainable employment development in Horsham district for the period up to 2031 will be achieved by; – Allocating land for a high quality business park at Land North of Horsham.
Policy SD1 - Land North of Horsham	– Land North of Horsham, comprising the area north of the A264, between Langhurstwood Road and Wimlands Road, is allocated for mixed use strategic development to accommodate at least at least 2,500 homes and associated infrastructure within the area identified on the concept Masterplan Map. The comprehensive development of this area will be required to deliver the necessary infrastructure, facilities and services to meet the needs of the community. Development will be programmed in order to enable its completion by 2031. – A business park shall be provided in order to enable the opportunity of working locally, to reflect the needs of the economy.
Policy SD2 - Employment and Business Opportunities	– A new high quality business park shall be provided in the area indicated on the concept Masterplan Map for approximately 46,450m² (500,000ft²). Sufficient floorspace is to be provided in the first phase of the development to meet demand including the needs of existing employers within the District that wish to relocate.
Policy SD7 - Design	– The design principles below will be accorded to throughout the development in its entirety, and each core phase: – Development will be high quality and will respond to and complement the unique character, qualities and local distinctiveness of Horsham and the surrounding area. – Development will be well designed, with character areas and accessible focal points. – The design and layout of the development will provide an appropriate transition to the 'Landscape Buffer' and the wider countryside beyond. – Design will demonstrate best practice design and sustainability and construction approaches from the UK and Europe.
Conserving and enhancing the natural and built environment	

Policy	Requirements
Policy SD6 - Landscape Buffer, Landscape Character, Biodiversity and Green Infrastructure	- A strong 'Landscape Buffer' shall be provided to the open countryside to provide a robust and long term, defensible boundary to the development and to avoid perception of coalescence and to maintain separation between Horsham and Crawley. - The development shall respond to and complement the positive landscape characteristics and biodiversity qualities of the site. - Strategic landscape proposals, including advanced planting, shall be provided in key visually sensitive locations and designed to avoid creating the appearance of development along the A264. Proposals shall be delivered to an agreed phasing plan and an appropriate long term landscape management must be agreed.
Policy 24 – Environmental protection	- The high quality of the district's environment will be protected through the planning process and the provision of local guidance documents. Taking into account any relevant Planning Guidance Documents, developments will be expected to minimise exposure to and the emission of pollutants including noise, odour, air and light pollution and ensure that they: - Address land contamination by promoting the appropriate re-use of sites and requiring the delivery of appropriate remediation; - Are appropriate to their location, taking account of ground conditions and land instability; - Maintain or improve the environmental quality of any watercourses, groundwater and drinking water supplies, and prevents contaminated run-off to surface water sewers; - Minimise the air pollution and greenhouse gas emissions in order to protect human health and the environment; - Contribute to the implementation of local Air Quality Action Plans and do not conflict with its objectives; - Maintain or reduce the number of people exposed to poor air quality including odour. Consideration should be given to development that will result in new public exposure, particularly where vulnerable people (e.g. the elderly, care homes or schools) would be exposed to the areas of poor air quality; and - Ensure that the cumulative impact of all relevant committed developments is appropriately assessed.
Policy 25 – District Character and the Natural Environment	- The Natural Environment and landscape character of the District, including the landscape, landform and development pattern, together with protected landscapes and habitats will be protected against inappropriate development. The Council will support development proposals which: - Protects, conserves and enhances the landscape and townscape character, taking into account areas identified as being of landscape importance, the individual settlement characteristics, and maintains settlement separation. - Maintain and enhances the Green Infrastructure Network and addresses any identified deficiencies in the District. - Maintains and enhances the existing network of geological sites and biodiversity, including safeguarding existing designated sites and species, and ensures no net loss of wider biodiversity and provides net gains in biodiversity where possible. - Conserve and where possible enhance the setting of the South Downs National Park.
Policy 31 – Green infrastructure and biodiversity	- Development will be supported where it can demonstrate that it maintains or enhances the existing network of green infrastructure. Proposals that would result in the loss of existing green infrastructure will be resisted unless it can be demonstrated that new opportunities will be provided that mitigates or compensates for this loss, and ensures that the ecosystem services of the area are retained. - Development proposals will be required to contribute to the enhancement of existing biodiversity, and should create and manage new habitats where appropriate. The Council will support new development which retains and /or enhances significant features of nature conservation on development sites. The Council will also support development which makes a positive contribution to biodiversity through the creation of green spaces, and linkages between habitats to create local and regional ecological networks. - Where felling of protected trees is necessary, replacement planting with a suitable species will be required. - Particular consideration will be given to the hierarchy of sites and habitats in the district as follows: - Special Protection Area (SPA) and Special Areas of Conservation (SAC) - Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs) - Sites of Nature Conservation Importance (SNCIs), Local Nature Reserves (LNRs) and any areas of Ancient woodland, local geodiversity or other irreplaceable habitats not already identified in i & ii above. - Where development is anticipated to have a direct or indirect adverse impact on sites or features for biodiversity, development will be refused unless it can be demonstrated that: - The reason for the development clearly outweighs the need to protect the value of the site; and, - That appropriate mitigation and compensation measures are provided. - Any development with the potential to impact Arun Valley SPA or the Mens SAC will be subject to a HRA to determine the need for an Appropriate Assessment. In addition, development will be required to be in accordance with the necessary mitigation measures for development set out in the HRA of this plan.
Policy 32 – The Quality of New Development	- High quality and inclusive design for all development in the district will be required based on a clear understanding of the local, physical, social, economic, environmental and policy context for development. In particular, development will be expected to: - Provide an attractive, functional, accessible, safe and adaptable environment; - Complement locally distinctive characters and heritage of the district; - Contribute a sense of place both in the buildings and spaces themselves and in the way they integrate with their surroundings and the historic landscape in which they sit; - Optimise the potential of the site to accommodate development and contribute to the support for suitable complementary facilities and uses; and

