PLANNING COMMITTEE REPORT

TO:	Planning Committee North
BY:	Head of Development
DATE:	6 August 2019
DEVELOPMENT:	Outline planning application for the erection of up to 300 dwellings (C3) including the conversion of existing offices buildings 3 and 36) up to 25,000sqm of employment (B1) floorspaces and provision of 618sqm of flexible commercial/community space (A1 A2 A3 D1 Creche) use classes) within the ground floor of converted building 36. Improvements to existing pedestrian and vehicular accesses from Parsonage Road and Wimblehurst Road, new cycle and pedestrian accesses from Parsonage Road, together with associated parking and landscaping. All matters reserved except for access.
SITE:	Former Novartis Site, Parsonage Road, Horsham, West Sussex
WARD:	Holbrook East
APPLICATION:	DC/18/2687
APPLICANT:	**Name:** West Sussex County Council **Address:** C/O Agent

REASON FOR INCLUSION ON THE AGENDA: More than eight persons in different households have made written representations raising material planning considerations that are inconsistent with the recommendation of the Head of Development.

The proposal is classed as a departure from the Development Plan.

RECOMMENDATION: To approve outline planning permission subject to appropriate conditions and the completion of a legal agreement.

In the event that the legal agreement is not completed within three months of the decision of this committee, or other later date as agreed by the Head of Development, the Director of Place be authorised to refuse permission on the grounds of failure to secure the Obligations necessary to make the development acceptable in planning terms.

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

Contact Officer: Jason Hawkes **Tel: 01403 215162**

DESCRIPTION OF THE APPLICATION

1.2 Outline permission is sought for the development of the site for the erection of up to 300 dwellings and up to 25,000 sqm of employment (B1) floor space. The scheme includes the provision for 618 sqm of flexible commercial / community space (Classes A1, A2, A3 & D1) within the ground floor of the retained building on site (known as building 36). The proposal includes improvements to the pedestrian and vehicle accesses to the site from Parsonage Road and Wimblehurst Road. All matters are reserved except for means of access.

1.3 The proposal includes the retention of the two remaining central buildings on site, which are linked and appear as a single structure, but are known as Buildings 3 and 36. It is proposed to convert these buildings to approximately 123 residential units. The proposal indicates the potential for 2 additional floors to be added to these buildings. The ground floor of Building 36 will provide a flexible commercial floor space area for the businesses within Classes A1 (retail), A2 (professional services), A3 (food and drink) and D1 (crèche).

1.4 The area to the west of the retained buildings is proposed for approximately 177 dwellings (a total of up to 300 dwellings, when including the conversion of existing buildings). The indicative plans detail that the remaining dwellings would mainly be provided in the form of blocks of flats up to 3 and 4 storeys in height, with some also provided as houses. The parameter plans and indicative master plan show the retention of the main driveway leading up to the retained central buildings from Wimblehurst Road. The plans also show the retention of the existing Cedar trees which line the driveway, supplemented by new Cedar trees where there are currently gaps. The Cedar trees along the driveway are covered by a Tree Preservation Order. The proposal indicates the demolition of the two gateway buildings located at the entrance from Wimblehurst Road.

1.5 The remaining two thirds of the site located to the east of the central buildings is proposed for up to 25,000 sqm of employment floor space. The indicative master plan shows the employment zone comprising 10-15 separate buildings, up to 4 and 5 storeys tall. The use of the employment buildings would be under Class B1 (research and development, light industry and offices). Two large multi-storey parking courts are included to the east and south east of the site. The plans indicate that up to 872 parking spaces could be provided for the employment area. This includes parking areas around the buildings.

1.6 The indicative plans indicate availability for up to 308 residential parking spaces. For the residential units, this equates to approximately 1 allocated space per dwelling unit. The proposal indicates a high density for the residential units. Zone A adjacent to Wimblehurst Road is shown as an area of up to 65dph. Zone B is in a central area, adjacent the employment zone, and includes the retained buildings to be converted. This area is proposed to have a density of up to 105dph. The majority of units proposed are indicated as 1 or 2 bedroom flats.

