



Mowbray, Employment Land

Environmental Impact Assessment Non-Technical Summary

On behalf of

Legal & General (Strategic Land North Horsham)

Project Ref: 333102644 | Rev: 01 | Date: July 2026

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Date: July 2026

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01	December 2025	Draft	BW	LW	SS
02	April 2026	Final	SC	LW	SS
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For and on behalf of Stantec UK Limited					

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1 Introduction

1.1 Overview

- 1.1.1 Legal & General (Strategic Land North Horsham) (the 'Applicant') is applying for outline planning permission¹ for the development of an Employment Park comprising flexible commercial, industrial, and logistics uses, healthcare and commercial leisure (the 'Proposed Development'). The planning application has been submitted to Horsham District Council ('HDC').
- 1.1.2 The Site is located within the administrative area of HDC on approximately 17.21 hectares (ha) and is shown in **Figure 1.1**.
- 1.1.3 The Proposed Development is an employment park, previously proposed as primarily the business park under an outline planning application approved by HDC in March 2018 under the reference DC/16/1677 (the 'consented development') for a *'mixed use strategic development to include housing (up to 2,750 dwellings), business park (up to 46,450 m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure'*. An ES was submitted in August 2016 to support the outline application for the consented development (the '2016 ES'), and an ES Addendum submitted in 2017 (the '2017 ES Addendum'). The Site is part of a wider strategic allocation within HDC's Horsham District Planning Framework (2015) under Policy SD1 for a *'mixed use strategic development to accommodate at least 2,500 homes and associated infrastructure'*.
- 1.1.4 The time limit to submit Reserved Matters² for the above outline planning application has passed. Reserved Matters across the remainder of the development have been approved and have begun to be built out, and at the time of writing, there have been 249 dwelling completions across the initial phases.
- 1.1.5 A new outline application is therefore required for a flexible use of the land previously proposed as a business park, to respond to changing market demands, as well as including revised proposals for a commercial leisure facility and health centre, which were previously proposed elsewhere in the consented development.
- 1.1.6 This Environmental Statement (ES) has been prepared to assess the net change of the Proposed Development (employment park) from the consented development, as the ES for the consented development previously identified significant effects.
- 1.1.7 This Non-Technical Summary (NTS) summarises, in non-technical language, the likely environmental effects of the Proposed Development based on the technical assessments presented within the ES.

1.2 Environmental Statement Availability

- 1.2.1 The application can be viewed, and comments made via HDC's website:
[View and comment on planning applications | Horsham District Council](#)
- 1.2.2 Comments on the planning application can either be made via HDC's website or can be emailed to the Planning Department at the following address:

¹ Outline planning permission is applied for to seek permission for the general principles of the Proposed Development

² Reserved Matters refers to the detailed parts of a development that are applied for and decided after outline planning permission is granted. Until these aspects are approved, the outline planning permission only covers the general principle of the development. Once Reserved Matters are approved, the scheme becomes fully detailed, allowing construction to start.

Email: planning@horsham.gov.uk

- 1.2.3 Electronic Copies of the ES can be purchased from the Environmental Planning Team at Stantec:

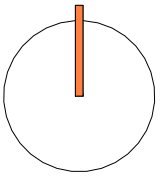
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Figure 1.1 Site Location Plan

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This drawing is to be read in conjunction with all relevant architect's and other designers' drawings and associated specifications. Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.



metres 25 50 75 100 125

1:1250

PLANNING APPLICATION RED LINE

Employment Park Red Line
17.21 hectare
42.52 acres

A264 CRAWLEY ROAD

A264 CRAWLEY ROAD

N 133000 m
E 520100 m

P08	Red line revised as per client request	26.05.22	FJM	FJM
P07	Final issue for planning	26.04.01	FJM	FJM
P06	Final planning issue	25.11.18	FJM	PH
P05	Graphical revisions	25.11.11	FJM	PH
Revision	Description	Date	Drawn	Checked

Checked
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**LEGAL & GENERAL (Strategic Land
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Job Title
MOWBRAY EMPLOYMENT LAND

Drawing Title
PLANNING RED LINE PLAN

Scale
As indicated @A1

Practice Project No.
20967

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20967-SBR-SW-XX-DR-A-00100

Status	Description	Rev
	FOR PLANNING	P08

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1

RED LINE PLAN
1 : 1250

2 Environmental Impact Assessment Methodology

2.1 Overview

- 2.1.1 Environmental Impact Assessment (EIA) is a procedure used to identify and assess the likely significant effects of a Proposed Development on the environment. The results are written into an Environmental Statement (ES) which is submitted to HDC with sufficient information about the potential beneficial and adverse environmental effects of the Proposed Development before a decision is made about the planning application. Effects may arise during the construction phase of the Proposed Development, or once it has been built out and operational.
- 2.1.2 The ES has been prepared in accordance with national legislation (the 'EIA Regulations'³) and reference has also been made to currently available good practice guidance on EIA including Planning Practice Guidance issued by the Ministry of Housing, Communities and Local Government⁴.

2.2 Scoping

- 2.2.1 Scoping involves focusing the content of an ES on issues of significance. It is an important tool for identifying the likely significant effects of a proposed development and ensures that appropriate mitigation is considered where necessary. The Applicant submitted an informal Scoping Report to HDC in November 2025. A Scoping Opinion from HDC was not received as the Scoping Report was submitted on an informal basis.
- 2.2.2 The approach to scoping topics out of this assessment has been determined by the following:
- The extent to which technical assessments are required based on the net change from the parameters assessed by the previously consented development;
 - Interim updates in legislation, policy, or guidance since the previous 2016 ES and 2017 ES Addendum, including how the requirements of the 2017 ES Regulations have been met;
 - The validity of the baseline data since the 2016 ES and 2017 ES Addendum and any significant changes to the baseline;
 - The continued applicability of the mitigation measures identified within the 2016 ES and 2017 ES Addendum;
 - Whether the overall net change from the consented development would lead to any new or materially different significant effects from the 2016 / 2017 ES Addendum.
- 2.2.3 The following topics were scoped out of the ES assessment on the basis that they are not likely to have materially different significant effects from those reported in the 2016 ES / 2017 ES Addendum:
- Contamination and Remediation;

³ [The Town and Country Planning \(Environmental Impact Assessment\) Regulations 2017](#)

⁴ [Planning practice guidance - GOV.UK](#)

- Agricultural Land;
- Landscape and Visual;
- Archaeology and Heritage;
- Surface Water and Hydrology;
- Transport and Access;
- Human Health;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Waste;
- Lighting; and
- Accidents and Disasters.

2.3 EIA Methodology

- 2.3.1 The EIA Regulations state that an ES should identify, describe and assess the likely significant effects of a development on the environment. The significance of each environmental effect identified is generally determined by two factors:
- The sensitivity, importance or value of the environment (such as people or wildlife); and
 - The actual change taking place to the environment (i.e., the size or severity of change taking place).
- 2.3.2 Most environmental disciplines classify effects as negligible, adverse, or beneficial where the magnitude of effects are minor, moderate or major. In EIA Terms, effects that are moderate or major adverse / beneficial in nature are typically considered to be significant, however, these terms are not used interchangeably. Some disciplines use bespoke criteria based on published guidance and where classification of significant effects differs, this is stated in the methodology section of the technical chapter. Specific guidance used is referenced within the each of the respective ES chapters. The majority of assessments involved consultation with statutory and non-statutory bodies, desk-based research, site inspections and surveys, and impact prediction and mitigation.
- 2.3.3 Environmental effects have been evaluated with reference to definitive standards and legislation, where available. Where it has not been possible to quantify effects, a qualitative assessment has been carried out, based on available information and professional judgement.
- 2.3.4 The ES includes a description of the current environmental conditions known as the baseline conditions, against which the likely significant environmental effects of the Proposed Development have been assessed.