Policy	Requirements
	– Help secure a framework of high quality open spaces which meets the identified needs of the community
Policy 33 – Development Principles	– In order to conserve and enhance the natural and built environment developments shall be required to: – Make efficient use of land, and prioritise the use of previously developed land and buildings whilst respecting any constraints that exist; – Ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, for example through overlooking or noise, whilst having regard to the sensitivities of surrounding development; – Ensure that the scale, massing and appearance of the development is of a high standard of design and layout and where relevant relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views; – Are locally distinctive in character, respect the character of the surrounding area (including its overall setting, townscape features, views and green corridors) and, where available and applicable, take account of the recommendations/policies of the relevant Design Statements and Character Assessments; – Use high standards of building materials, finishes and landscaping; and includes the provision of street furniture and public art where appropriate; – Presume in favour of the retention of existing important landscape and natural features, for example trees, hedges, banks and watercourses. Development must relate sympathetically to the local landscape and justify and mitigate against any losses that may occur through the development; and, – Ensure buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, unless this conflicts with the character of the surrounding townscape, landscape or topography where it is of good quality. – Proposals will also need to take the following into account where relevant: – Incorporate where appropriate convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of bins/recycling facilities without dominating the development or its surroundings; – Incorporate measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area; and create visually attractive frontages where adjoining streets and public spaces, including appropriate windows and doors to assist in the informal surveillance of public areas by occupants of the site; – Contribute to the removal of physical barriers; and, – Make a clear distinction between the public and private spaces within the site.
Climate change	
Policy 35 – Climate Change	– Development will be supported where it makes a clear contribution to mitigating and adapting to the impacts of climate change and to meeting the district's carbon reduction targets as set out in the Council's Acting Together on Climate Change Strategy, 2009. Measures which should be used to mitigate the effects of climate change include; – Reduced energy use in construction; – Improved energy efficiency in new developments, including influencing the behaviour of occupants to reduce energy use; – The use of decentralised, renewable and low carbon energy supply systems; – The use of patterns of development which reduce the need to travel, encourage walking and cycling and include good accessibility to public transport and other forms of sustainable transport; and – Measures which reduce the amount of biodegradable waste sent to landfill. – Development must be designed so that it can adapt to the impacts of climate change, reducing vulnerability, particularly in terms of flood risk, water supply and changes to the district's landscape. Developments should adapt to climate change using the following measures: – Provision of appropriate flood storage capacity in new building development; – Use of green infrastructure and dual use SuDS to help absorb heat, reduce surface water runoff, provide flood storage capacity and assist habitat migration; – Use of measures which promote the conservation of water and/or grey water recycling; and – Use of site layout, design measures and construction techniques that provide resilience to climate change (opportunities for natural ventilation and solar gain). If it is not possible to incorporate the adaption and mitigation measures proposed, an explanation should be provided as to why this is the case
Policy 36 – Appropriate Energy Use	Energy hierarchy All development will be required to contribute to clean, efficient energy in Horsham based on the following hierarchy: – Lean – use less energy – e.g. through demand reduction – Clean – supply energy efficiently – e.g. through heat networks – Green – use renewable energy sources District Heating and Cooling Commercial and residential developments in Heat Priority Areas or the strategic development locations will be expected to connect to district heating networks where they exist using the following hierarchy, or incorporate the necessary infrastructure for connection to future network. Development should demonstrate that the heating and cooling systems have been selected in accordance with the following heating and cooling hierarchy; – Connection to existing (C)CHP distribution networks