1.7 The proposal includes a locally equipped area of play within a dedicated open space to the north east corner of the site fronting Parsonage Road. A further local area of unequipped play is proposed to the north west of the site within the residential zone. The scheme also includes the retention of the mature trees around the boundaries of the site. Most notably, the trees fronting Parsonage Road are to be retained along with the protected TPO cedar trees along the driveway.

1.8 The proposal utilises the existing accesses to the site from Wimblehurst Road and Parsonage Road. The parameter plans indicate that there will be no vehicular access through the site between the two entrance and exit points. The access from Wimblehurst Road will serve the residential units and the access from Parsonage Road will serve the employment units. The scheme includes a new right turn into the Parsonage Road entrance and an increased carriageway to the Wimblehurst Road entrance. The proposal includes the following off-site improvements:

- 2m wide pedestrian footway to the north of the site on Parsonage Road. Land also reserved on Parsonage Road to widen this to 3m at a later stage, if required.
- Installation of tactile paving at the existing crossing points at the junction of Wimblehurst Road and Parsonage Road.
- Relocation of existing signalised crossing on Parsonage Road.
- Contribution of £10,000 to the improvement of bus waiting facilities (real time information) on North Heath Lane, past Blenheim Road.
- Contribution of £20,000 towards cycle signage and traffic regulation orders between the site and Horsham train station.

1.9 The following documents have been submitted in support of the proposal:

- Design and Access Statement
- Flood Risk Assessment
- Drainage Strategy
- Phase 1 Geo-environmental Site Assessment
- Archaeology Assessment
- Structural Survey
- Heritage Report
- Utilities Survey Report
- Air Quality Technical Note
- Noise and Vibrations Assessment
- Statement of Community Involvement
- Transport Assessment and Travel Plan
- Ecological Appraisal
- Financial Viability Report
- Parameter Plans: Land Use, Density, Buildings Height, Landscape and Movement

DESCRIPTION OF THE SITE

1.10 The site is located within the built-up area of Horsham Town to the south of Parsonage Road and east of Wimblehurst Road. The site is basically triangular in shape, bounded to the south and west by railway lines. The site is approximately 7.5 hectares in size and was formerly used by Novartis Pharmaceuticals for offices and medical research. The site was in operation from the late 1930s and Novartis ceased operation in 2014. When in operation, the site comprised several large buildings with its main access from Wimblehurst Road. The majority of buildings have now been demolished on site. The site was purchased by WSCC in December 2016.

1.11 The central buildings (Buildings 3 and 36) and the two gate house buildings fronting Wimblehurst Road remain on site. Building 3 dates from 1939 and is included in Horsham's list of Locally Important Historic Buildings. The building is considered of merit due to its art deco appearance with a large clock tower facing east. Building 36 is a more modern building attached to Building 3. Between the two buildings is a courtyard area. These buildings are currently vacant and were formerly used as offices. The site is secured by fencing to the north and west boundaries. In terms of topography, notably, the eastern section is set at a lower land level than Parsonage Road and the railway line.

1.12 The main driveway leading up to the central buildings includes 9 mature cedar trees. These tree are covered by a Tree Preservation Order. The site also includes a line of mature trees along the northern boundary of various species. The main entrance to the site also includes several trees and bushes adjacent to the two gatehouse buildings. The main access to the Novartis site was from Wimblehurst Road with an additional access from Parsonage Road. There is a further access on Parsonage Road near to the railway crossing. These access are still in place. A substation is located to the north western part of the site adjacent to Parsonage Road. The substation is outside of the application site.

1.13 Directly to the north of the site, permission has been granted for the construction of 160 dwellings by Linden Homes on an area of land that was formerly the car park and sports pitches for the Novartis site. Works are well underway on site and a number of houses and flats are now occupied. A pedestrian crossing is in place on Parsonage Road adjacent to the Linden Homes site. The site is also nearby to a railway crossing on Parsonage Road.