2.4 Cumulative Effects

- 2.4.1 An EIA must assess the potentially significant effects that may arise cumulatively when the effects of the Proposed Development are combined with other developments nearby. The EIA

Regulations state that '*existing and / or approved*' developments should be considered. The schemes, listed below, are considered to have the potential to lead to likely significant cumulative effects on the environment:

- Land off Old Crawley Road, Faygate, West Sussex (DC/26/0671)
- Land at Kingsfold, Dorking, West Sussex (planning reference: EIA/24/0006);
- Holmbush Farm Landfill Site, Crawley Road, Faygate, West Sussex (planning reference: DC/10/1612);
- Land West of Ilfield, Charlwood Road, Ilfield, West Sussex (planning reference: DC/25/1312);
- Land to the west of Phase 1 Kilnwood Vale Crawley, Faygate West Sussex (planning reference: DC/17/2481);
- Horsham Enterprise Park, Parsonage Road, Horsham, RH12 5AB (planning reference DC/18/2587);
- Land to the north and south of Mercer Road, Warnham, West Sussex (planning reference: DC/25/0151);
- Brookhurst Wood Waste Management Complex (planning reference: WSCC/067/19);
- Former Novartis Site. Parsonage Road, Horsham, West Sussex (planning reference: DC/25/0629); and
- Former Novartis Site. Parsonage Road, Horsham, West Sussex (planning reference: DC/25/0415).

These schemes have been considered within the technical chapters (6-10) of the ES, unless stated otherwise.

3 Site and Proposed Development Description

3.1 Site Description

- 3.1.1 The Site (see **Figure 1.1 Site Location Plan**) is approximately 17.21 ha in area and is located on land north of Horsham. The Site comprises five parcels contained within the consented development on land which was previously proposed as primarily a Business Park.
- 3.1.2 The Site is comprised predominantly of agricultural land, and the parcels are divided by hedgerows and hedgerow trees. The watercourse of Channells Brook forms much of the western and north western boundary of the Site. To the south, the Site is bound by the A264, and the railway line between Horsham and Crawley runs between the most eastern parcel and the larger central parcel.
- 3.1.3 The majority of the Site is located within Flood Zone 1⁵, which means it is at the lowest risk of flooding from fluvial sources, although some areas land surrounding the Channells Brook watercourse is located within Flood Zones 2 and 3. The Site is, overall, at low risk of surface water flooding, with small sections of 1 in 30 annual likelihood of flooding within the north-western and south-eastern parcels.
- 3.1.4 The Site is likely a mix of Grade 3a⁶ and 3b agricultural land. Grade 3a soils are defined as being of the highest quality (known as “best and most versatile” (BMV) agricultural land), whereas Grade 3b are classified as moderate quality and do not constitute BMV land⁷.

3.2 Site Designations⁸

- 3.2.1 Several buildings listed as heritage assets lie to the east, clustered around the railway line, and south of the A264 within Horsham. This includes Newhouse Farmhouse (Grade II Listed (NHLE 1027061)), approximately 120m to the south-east; King’s Farmhouse (Grade II Listed (NHLE: 1193716), approximately 410m to the east; and Brook House and Barn (Grade II Listed (NHLE: 1027040 and 1286021) approximately 460m to the east.
- 3.2.2 The ‘Castle’ moated site, 500m ESE of Hawkesbourne Farm Scheduled Monument (SM) (LE: 1008050) is located approximately 500m to the north of the Site. The Motte and Bailey castle north of Chennells Brook Farm SM (LE: 1014389) is located approximately 500m to the south west. The Moated site 200m west of Graylands Copse SM lies a further 2km to the north west.
- 3.2.3 The closest landfill is the Faygate Landfill site, located approximately 1.2 km to the east.
- 3.2.4 There are no statutory or non-statutory designated ecological sites of national importance located on, or within 1km of the Site, including Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest, or Local Nature Reserves within. The closest nationally designated site is the Warnham SSSI located approximately 2km north-west of the Site. The House Copse SSSI is located approximately 3.2km to the north-east. In terms of non-statutory ecological designations, Warnham Local Nature Reserve (LNR) lies

⁵ Flood Zones are categorised nationally as Zone 1 (less than 0.1% annual probability of flooding), Zone 2 (between 0.1% and 1% annual probability of flooding) and Zone 3 (1% or greater annual probability of flooding).

⁶ The Agricultural Land Classification (ALC) system provides a method for assessing the quality of farmland in England and Wales. The ALC system classifies land into five grades, with 1 being the best and 5 being the worst and Grade 3 subdivided into Subgrades 3a and 3b.

⁷ BMV agricultural land is land graded 1-3a on the ALC Grade system.

⁸ Designated areas have natural and cultural importance in regard to ecology, landscape, heritage, and more. They are protected to ensure they are not harmed or destroyed. Designated areas have clear boundaries.

approximately 2km north-west, and Brookhurst Wood & Gill and Morris' Wood Site of Nature Conservation Importance (SNCI) lies approximately 1.5km to the north-west of the Site.

- 3.2.5 The Site is not located within any statutory landscape designations; including National Landscapes, National Parks, or Conservation Areas. The High Weald National Landscape is located on land to the south and east of the Site. The wider surrounding area is predominantly agricultural fields and scattered farmhouses to the north, and urban residential development associated with Horsham to the south.
- 3.2.6 HDC has designated two Air Quality Management Areas (AQMA)s⁹ due to high levels of nitrogen dioxide (NO₂). The closest AQMA to the Site is approximately 8 km to the northeast.
- 3.2.7 In terms of Public Rights of Way¹⁰ (PRoW), a public footpath (Footpath 1586) runs from south-west to north-east through the Site, crossing the A264 to the east of the newly constructed left-in / left-out junction (LILO). Approximately 500m to the north, the public footpath joins a public bridleway called Bush Lane (Bridleway 1585) that connects Wimland Road, to the east, with Rusper Road to the west.

3.3 The Proposed Development

- 3.3.1 The Proposed Development description is as follows:

*'Outline planning application (all matters reserved) to provide an Employment Park comprising flexible commercial, industrial, and logistic uses (Use Classes E(g), B2, B8), healthcare (Class E(e) including pharmacy) and commercial leisure.'*¹¹

- 3.3.2 Due to the outline nature of the application the design of the Proposed Development is parameters based. Parameters set the scale of the Proposed Development and detail all the maximum limits necessary to define and fix those aspects of a development capable of having significant environmental effects. The parameter plans (**Figures 3.1-3.3**) define the limits of the Proposed Development.
- 3.3.3 Consent is sought for a flexible mix of three land use options for the Proposed Development which fall within the defined parameters, the Gross External Areas (GEA) of which are set out below and mapped onto **Figure 3.1 Land Use Parameter Plan**:

- **Option 1: Commercial Office Led** – Total floorspace 57,157 sqm, including:
 - o Business Park (B1 within the consented development, now E(g), including Class E office): 49,572 sqm;
 - o Commercial Leisure: 5,528 sqm; and
 - o Health Centre and pharmacy: 2,236 sqm.
- **Option 2: Warehouse Led** – Total floorspace 56,437 sqm, including:

⁹ An AQMA (Air Quality Management Area) is a location where air pollution exceeds legal limits, requiring targeted action by local authorities to improve air quality.

¹⁰ Public Rights of Way (PRoW) are routes over land which can be used by the public at all times, even if the land is privately owned.