Policy	Requirements
	- Site wide renewable (C)CHP - Site wide gas-fired (C)CHP - Site wide renewable community heating/cooling - Site wide gas-fired community heating/cooling - Individual building renewable heating - Individual building heating, with the exception of electric heating All (C)CHP must be of a scale and operated to maximise the potential for carbon reduction. Where site-wide (C)CHP is proposed, consideration must be given to extending the network to adjacent sites. Energy Statements All applications for residential or commercial development must include an Energy Statement demonstrating and quantifying how the development will comply with the Energy Hierarchy. Developments in Heat Priority Areas and strategic developments should demonstrate and quantify how the development will comply with the heating and cooling hierarchy. Horsham District Council will work proactively with applicants on major developments to ensure these requirements are met.
Policy 37 – Sustainable Design and Construction	- Proposals must seek to improve the sustainability of development. To deliver sustainable design, development should incorporate the following measures where appropriate according to the type of development and location: - Maximise energy efficiency and integrate the use of decentralised, renewable and low carbon energy; - Limit water use to 110 litres/person/day; - Use design measures to minimise vulnerability to flooding and heatwave events; - Be designed to encourage the use of natural lighting and ventilation; - Be designed to encourage walking, cycling, cycle storage and accessibility to sustainable forms of transport; - Minimise construction and demolition waste and utilise recycled and low-impact materials; - Be flexible to allow future modification of use or layout, facilitating future adaptation, refurbishment and retrofitting; - Incorporate measures which enhance the biodiversity value of development. - All new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral part of design. - New homes and workplaces should include the provision of high-speed broadband access and enable provision of future technologies where available.
Policy 38 – Flooding	- Development proposals will follow a sequential approach to flood risk management, giving priority to development sites with the lowest risk of flooding and making required development safe without increasing flood risk elsewhere. Development proposals will; - Take a sequential approach to ensure most vulnerable uses are placed in the lowest risk areas. - Avoid the functional floodplain (Flood zone 3b) except for water-compatible uses and essential infrastructure. - Only be acceptable in Flood Zone 2 and 3 following completion of a sequential test and exceptions test if necessary. - Require a site-specific Flood Risk Assessments for all developments over 1 hectare in Flood Zone 1 and all proposals in Flood Zone 2 and 3. 2. - Comply with the tests and recommendations set out in the Horsham District Strategic Flood Risk Assessment (SFRA). - Where there is the potential to increase flood risk, proposals must incorporate the use of sustainable drainage systems (SuDS) where technically feasible, or incorporate water management measures which reduce the risk of flooding and ensure flood risk is not increased elsewhere. - Consider the vulnerability and importance of local ecological resources such as water quality and biodiversity when determining the suitability of SuDS. New development should undertake more detailed assessments to consider the most appropriate SuDS methods for each site. Consideration should also be given to amenity value and green infrastructure. - Utilise drainage techniques that mimic natural drainage patterns and manage surface water as close to its source as possible will be required where technically feasible. - Be in accordance with the objective of the Water Framework Directive, and accord with the findings of the Gatwick Sub Region Water Cycle Study in order to maintain water quality and water availability in rivers and wetlands and wastewater treatment requirements
Infrastructure, transport and healthy communities	
Policy SD9 - Transport Infrastructure	- The design and layout of the transport network shall be designed to discourage through traffic along the rural roads. - A Travel Plan Strategy shall be provided for the strategic site taking into account the individual uses within the site, the phasing of the development and the different character areas within the development.

Policy	Requirements
Policy 39 – Infrastructure Provision	– The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided. – Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected. – To ensure required standards are met, arrangements for new or improved infrastructure provision, will be secured by planning obligation / Community Infrastructure Levy, or in some cases conditions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development
Policy 40 – Sustainable Transport	– There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which 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, will be encouraged and supported. – Development will be supported if it: – Is appropriate and in scale to the existing transport infrastructure, including public transport. – Maintains and improves the existing transport system (road, rail, cycle). – Is integrated with the wider network of routes, including public rights of way and cycle paths. – Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions. – Is located in areas where there are, or will be a choice in the modes of transport available. – Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians. – Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport. – Develops innovative and adaptable approaches to public transport in the rural areas of the district. – Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods. – Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.
Policy 41 – Parking	– Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality. – Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.
Policy 42 – Inclusive Communities	– Positive measures which help create a socially inclusive and adaptable environment for a range of occupiers and users to meet their long term needs will be encouraged and supported. Particular account will be taken of the need to address the requirements stemming from: – The needs of an ageing population, particularly in terms of housing and health; – People with additional needs, including the disabled or those with learning disabilities; – The requirements of rural workers or essential workers in rural areas; – The co-ordination of services to fulfil the needs of young people; – The specific needs of minority groups within the district, including Gypsies and Travellers; and – The specific needs of faith and other community groups.
Policy 43 - Community Facilities, Leisure and Recreation	– The provision of new or improved community facilities or services will be supported, particularly where they meet the identified needs of local communities as indicated in the current Sport, Open Space and Recreation Study and other relevant studies, or contribute to the provision of Green Infrastructure. – In addition to supporting facilities or services located in accordance with the Development Hierarchy and Strategic Development locations, sites located outside built-up areas will be supported where this is the only practicable option and where a suitable site well-related to an existing settlement exists.



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