1.14 To the west of the main Novartis site there are existing houses and flats which face the site off North Heath Lane and Wimblehurst Road. Horsham (Richmond Road) Conservation Area lies south of the site, over the railway lines. The nearest listed building is a signal box located adjacent to the railway lines to the south of the site. To the east, over the railway lines, there are a number of commercial buildings off Foundry Lane. Horsham Train Station is located to the south of the site and is a 15 minute walk away. Horsham Town Centre is about a 25 minute walk from the site.

2. INTRODUCTION

STATUTORY BACKGROUND

2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES
The following Policies are considered to be relevant to the assessment of this application:

National Planning Policy Framework

Horsham District Planning Framework (HDPF 2015)
Policy 1 - Strategic Policy: Sustainable Development
Policy 2 - Strategic Policy: Strategic Development
Policy 3 - Strategic Policy: Development Hierarchy
Policy 4 - Strategic Policy: Settlement Expansion
Policy 5 – Horsham Town
Policy 7 - Strategic Policy: Economic Growth
Policy 8 – Strategic Allocation: University Quarter Mixed Use Development
Policy 9 - Employment Development
Policy 15 - Strategic Policy: Housing Provision
Policy 16 - Strategic Policy: Meeting Local Housing Needs
Policy 24 - Strategic Policy: Environmental Protection
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 34 - Cultural and Heritage Assets
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 - Sustainable Transport
Policy 41 - Parking
Policy 42 - Community Facilities, Leisure and Recreation

Supplementary Planning Guidance:

Planning Obligations and Affordable Housing SPD 2017
Horsham Town Design Statement 2008

RELEVANT NEIGHBOURHOOD PLAN

North Horsham Parish formally withdrew its Neighbourhood Plan Area in September 2018.

PLANNING HISTORY AND RELEVANT APPLICATIONS

The site has an extensive planning history for its use by Novartis dating back to the 1950s. The last planning permissions for the site were in 2014 and 2016. These were for the demolition of buildings on site.

3. OUTCOME OF CONSULTATIONS

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

INTERNAL CONSULTATIONS

3.2 **HDC Ecology Consultants**: No objection subject to conditions.

3.3 **HDC Landscape Officer**: No objection subject to amendments to secure the successful delivery of the reserved matters applications.

3.4 **HDC Drainage Officer**: No objection.

3.5 **HDC Conservation Officer**: No objection in principle. Building 3 is recognised as a heritage asset of local interest. The principle of its retention and reuse is supported. It is expected that the conversion to residential use will respect the architectural and historic interest of the building, externally and internally. The lodges and entrance piers are not of the same quality but do have some merit. Any replacement of the lodge buildings would need to reinforce the appreciation of the intended arrival of the site. It is important that the avenue leading up to the retained central buildings is reinforced with replacement trees. The impact on the adjacent Conservation Area and nearby listed buildings is negligible.

3.6 **HDC Parks and Countryside Officer**: No objection subject to no play area under the cedar trees.

3.7 **HDC Arboricultural Officer**: No objection in principle. Consideration needs to be given as to whether the retained Blue Atlas cedars trees need to be retained and the need to be trimmed back.

3.8 **HDC Environmental Health**: No objection in principle:

- Conditions are recommended to ensure that potential contamination arising from the former use of the site is thoroughly assessed.
- Conditions are recommended to ensure that potential noise impacts are assessed and mitigated.
- Conditions are recommended regarding hours of use, lighting, deliveries and the management of car parking areas.

3.9 **HDC Economic Development**: Support. The proximity of the site to the town centre and railway station makes this an attractive proposition for B1 floor space, which will address the loss of floor space in the town centre. The proposal also provides a range of commercial units, including the welcome addition of an Innovation Centre.

OUTSIDE AGENCIES

3.10 **WSCC Highways**: Comment: Some aspects remain to be confirmed, as detailed below in WSCC response of 5 July 2019. These aside, based on the additional information, conditions are recommended for approval.