¹¹ The [Town and Country Planning \(Use Classes\) Order 1987 \(as amended\)](#) sorts uses of land and buildings into various categories known as 'Use Classes'. Class B includes General Industrial and storage or distribution and Class E includes commercial, business and service.

- o Business Park (B1 within the consented development, now E(g), including Class E office): 4,780 sqm;
 - o Commercial Leisure: 5,528 sqm;
 - o B2/B8 Industrial Logistics (Warehouses): 44,072 sqm; and
 - o Health Centre: 2,236 sqm.
- **Option 3: Warehouse Led plus Commercial Office** – Total floorspace of 59,238 sqm, including:
- o Business Park (B1 within the consented development, now E(g), including Class E office): 23,906 sqm comprising 19,126 sqm E class office, and 4,780 sqm E(g) light industrial / office;
 - o Commercial Leisure: 5,528 sqm;
 - o B2/B8 Industrial Logistics (Warehouses): 27,746 sqm; and
 - o Health Centre: 2,236 sqm.
- 3.3.4 The two larger parcels in the centre have flexibility within the proposed parameters to deliver B8 Storage and Distribution, B2 General Industrial, and E(g) Commercial Business and Service which creates the opportunity to deliver a variety of employment uses. Final uses will be confirmed at future Reserved Matters stages subject to demand.
- 3.3.5 A health centre and community leisure facility, which were previously proposed elsewhere within the consented development, are proposed to be located within the western parcels of the Site near the access from the A264. The 2.49ha southwestern parcel shown in orange is proposed as Class E(d) Indoor Sport, Recreation, or Fitness. The 0.72 northwestern parcel to the north of the Employment Road shown in blue is proposed as E(e) Medical or Health Services and E(g) Commercial, Business, and Services for greater future flexibility.
- 3.3.6 A 1.88ha Strategic Green Buffer is proposed on land south of the railway line and has been retained as its proposed use as natural greenspace within the consented development.
- 3.3.7 The Proposed Gross External Areas (GEAs)¹² for each land use option are shown in **Table 3.1** below.

Table 3.1: Proposed Options GEAs

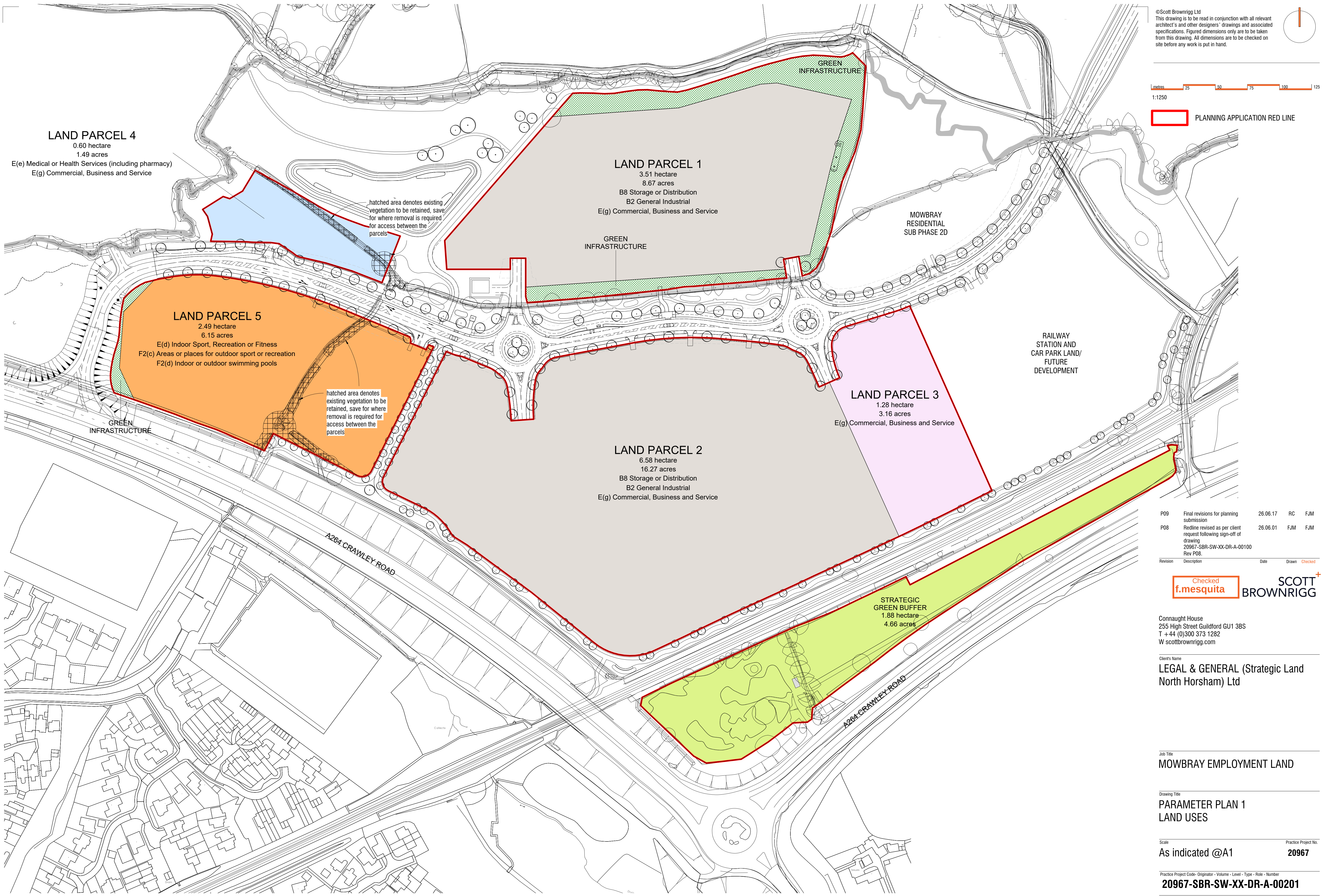
Use Class	Option 1 (Commercial Office)	Option 2 (Warehousing)	Option 3 (Commercial Office and Warehousing Mix)
Business Park (B1 under OPP; now E(g)) Include Class E office	49,572 sqm	4,780 sqm	23,906 sqm Comprises: 19,126 sqm E office 4,780 sqm E(g) light industrial / office
Commercial Leisure	5,528 sqm	5,528 sqm	5,528 sqm

¹² Gross External Area (GEA) is the total floor space of a building measured to the outside face of its external walls, including all internal and external structures such as corridors, plant rooms, and storage areas

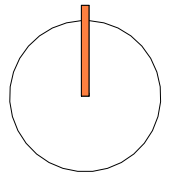
B2/B8 Industrial Logistics (Warehouses)	-	44,072 sqm	27,746 sqm
Health Centre and pharmacy	2,236 sqm	2,236 sqm	2,236 sqm
Total Floorspace Quantum	57,336 sqm	56,616 sqm	59, 416 sqm

- 3.3.8 The technical chapters have assessed the option of development which represents the worst-case scenario for their respective topic. This ensures that regardless of which option is brought forward, the worst-case effects have been thoroughly considered and represented within this ES. The assessment of effects within this ES has been focused on the net change between the parameters assessed by the previously consented development and the Proposed Development.
- 3.3.9 **Figure 3.2 Access and Movement Parameter Plan** shows the proposed access strategy for the Proposed Development and how it connects with the Employment Road which runs through the Site and is the subject of a separate application (planning reference: DC/25/1543). A secondary link road is proposed, looping through the southern parcel and connecting the two roundabouts on the Employment Road (DC/25/1543), providing access to the Employment Land development parcels, and a separate access to the future station land, connecting to two potential new cycleways. These cycleways would connect to the cycleway and pedestrian path adjacent to the southern boundary of the Site which was submitted under the application for the Primary Road.
- 3.3.10 The Building Heights Parameter Plan (**Figure 3.3**) outlines the maximum building height for assessment. All development parcels are assessed on the basis that buildings may reach a height of up to 16m above existing ground level, which represents no change to the worst-case height parameter previously assessed.
- 3.3.11 Car parking for employment uses within the Proposed Development will be in accordance with West Sussex County Council's '*Guidance on Parking at New Developments*'. The exact provision of car parking provided will differ depending on the option of development delivered.
- 3.3.12 The Proposed Development includes a drainage system with features to control runoff, keeping water flow and volume similar to natural greenfield conditions. It also incorporates appropriate water treatment measures following best practice guidelines.
- 3.3.13 An Energy and Sustainability Statement supports the application for the Proposed Development, outlining measures to cut carbon emissions and improve energy efficiency throughout the Proposed Development using a 'fabric first approach'. The statement explores opportunities for low and carbon zero technologies to be considered at the Reserved Matter stage such as the implementation of solar panels.

Figure 3.1 Land Use Parameter Plan



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This drawing is to be read in conjunction with all relevant architect's and other designers' drawings and associated specifications. Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.



metres 25 50 75 100 125

1:1250

PLANNING APPLICATION RED LINE

LAND PARCEL 4

0.60 hectare

1.49 acres

E(e) Medical or Health Services (including pharmacy)

E(g) Commercial, Business and Service

LAND PARCEL 1

3.51 hectare

8.67 acres

B8 Storage or Distribution

B2 General Industrial

E(g) Commercial, Business and Service

MOWBRAY

RESIDENTIAL

SUB PHASE 2D

RAILWAY

STATION AND

CAR PARK LAND/

FUTURE

DEVELOPMENT

LAND PARCEL 5

2.49 hectare

6.15 acres

E(d) Indoor Sport, Recreation or Fitness

F2(c) Areas or places for outdoor sport or recreation

F2(d) Indoor or outdoor swimming pools

LAND PARCEL 2

6.58 hectare

16.27 acres

B8 Storage or Distribution

B2 General Industrial

E(g) Commercial, Business and Service

LAND PARCEL 3

1.28 hectare

3.16 acres

E(g) Commercial, Business and Service

STRATEGIC GREEN BUFFER

1.88 hectare

4.66 acres

A284 CRAWLEY ROAD

A284 CRAWLEY ROAD

1

LAND USE PARAMETER PLAN

1 : 1250

P09	Final revisions for planning submission	26.06.17	RC	FJM
P08	Redline revised as per client request following sign-off of drawing	26.06.01	FJM	FJM
20967-SBR-SW-XX-DR-A-00100				
Rev P08.				

Revision	Description	Date	Drawn	Checked
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Client's Name
LEGAL & GENERAL (Strategic Land
North Horsham) Ltd

Job Title
MOWBRAY EMPLOYMENT LAND

Drawing Title
PARAMETER PLAN 1
LAND USES

Scale
As indicated @A1

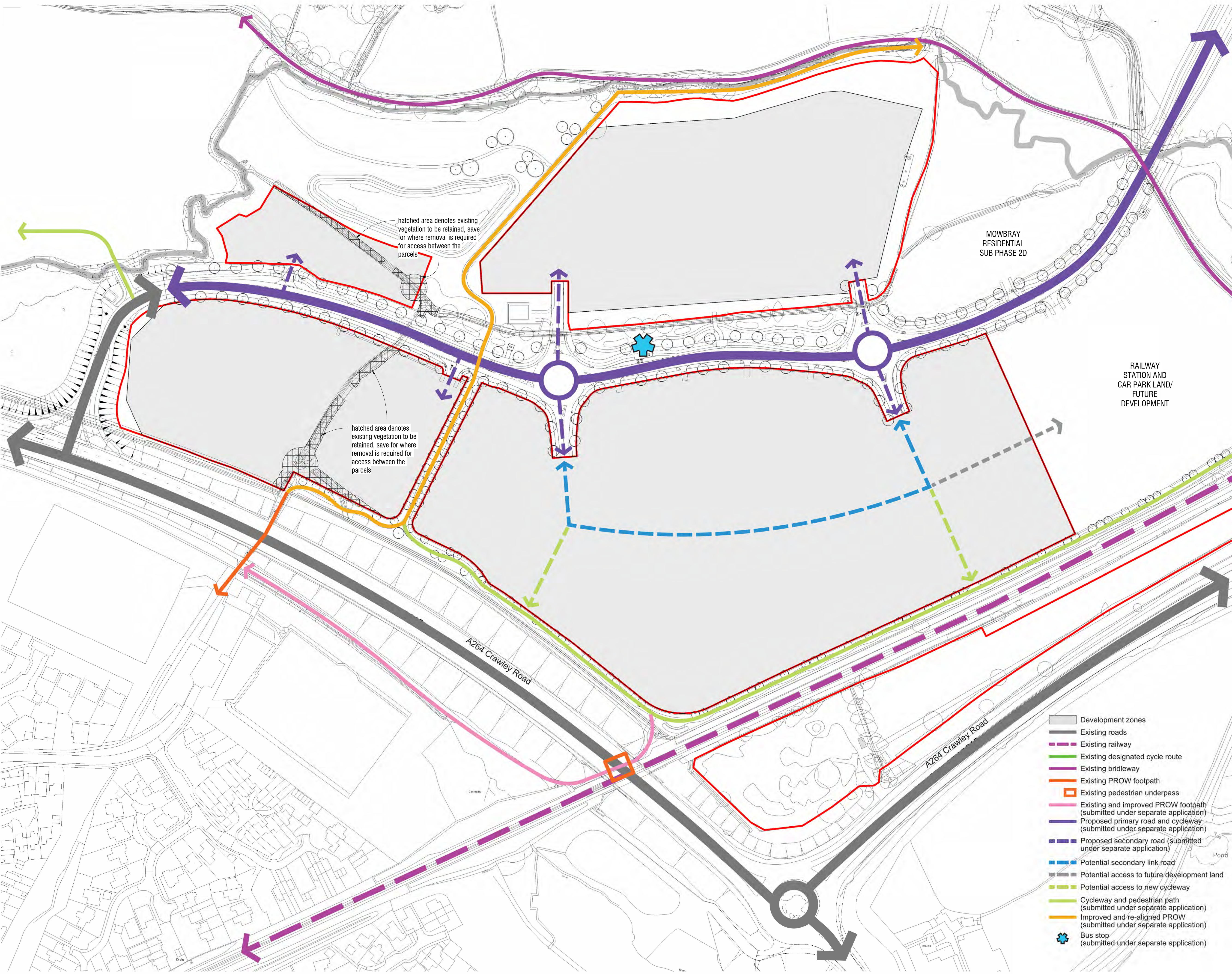
Practice Project No.
20967

Practice Project Code- Originator - Volume - Level - Type - Role - Number
20967-SBR-SW-XX-DR-A-00201

Status	Description	Rev
	FOR PLANNING	P09

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Figure 3.2 Access and Movement Parameter Plan



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1:1250
PLANNING APPLICATION RED LINE

hatched area denotes existing vegetation to be retained, save for where removal is required for access between the parcels

hatched area denotes existing vegetation to be retained, save for where removal is required for access between the parcels