Initial comments received 29th January. Additional comments were also received on 8th May and 5th July 2019 in response to further details:

29th January 2019: More information and amendments required including the following:

- It needs to be demonstrated that a right turn lane into Parsonage Road is required.
- Access width for the Wimblehurst Road needs to be reduced.
- Amendments required to model outputs and trip generation calculations.
- Stage One Road Safety Audits and a Travel Plan are required.
- The TA includes details of a potential improvement scheme, comprising traffic signals at Parsonage Road / Wimblehurst Road. However, it is not proposed for the development to implement this scheme. As the residential uses are CIL liable, the preferred approach is for WSCC to bid for the full cost of the scheme. This approach introduces uncertainty.
- Tactile paving to be installed at the site accesses and at the existing crossing points at the North Heath Lane / Parsonage Road mini-roundabout.
- It is recommended that a scheme of pedestrian improvements is investigated.

8th May 2019: More information and amendments required including the following:

- Through the Transport Assessment Addendum, the applicant has addressed the applicant has mostly addressed those matters previously raised by WSCC Highways.
- The retention of Wimblehurst Road Access width and the proposed right turn lane from Parsonage Road have been justified.
- The correct outputs have been submitted for junction modelling for the two accesses to the site. It is accepted that these junctions would work well within capacity.
- The applicant has submitted appropriate measures for access by sustainable means.
- The applicant has added a new aspect into the mitigation in the form of the Zebra crossings. Based on the information submitted, these haven't been suitably assessed. If the applicant is seeking to take these forward, further information would be required including a Stage One Safety Audit.
- Amendments are required to the submitted Travel Plan.

5th July 2019: Some aspects remain to be confirmed. These aside, based on the additional information, conditions are recommended for approval.

- There were three main outstanding aspects from the comments made by WSCC on the 8th May regarding the safety audit, travel plan and the proposed Zebra crossings.
- A revised safety audit has been undertaken for the North Heath Lane / Parsonage Road / Wimblehurst Road junction without the signalisation (as this is not be delivered as part of this scheme). The scope of the audit is correct. However, the audit includes an error.
- The revised Travel Plan has addressed the points raised but includes an error.
- The applicant is no longer pursuing the proposed Zebra crossings. It would consequently be unnecessary to require the safety audit to be updated as this is being superseded by an alternative arrangement (this being a Puffin or push button type crossing that gives pedestrians priority over traffic) that will need to be further investigated and subject to a separate safety audit. This type of arrangement is more suited to the traffic conditions.
- An indicative location has been presented for the crossing on Wimblehurst Road approximately 40 metres south of the existing site access. Although no design has been drawn up, there wouldn't appear to be any particular constraints to providing a crossing in this location. The main concern would not necessarily be in connection

with the principle or design, but more as to whether there is a need for a crossing in this location as a consequence of the development, which in turn aside from the on-going maintenance liability to WSCC, lightly used crossings can have safety concerns. The crossing is some distance south of the Wimblehurst Road access with there being no obvious desire lines for pedestrians to cross at this point.

3.11 **WSCC Flood Risk Management**: No objection subject to conditions.

3.12 **Peter Brett Associates - Transport Consultants:** Comment.

Final summary comment 24 July 2019:
Our review of the Transport Assessment and supporting evidence has flagged up a number of issues with the work that was produced to support the planning application. These are summarised in our notes 001 and 002 completed in May and July respectively.

Despite our concerns, we do not believe there is grounds for refusal based on lack of sustainable transport or unacceptable impact on highway safety (paragraphs 108 and 109 of the NPPF).

However, we do recommend pre commencement planning conditions are in place to allow the applicant to demonstrate a suitable pedestrian/cycle improvement scheme is achievable and to demonstrate that the tactile paving provision at the existing Wimblehurst Road junction provides safe and suitable access to the development

Previous comments:
Initial comments received 23rd May 2019. Additional comments received in response to further Addendum on 11th July 2019.

23rd May 2019: Amendments and clarification required.