MOWBRAY RESIDENTIAL SUB PHASE 2D

RAILWAY STATION AND CAR PARK LAND/ FUTURE DEVELOPMENT

A264 Crawley Road

A264 Crawley Road

- Development zones
- Existing roads
- Existing railway
- Existing designated cycle route
- Existing bridleway
- Existing PROW footpath
- Existing pedestrian underpass
- Existing and improved PROW footpath (submitted under separate application)
- Proposed primary road and cycleway (submitted under separate application)
- Proposed secondary road (submitted under separate application)
- Potential secondary link road
- Potential access to future development land
- Potential access to new cycleway
- Cycleway and pedestrian path (submitted under separate application)
- Improved and re-aligned PROW (submitted under separate application)
- Bus stop (submitted under separate application)

P07	Final revisions for planning submission	26.06.17	RC	FJM
P06	Redline revised as per client request following sign-off of drawing 20967-SBR-SW-XX-DR-A-00100 Rev P06.	26.06.01	FJM	FJM

Revision	Description	Date	Drawn	Checked
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LEGAL & GENERAL (Strategic Land North Horsham) Ltd

Job Title
MOWBRAY EMPLOYMENT LAND

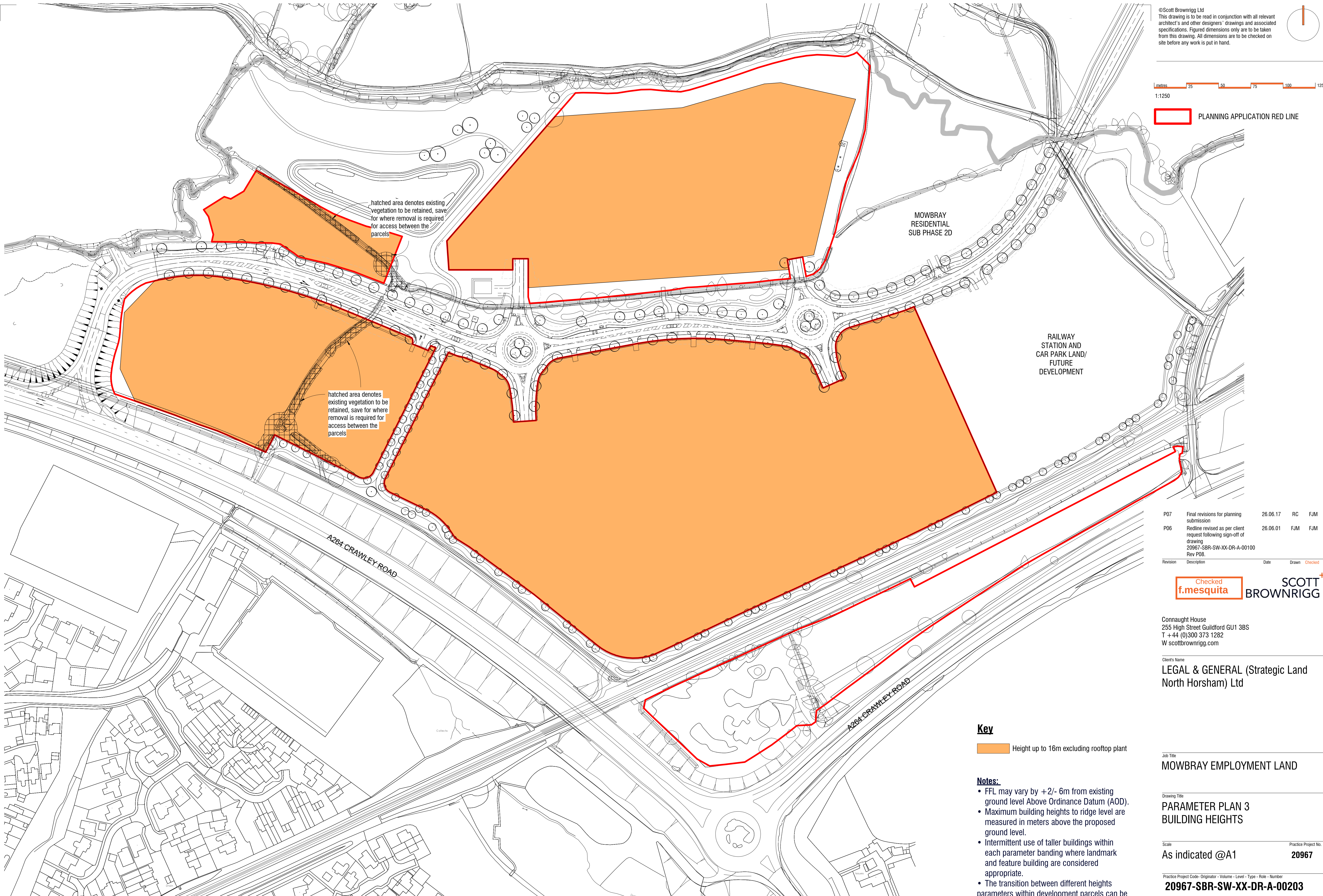
Drawing Title
PARAMETER PLAN 2
ACCESS AND MOVEMENT

Scale
As indicated @A1
Practice Project No.
20967

Practice Project Code- Originator - Volume - Level - Type - Role - Number
20967-SBR-SW-XX-DR-A-00202

Status	Description	Rev
	FOR PLANNING	P07

Figure 3.3 Building Heights Parameter Plan



©Scott Brownrigg Ltd
This drawing is to be read in conjunction with all relevant architect's and other designers' drawings and associated specifications. Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.

metres 25 50 75 100 125

1:1250

PLANNING APPLICATION RED LINE

hatched area denotes existing vegetation to be retained, save for where removal is required for access between the parcels

hatched area denotes existing vegetation to be retained, save for where removal is required for access between the parcels

MOWBRAY RESIDENTIAL SUB PHASE 2D

RAILWAY STATION AND CAR PARK LAND/ FUTURE DEVELOPMENT

A264 CRAWLEY ROAD

A264 CRAWLEY ROAD

P07	Final revisions for planning submission	26.06.17	RC	FJM
P06	Redline revised as per client request following sign-off of drawing 20967-SBR-SW-XX-DR-A-00100 Rev P06.	26.06.01	FJM	FJM

Revision	Description	Date	Drawn	Checked
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Checked
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Key

Height up to 16m excluding rooftop plant

Notes:

- FFL may vary by +2/- 6m from existing ground level Above Ordinance Datum (AOD).
- Maximum building heights to ridge level are measured in meters above the proposed ground level.
- Intermittent use of taller buildings within each parameter banding where landmark and feature building are considered appropriate.
- The transition between different heights parameters within development parcels can be sufficiently flexible to avoid individual buildings having to step from one height to another.

Job Title
MOWBRAY EMPLOYMENT LAND

Drawing Title
PARAMETER PLAN 3
BUILDING HEIGHTS

Scale
As indicated @A1

Practice Project No.
20967

Practice Project Code- Originator - Volume - Level - Type - Role - Number
20967-SBR-SW-XX-DR-A-00203

Status	Description	Rev
	FOR PLANNING	P07

4 Alternatives

4.1 Overview

4.1.1 Under the EIA Regulations, an ES is required to provide a description of the reasonable alternatives studied by the Applicant and give reasons for the choice(s) made with a comparison of environmental effects. The main alternatives to a development typically comprise:

- The 'Do Nothing' alternative, where the Proposed Development is not progressed;
- Consideration of Alternative Locations; and
- Consideration of Alternative Designs.

4.2 The 'Do Nothing' Alternative

4.2.1 The 'do nothing' alternative considers the future conditions at the Site, should the Proposed Development not progress. Under the 'do nothing' scenario, the Site would remain as greenfield land primarily in agricultural use, and the remainder of the consented development would continue to be built out.