- Elements of the trip rates used are incorrect. The TRICS database has been derived from incorrect data.
- The impact and / or mitigation to the bus service has not been considered, nor any wider pedestrian and cycle connectivity requirements,
- A test incorporating the extant office permission into the baseline traffic flows has not been undertaken.
- The Land North of Horsham has not been included in the assessment to check that the proposed development can be accommodated in combination with other committed developments in the future years, and that the mitigation is adequate with this development in the baseline.
- No assessment has been undertaken to test the development impact on the proposed schemes at A24/Warnham Road/Robin Hood Lane roundabout and the A264/Rusper Road roundabout.
- No mitigation is proposed for Hurst Road/North Parade/Wimblehurst Road junction although this is proposed within the TA to be covered by the CIL contribution. The feasibility of any improvements this funding could deliver has not be undertaken.
- The proposed interim scheme to deliver two zebra crossings at the North Heath Lane/Parsonage Road/Wimblehurst Road has not been subject to a RSA1.
- The interim scheme at the North Heath Lane/Parsonage Road/Wimblehurst Road does not mitigate the impact of the development at this junction. No mitigation has been proposed to reduce the future queues at this junction associated with the development.
- Amendments are required to the Travel Plan.

11th July 2019: The comments of PBA have not been fully addressed.

- The addendum states that the trip rate calculations and TRICS databases uses were agreed with WSCC. PBA do not agree.

- No liaison with bus operators has been carried out to understand bus capacity or any potential improvements to make public transport a realistic travel choice. PBA states that with the promotion of sustainable travel and shift to public transport, liaison with the relevant bus operators should be considered.
- Whilst the development is providing a contribution of £20,000 to improve on-road cycling between the site and rail station, there has been no drawings/evidence as to what the scheme would comprise of and if a £20,000 budget would be a sufficient amount to provide an attractive and beneficial scheme.
- No assessment has been undertaken to test the development impact on the proposed schemes at A24/Warnham Road/Robin Hood Lane roundabout and the A264/Rusper Road roundabout. The level of traffic generated from the site using these two junctions was not seen as severe with marginal increases. In view of this, PBA agree with HCC approach to not carry out junction modelling on the two junctions.
- There have been no discussions regarding the feasibility of improvements at the junction of Hurst Road/North Parade/Wimblehurst Road.
- The exclusion of the zebra crossing proposals limits the sites mitigation works to minor crossing improvements, including the provision of tactile paving, at the existing crossing points. There is no evidence whether this is acceptable on safety grounds, with the increase in demand to cross the road arising from the development.
- No mitigation is proposed to reduce future queues at the junction of North Heath Lane/Parsonage Road/Wimblehurst Road.
- The Travel Plan still contains errors.
- In summary, the response limited further evidence to demonstrate:
  - that opportunities to promote sustainable transport modes have been taken up;
  - whether the improved on-road cycle to the station is feasible and achievable; or
  - whether the installation of tactile paving would provide safe and suitable access to the development.

3.13 **Southern Water**: No objection subject to conditions.

3.14 **Health and Safety Executive**: No objection.

3.15 **Sussex Police**: No objection in relation to crime prevention. Concerns are raised regarding highway safety.

3.16 **Environment Agency**: No comment.

3.17 **Horsham and Mid Sussex Clinical Commissioning Group**: No objection subject to future CIL funding for NHS capital infrastructure.

3.18 **Gatwick Airport**: No objection subject to a condition regarding details of landscaping.

3.19 **Network Rail:** No comments received.

PUBLIC CONSULTATIONS

3.20 **North Horsham Parish**: Comment. The following concerns are raised:

- WSCC Highways remains concerned that there perceived shortcomings relating to pedestrian crossings and other safety audit issues. It is considered vital that these are resolved.
- The Parish remains concerned that the Wimblehurst Road / Parsonage Road / North Heath Lane junction proposals are acceptable. The cumulative impact of the North Horsham development has not been fully assessed, along with the wider growth in traffic consequent upon developments in the Horsham area.
- Whist it is acknowledged that the cost of installing a footbridge over the railway line was significant, the long term benefits of improving connectivity, reducing traffic and

encouraging more people to walk far outweigh the original outlay. The Parish would like to see this being actively pursued.
- No direct presentation was made to the Parish prior to the submission of the planning application.

3.21 **Denne Neighbourhood Council (adjacent to the site):** Comment.
- There is no solution to the traffic problems this proposal raises. The Council considers that the Wimblehurst Road entrance is potentially hazardous and will add many traffic movements close to an already difficult junction with North Heath Lane and Parsonage Road. Consideration should be given to scoping residential access from Parsonage Road.
- It is critical that a solution is found to the traffic tailback at the Wimblehurst Road / Parsonage Road / North Heath Lane junction. The proposed ghost lanes to access the residential and commercial areas will not solve the build-up of traffic at the mini roundabout.
- It is extremely difficult for pedestrians to negotiate the Wimblehurst / Parsonage Road / North Heath Lane junctions safely with the current level of traffic and this will be made more difficult if the development goes ahead. The wide bell mouth around the Wimblehurst Road access is difficult to cross for pedestrians. There is also implications with the introduction of zebra crossings which has not been fully considered. WSCC should further investigate a proposal for a footbridge over the railway line.
- It is noted that the Travel Plan is only valid for 7 years.
- The density proposed is extremely high and the streets may appear overcrowded.
- The parking provision seems inadequate for the number of residences and staff proposed.

3.22 **Forest Neighbourhood Council (adjacent to the site):** Comment.
- This is an ideal opportunity to create a new high quality bicycle corridor through the site to be incorporated into a wider cycleway. This would require a new subway crossing under the railway line.
- There is concern that the vehicle access onto Wimblehurst Road will have a very detrimental effect on local residents.
- There needs to be adequate steps for sufficient parking on site to alleviate possible parking on adjacent roads.
- 35% affordable housing is welcomed.
- Some parts of the commercial area should be for start-up businesses.

3.23 **Wimblehurst Road Residents Group**: Objection on the following grounds:
- There are inadequacies and failings of the Road Safety Audit Stage 1 and Transport Assessment for the site.
- The proposed management of the Wimblehurst Road / North Heath / Lane Parsonage Road junction (Junction C) will create traffic queuing and highway safety issues.
- Over development of the residential area.
- Over development of the business park area.
- Lack of adequate parking provision on site.
- The proposal will adversely impact on air quality caused by the vastly increased traffic caused by vehicles accessing the site causing substantial, and increasing, major traffic queues in roads and junctions in the surrounding locality.
- The lack of infrastructure to support the development as currently proposed.
- The objection raised to this scheme have not been addressed in the amendments submitted.
- It is noted that no mitigation is proposed in relation to the Parsonage Road / Wimblehurst Road / North Heath Lane junction (Junction C) in the amendments.
- The figures given for the traffic impact of the Land North of Horsham are contested.

- The contents of the Travel Plan are contested.
- Concern is raised regarding flooding.
- The residents group has submitted their transport assessment which have been reviewed by WSCC Highways.
- It is accepted that the Novartis site will be developed but what is currently proposed is not appropriate. The Group would support WSCC and HDC bringing together a range of stakeholders representing the community to work on a collectively mutually acceptable scheme.

3.24 **WSCC Councillor Peter Catchpole**: Comment. Concerns are raised regarding the impact this proposal will have on traffic volumes. The proposal to manage traffic at the North Heath Lane / Wimblehurst Road / Parsonage Road junction with a traffic light system will create considerable traffic queuing. The proposed main access to the residential area from Wimblehurst Road would add to the considerable congestion and cause safety issue.

3.25 **Horsham District Cycle Forum**: Objection. Insufficient weight has been given to the NPPF paragraph 110 in relation to giving priority first to pedestrian and cycle movements.

3.26 **The Horsham Society**: Objection. Connectivity with the town has not been considered and the traffic surveys carried out are inadequate. Consideration should also be given to replace the landmark gatehouse buildings and replace the missing Cedar trees.