4.2.2 The land containing the Site and wider consented development is allocated under Strategic Policy SD1 of the Horsham District Planning Framework for a mixed-use development of at least 2,500 homes with supporting infrastructure. This allocation is for a '*high quality, sustainable, mixed-use community which reflects the communities' needs*' and a '*legible layout that facilitates all modes of sustainable travel*'.

4.2.3 The Proposed Development has been designed to accord to with the general layout and principles of the consented development, including with respect to the access strategy, and introduces elements such as the health centre and leisure facility which were originally included elsewhere within the consented development. Without these elements, some of the anticipated benefits of the consented development previously reported by the 2016 ES / 2017 ES Addendum - such as improved community services and job creation - may not be realised, and the consented development may fall short of fully meeting the objectives of Strategic Policy SD1.

4.2.4 The 'do nothing' approach was therefore not considered.

4.3 Consideration of Alternative Locations

4.3.1 Given the location of the Site as part of a wider allocation to increase housing provision in the administrative boundary of HDC, and the planning context of the Site, no alternative locations have been considered by the Applicant. As set out above, the Proposed Development is proposed in the location where the business park was formerly proposed under the consented development, and has been designed to accord with the layout and principles of the wider consented development.

4.3.2 Since the deadline for submitting Reserved Matters expired, discussions between the Applicant and HDC explored options to make the employment land more flexible than that previously allocated and consented. Originally, this area of the consented development was proposed to be an office park, however demand for office space has fallen significantly since COVID-19, making the original plan less viable. To respond to changing market needs, the Proposed Development now includes a mix of commercial, industrial, and office uses with

logistics and light industrial space better reflecting current demand and supporting local economic growth objectives.

- 4.3.3 In addition, the health centre and leisure facilities, which were previously planned elsewhere within the wider consented development, are now proposed within the Proposed Development to ensure these important community services are delivered.

4.4 Design Evolution

- 4.4.1 The design evolution of the Proposed Development has been informed by the parameters previously proposed within the consented development. The Site was previously proposed to host the following land uses:

- Commercial;
- Mixed use (including retail, food store, leisure, community and other uses); and
- Parkway Station.

- 4.4.2 As outlined above, the Proposed Development now includes a range of uses which were not previously proposed within the Site, which has provided opportunity to positively improve the consented development, including:

- A new location for a leisure facility;
- Establishment of a secondary road network;
- A new plot of land for a health facility; and
- New opportunities for a landscaping strategy, with a focus on promoting green access routes.

- 4.4.3 The Proposed Development has also been designed to be conscious of the parameters of the consented development to ensure the Proposed Development would not lead to worse environmental effects than those reported within the 2016 ES and 2017 ES Addendum.

5 Construction Methodology and Phasing

5.1 Overview

- 5.1.1 Planning for construction is broad at this stage and may be subject to change. The assessment of construction phase environmental effects is based on reasonable assumptions and experience to assess the “worst-case” effects. A detailed Construction Environmental Management Plan (CEMP)¹³ will be secured and implemented before construction begins.
- 5.1.2 Consideration of likely significant effects on the environment that may arise during construction, and any necessary mitigation measures, are provided within the technical chapters of the ES (Chapters 6 - 10).

5.2 Anticipated Programme

- 5.2.1 The construction phase of the Proposed Development is anticipated to commence in 2027, subject to gaining planning permission, with the last parcels commencing in approximately 2031. The Proposed Development is expected to be completed by 2032.

5.3 Outline Construction Methodology

- 5.3.1 Construction will include the following key activities:
- Site preparation and enabling works (such as establishing on-Site parking facilities and construction compounds);
 - Excavation and sub-structure works (including the installation of the foundations for building plots);
 - Construction of Site infrastructure and drainage works (such as roads and SuDS);
 - Construction of the main structures of each building;
 - Fit out (including the installation of walls, mechanical and electrical installations, and kitchens and bathrooms); and
 - Landscaping (including the planting of vegetation, construction of footpaths and cycle routes, and enhancement to existing vegetation).
- 5.3.2 The on-Site re-use, recycling or recovery of construction and excavation waste would be maximised where possible. Waste would only be sent to landfill as a last resort if there is no alternative disposal route.

5.4 Construction Phase Vehicle Movements

- 5.4.1 Construction vehicle movements will be managed to minimise the impact on the local road network through a Construction Traffic Management Plan¹⁴. Heavy Goods Vehicle (HGV)¹⁵

¹³ A CEMP outlines how a construction project will avoid, minimise or mitigate effects on the environment and the surrounding area during the construction period.

¹⁴ A CTMP details how traffic will be managed throughout the construction phase and provide mitigation measures to ensure there are no significant impacts on the local road network.

¹⁵ Heavy Goods Vehicles (HGVs), are any truck over 3.5 tonnes gross combination mass (GCM). Commercial Vehicles weighing less than 3.5 tonnes GCM are called Light Goods Vehicles (LGVs).

movements, including deliveries to the Site, will be dispersed across the working day outside of the morning and evening peak periods.

- 5.4.2 During the initial stages, vehicular movements will solely be associated with construction traffic. As the Proposed Development is completed, there will be a mix of operational traffic and construction traffic as the early phases of the Proposed Development are completed and become operational.
- 5.4.3 Construction routes will be agreed with West Sussex County Council within the final CEMP. All abnormal and heavy loads are required to notify HDC in advance of any abnormal load movement. Hauliers should also contact the police for approval and to provide escort where necessary.
- 5.4.4 All vehicle loading and unloading will take place within the Site and will not affect public highways or adjacent occupiers.

5.5 Environmental Management

- 5.5.1 The construction phase will be carried out in accordance with a detailed CEMP, which will be agreed with HDC and secured by an appropriately worded planning condition.
- 5.5.2 Working hours on the Site will be agreed with HDC through the CEMP, however, it is likely that the standard hours of work will be adhered to. These are:
- Monday to Friday, 8:00am to 5:00pm;
 - Saturday, 8:00am to 1:00pm; and
 - Sunday and Bank Holidays, no working on-Site.
- 5.5.3 All work outside of these hours will be subject to prior agreement of, and / or reasonable notice to HDC as appropriate.

6 Socio Economics

6.1 Overview

- 6.1.1 The ES has assessed the likely significant effects of the Proposed Development with respect to socio economics. This chapter has assessed Option 2 as this represents the worst-case scenario for socio-economics.

6.2 Baseline

- 6.2.1 **Resident Population:** As of 2024, there were 151,500 people living in Horsham District. Horsham District has a smaller proportion of working age residents compared to regional and national averages.
- 6.2.2 **Resident Economic Activity:** As of 2021, of the economically active residents in Horsham District, 70,800 were in employment representing an employment rate of 59%. This is higher than the average for the South East (58%) and England (56%). In October 2025, 2% of residents in Horsham District claimed unemployment related benefits, lower than regional and national averages.
- 6.2.3 **Occupations and Industry:** The 2021 Census identified that the key employing sectors in Horsham are wholesale and retail trade operations (13%), human health and social work (12%) education (10%), and construction (9%).
- 6.2.4 **Jobs and Employment:** Horsham District is a net exporter of labour, which means there are fewer jobs than there are residents aged 16 to 64 years. The construction sector accounts for 7% of jobs in Horsham District which is equivalent to 4,000 jobs. The proportion of jobs in the construction sector is a higher in Horsham District than in the South East and England.
- 6.2.5 **Economic Output:** Average Gross Value Added (GVA)¹⁶ per worker generated within Horsham District over the last 5 years is lower than regional and national averages. In the transportation sector, however, the annual GVA per worker is higher in Horsham District than in the South East and UK.

6.3 Construction Effects

- 6.3.1 There are not considered to be any potential significant impacts on jobs, employment or economic output during the construction phase.
- 6.3.2 Whilst the construction phase will support employment, the Proposed Development provides only a marginal change (+1%) in the employment supporting floorspace assessed in the 2016 ES. As such, a 1% change is not considered significant and therefore construction phase effects have been scoped out of the assessment.

6.4 Operational Effects

- 6.4.1 **Jobs:** It is anticipated that the Proposed Development's employment floorspace from Option 2 will support a total of 977 jobs. This represents a reduction in the number of jobs previously expected to be generated in this portion of the consented development by the Business Park.

¹⁶ Gross Value Added (GVA) is the measure of the economic value created by goods and services in a region or sector, after subtracting the costs of inputs. It shows how much an area or industry contributes to the economy and is often used to assess local prosperity and growth.

However, an overall **moderate beneficial** (significant) effect is expected as this would increase the number of jobs in Horsham District by 1.3%.

6.4.2 **Employment:** Not all of the 977 full time employment (FTE) jobs supported by the Proposed Development will provide employment for Horsham residents and in addition to the direct jobs supported on-site there will be further indirect operational employment supported by the supply chain and through workforce expenditure. The Proposed Development's net additional employment effect to Horsham District is 660 FTE jobs. This will increase resident employment in Horsham District by 0.9%, hence a **minor beneficial** (not significant effect) is anticipated.

6.4.3 **Economic Output:** It is anticipated that the Proposed Development could generate GVA of £43m per annum, this would increase GVA in Horsham District by 1%. Hence a **major beneficial** (significant) effect on economic output in Horsham District is expected as a result of the Proposed Development.

6.5 Cumulative Effects

6.5.1 Four of the cumulative schemes identified will deliver floorspace that will support employment, providing a range of uses that will create jobs and in turn support employment for Horsham residents and create GVA.

6.5.2 As such, it is considered that the committed developments will contribute further to the beneficial effect on jobs, employment and economic output created by the Proposed Development and as such the cumulative effect on jobs in Horsham District is considered to be **major beneficial** (significant), on employment in Horsham District is considered to be **moderate beneficial** (significant) and on economic output in Horsham District is considered to be **major beneficial** (significant).

7 Biodiversity

7.1 Overview

- 7.1.1 The ES has assessed the likely significant effects of the Proposed Development with respect of ecology and biodiversity.
- 7.1.2 This chapter has assessed Option 2 as this represents the worst-case scenario for ecology. The assessment of the effects of air quality, using the results of the air quality modelling from the traffic flow data provided, have been scoped in to consider impacts on off-site ancient woodland and designated sites.

7.2 Baseline

- 7.2.1 An Extended Phase 1 Habitat Survey was carried out within the Site boundary. Further species-specific surveys were also undertaken within the Site and the immediate surrounding area as necessary.
- 7.2.2 The habitats within the Site remain largely unchanged since the previous assessment. The Site comprises several fields delineated by hedgerows. A small stream, Channells Brook, runs along the western boundary.
- 7.2.3 The majority of the fields themselves have been in active arable crop production until late in 2024; the western most fields have developed into a species poor, semi-improved grassland. However, the overall ecological value of these areas is commensurate with the previous assessment.
- 7.2.4 The following Phase 1 habitats were encountered within the Site:
- Modified grassland;
 - Arable, abandoned cereal crops;
 - Other woodland; broad-leaved;
 - Hedges; and
 - Other rivers (non-priority)
- 7.2.5 Great Crested Newts have been shown to be absent from the surrounding waterbodies. Reptiles were not encountered within the Site during surveys in 2025. The breeding bird assemblage was found to be commensurate with that previously identified. The Site has been shown to provide foraging and commuting habitat for up to six species of bats.

7.3 Construction Effects

- 7.3.1 Potential significant impacts that may occur as a result of the Proposed Development during the construction phase have been identified as an increase in air pollution affecting off-site protected sites (SSSI) and off-site receptors (ancient woodlands).
- 7.3.2 Air quality modelling has indicated that the air quality pollution levels are below critical levels during the construction phase of the scheme for Buchan Ponds SSSI and Warnham LNR designated sites, as well as ancient woodland including: Sparrow Copse, Hooks Copse,

Spruce Hill, and three unnamed parcels. Therefore, there would no significant impact upon these receptors, resulting in a Negligible (not significant) effect.

7.4 Operational Effects

- 7.4.1 Air quality modelling indicates that the critical levels in the vicinity of the Warnham LNR are not exceeded during the operation of the Proposed Development. However, the modelling indicates the 1% level is exceeded at Buchan Hill Ponds SSSI for nitrogen oxides (NO_x), ammonia (NH₃) and nutrient nitrogen (N), and acid deposition. Exceedance of the 1% increase in critical load does not automatically mean there is a significant effect, but that it triggers the need for more detailed assessment of the sensitivity and value of the habitat.
- 7.4.2 Given the low levels of increase in nitrogen deposition, most noticeable at the plantation woodland at the edge of the SSSI of little ecological value, away from the ponds which are the qualifying features of the SSSI, where background deposition is already high, any effects are likely to be slight and would not alter plant species composition or richness.
- 7.4.3 Negligible (not-significant) residual effects are predicted as a result of the operational phase of the Proposed Development.

7.5 Cumulative Effects

- 7.5.1 Cumulative air quality effects are built into the modelling, so are considered inherently throughout. No further cumulative effects are predicted.

8 Air Quality

8.1 Overview

- 8.1.1 The ES has assessed the likely significant effects of the Proposed Development with respect to air quality. This chapter has assessed Option 2 as this represents the worst-case scenario for air quality as it demonstrates the highest traffic flows.

8.2 Baseline

- 8.2.1 Background air quality at the Site has been determined using Defra's mapped estimates and local monitoring data. Annual mean concentrations for key pollutants NO₂, PM_{2.5} and PM₁₀ are identified as well below UK Air Quality Objectives¹⁷, indicating good baseline air quality.

8.3 Construction Effects

- 8.3.1 The key consideration during the construction phase in regard to air quality is dust. Without appropriate mitigation, dust could cause temporary soiling of surfaces, particularly windows, cars, and laundry and a minor adverse to major effect is anticipated. However, with appropriate mitigation listed by the Institute of Air Quality Management (IAQM) including the implementation of a Dust Management Plan¹⁸, effective site management and monitoring, this effect is expected to reduce to **negligible to minor adverse** (not significant).

8.4 Operational Effects

- 8.4.1 Emissions of NO₂, PM₁₀ and PM_{2.5} generated by traffic associated with the Proposed Development, once operational, could have detrimental effects on surrounding sensitive receptors. The increase in emissions and pollutants associated with the Proposed Development for all pollutants (PM_{2.5}, PM₁₀ and NO₂) are expected to not exceed the respective relevant thresholds and objectives. Hence, the overall operational effect has been evaluated to be **negligible** (not significant).

8.5 Cumulative Effects

- 8.5.1 Cumulative effects would then only be experienced if construction works on multiple schemes within 500 m of each other were to take place simultaneously. It is assumed that any surrounding construction sites and developments would implement dust mitigation and controls proportionate to the level of risk as set out in best practice guidance, as appropriate, to be secured by planning condition through a CEMP and there should be **no significant** cumulative air quality effect.
- 8.5.2 Potential effects during the operational phase of the Proposed Development have already been considered in this assessment as the traffic from other developments has been included in the traffic data provided for this assessment. Hence a **negligible** (not significant) cumulative operational effect is anticipated.

¹⁷ UK Air Quality Objectives are legally set targets for the maximum allowable concentrations of key pollutants, such as nitrogen dioxide and particulate matter, to protect human health and the environment.

¹⁸ A Dust Management Plan sets out measures to prevent or minimise dust emissions during construction or site operations, protecting air quality and reducing impacts on nearby communities and the environment.

9 Noise and Vibration

9.1 Overview

- 9.1.1 The ES has assessed the likely significant effects of the Proposed Development in respect to noise and vibration. This chapter has assessed Option 2 as this represents the worst-case scenario for noise and vibration.

Baseline

- 9.1.2 Updated sound surveys were conducted in November 2025 to support the assessment of noise and vibration for this ES.
- 9.1.3 The updated surveys found the typical background sound to range from 36 to 55 decibels (dB) across the surveyed locations.

9.2 Construction Effects

- 9.2.1 Assessment of significance relating to noise and vibration impact from construction works and traffic flow increases is scoped out of this ES, as this is covered in detail in the 2016 ES and is not anticipated to change as a result of the changes to the scheme.

9.3 Operational Effects

- 9.3.1 The introduction of additional HGVs as a result of the Proposed Development has the potential to significantly impact current noise conditions at the Site. The assessment of operational HGV traffic indicates that operational HGV traffic is unlikely to raise noise levels above the existing background sound level at the Site. Therefore, a **negligible** (not significant) effect is anticipated.

9.4 Cumulative Effects

- 9.4.1 This assessment focuses solely on noise impacts from operational HGV movements. Given the distance between committed developments and the nearest receptors, it is unlikely that comparable noise sources will affect the same receptors; therefore, a cumulative noise assessment has not been undertaken.

10 Climate Change

10.1 Overview

- 10.1.1 The ES has assessed the likely significant effects of the Proposed Development with respect to climate change. This chapter has assessed all option scenarios. Option 1 represents the worst-case scenario for climate change with the highest quantum of predicted Greenhouse Gas (GHG) emissions.

10.2 Baseline

- 10.2.1 There are no existing operational emissions associated with the Site in its current state.
- 10.2.2 The latest CO₂ emissions data for HDC outlines that the total CO₂ emissions generated in Horsham in 2023 amounts to 593ktCO₂. Whereas, in 2023, England generated 275,589 ktCO₂. England demonstrate a continuing downward trend over the 2005-2023 period, whereby the per capita CO₂ emissions have decreased by approximately 47%. Total CO₂ emissions have also gone down by nearly 40% over the studied period despite the observed population growth.
- 10.2.3 The future baseline is expected to reflect the ongoing decarbonisation of the UK electricity grid, which has already reduced carbon intensity significantly and is projected to continue declining. As a result, electricity use will generate progressively lower carbon emissions, supporting the proposed all-electric energy strategy for the development.

10.3 Construction Effects

- 10.3.1 Prior to mitigation, it is anticipated that the combined construction lifecycle stages of Option 1 for the Proposed Development will produce 56,559 tCO₂e in emissions. This quantity is considered to have a material contribution to the UKs greenhouse gas emissions and are over 1% of the local baseline emissions.
- 10.3.2 Mitigation measures during the construction phase are anticipated to include the utilisation of the most current construction technology, the monitoring of waste production and management, and utilising low carbon materials where possible. The overall effect therefore of the Proposed Development during the construction phase is anticipated to be **minor adverse** (not significant).

10.4 Operational Effects

- 10.4.1 Prior to additional mitigation, it is anticipated that the operational phase of the Proposed Development will produce 783,861 tCO₂e per year. These emissions are expected to be produced as a result of the energy required for the Proposed Development, associated operational traffic and repair and maintenance. However, the emissions are considered to represent a worst-case scenario as these do not account for the expected decarbonisation of the national grid and move towards electric vehicles.
- 10.4.2 Mitigation measures during the operational phase of the Proposed Development are anticipated to include installation of smart meters, encouragement of the uptake of sustainable transport modes and monetary contributions to train local people reducing the reliance on hiring commuters from distant areas. The overall effect therefore of the Proposed Development during the operational phase is anticipated to be **minor adverse** (not significant).

10.5 Cumulative Effects

- 10.5.1 All greenhouse gas emissions contribute equally to global climate change, regardless of location. Therefore, individual cumulative projects are not assessed separately.

11 Summary and Residual Effects

11.1 Introduction

- 11.1.1 An ES including this Non-Technical Summary has been prepared to support an outline planning application for up the residential-led development of Mowbray, Employment Land.

11.2 Mitigation

- 11.2.1 The Proposed Development has been subject to an iterative design process. Measures have been embedded into the Proposed Development in order to avoid reduce or offset significant environmental effects. These include:
- Each proposed option for the Proposed Development has been influenced by the existing tree stock and designed to create an appropriate and sympathetic layout as it relates to trees, and allows for the retention of existing high-quality trees;
 - The majority of the existing hedgerow layout will be retained to reflect the historic landscape of the Site;
 - A phase-specific travel plan will be submitted which will aim to promote sustainable alternatives via measures aimed at reducing reliance on cars.
 - Pedestrian and cycle facilities are proposed, including segregated cycleways, in accordance with the site-wide cycle strategy. Enhancements to walking routes and pedestrian access have been proposed to create a green, attractive, safe active travel network throughout the Site and connect to existing PRoW;
 - The surface water drainage strategy utilises SuDS measures to discharge surface water run-off at the pre-development greenfield rates, utilising green corridors and drainage ditches through the Site;
 - Built development will be avoided within medium and high-risk areas for flooding; and
 - Building heights will be limited to up to 16 m above existing ground level to ensure that the Proposed Development is sensitively incorporated into the local landscape.

11.3 Significant Residual Effects

- 11.3.1 The residual effects for the consented development, reported in the 2016 ES and 2017 ES Addendum remain valid for the topics scoped out of the assessment, subsequent to the recommended mitigation being implemented.

Construction

- There are no significant effects anticipated to occur during the construction phase of the Proposed Development.

Operation

- **Moderate beneficial** effects on Socio Economics are expected with respect to employment; and

- **Major beneficial** effects on Socio Economics are expected with respect to economic output.

11.4 Interactive Effects

- 11.4.1 The ES considers the interrelationship between the technical chapters and the significant effects identified above.
- 11.4.2 It is considered that interactive effects during construction on the surrounding area will not be of significance. Any significant adverse effects would be temporary in duration and are likely to be associated only with the peak periods of construction activity. It is considered that the interactive effects during operation of the Proposed Development on the surrounding area will also be not significance. Refer to **Table 11.1** below to see which potential interactive effects have been considered within **Chapter 11** of the ES.

Table 11.1: Potential Interactive Effects

Discipline	Socio Economics	Ecology	Air Quality	Noise and Vibration	Climate Change
Socio Economics					
Ecology			*		
Air Quality					*
Noise and Vibration					
Climate Change					

* symbolises the potential for an interactive effect which has been assessed within Chapter 11 of the ES.

- 11.4.3 Given that these interactive effects have been inherently considered within the technical assessments no further consideration of interactive effects is required.

Cumulative Effects

- 11.4.4 Each of the technical chapters have considered the likely significant cumulative effects of the Development with the cumulative schemes set out in **Chapter 2**.
- 11.4.5 During the construction phase, there are no anticipated significant cumulative effects.
- 11.4.6 Once complete and operational the Proposed Development result in the following significant cumulative effects:
- Socio Economics – Jobs are expected to experience a **major beneficial** cumulative impact from operational activities;

- Socio Economics – Employment is expected to experience a **moderate beneficial** cumulative impact from operational activities; and
- Socio Economics – Economic output is expected to experience a **major beneficial** cumulative impact from operational activities.