3.27 **60** representations have been received objecting to the application on the following grounds:

- Traffic issues in this area are already immense especially since the development of the Novartis car park. Concern is raised that extra traffic from the development will put pressure on the already stressed local road network. The Transport Assessment fails to take into account or comment on a significant number of factors. This includes the effects of the future North Horsham development, the impact on bus routes, significant tailbacks and delays, the assessment of all adjacent roads has not been undertaken, the lack of pedestrian access and the impact on the ability of residents to access and exit adjacent roads. The proposal is contrary to the NPPF which states that any development should not decrease road safety or have a severe cumulative impact on the road network.
- The Road Safety Audit is inaccurate and misleading.
- 300 dwellings is an overdevelopment of the site.
- The Wimblehurst Road junction should be maintained for pedestrians and bicycles only.
- Objection is raised to loss of small grass strip and possible loss of trees on Parsonage Road to allow the increase in the width of the road.
- The proposal should seek to encourage public transport connections between the station and the site, with a new footbridge.
- The proposal results in a significant increase of staff on site, when compared to the original used by Novartis. The substantial increase in the use of the site will have a detrimental impact on air quality, noise and amenity values.
- The proposal should include new tree planting along the highway.
- The proposal does not include sufficient on-site parking.
- None of the feedback given by the public during the two WSCC public consultations have been incorporated into the submitted plans.
- Concern is raised to the possible traffic lights at the Wimblehurst Road / Parsonage Road junction and the delays this could cause.
- The proposal is contrary to the HDPF policy which requires the site to be used solely for employment, in the event the higher education falls through.
- There is insufficient outside space proposed given the level of density.
- No comments have been received from Network Rail regarding the impact on the level crossing.

- Concern is raised regarding water run off to ensure that there is no adverse impact on adjacent properties.
- More work is needed to ensure the proposal is appropriate in terms of its ecological impact.
- The site is perfectly placed to provide community uses, such as schools, doctors and dentists.
- The proposal offers nothing for local residents.
- The gatehouse features on the entrance to the site should be retained.
- Concern is raised to the scale of development and its impact on the privacy of adjacent residents.
- The proposal will have a detrimental impact on the adjacent conservation area.

3.28 **2** representations of <u>support</u> have been received:

- This is a very important regeneration opportunity for Horsham that will have significant social and economic benefits for the town.

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS

4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

6. PLANNING ASSESSMENTS

6.1 The main issues for the Local Planning Authority to consider in the determination of this application for Outline planning permission are as follows:

- The acceptability of the principle of the proposed development for the uses proposed.
- The impact on the character and visual amenity of the locality.
- Whether safe vehicular and pedestrian access can be provided to the site and the impact of the development on highway and pedestrian safety.
- Dwelling type and tenure mix.
- The impact on the amenity of neighbouring occupiers.
- Whether the development can be delivered without harming the interests of heritage, nature conservation, flooding, land contamination and archaeology.

<u>Principle of Development</u>

6.2 This site is allocated for development under Policy 8 of the Horsham District Planning Framework (2015). The policy states that the land at the former pharmaceutical research development and manufacturing site bounded by Wimblehurst Road and Parsonage Road and the railway lines is allocated for re-use as comprehensive mixed use strategic development for a higher education facility including supporting facilities, complementary employment uses and associated infrastructure. Policy 2 (Strategic Development) also states that one of the aims of the spatial strategy is to bring forward a strategic mixed opportunity at the former Novartis site for employment, education and specialist housing.

6.3 Policy 8 states that the redevelopment of the site shall principally be for education and research, with onsite residential accommodation for students. In terms of design, any future development should reflect the previous use of the site as a research centre. The historic buildings on site, which reflect the local community's past industrial heritage, shall be a focal point of the development by retaining the key Art Deco buildings as a design feature. The

design shall take particular account of public views, primarily from Wimblehurst Road and seek to enhance the Parsonage Road frontage.

6.4 The policy ends by stating that if the site is not developed for higher education use by 2021, the future redevelopment of the site can be provided by other uses in a sequential test with a combined training and employment use first and employment use solely secondly.

6.5 In the Local Plan, the former Novartis site is seen as an opportunity for integrated education and research opportunities. At the time the local plan was being produced, it was understood that the University of Brighton were interested in the site for a new campus, hence its primary allocation for a higher education use. Regrettably, in 2015 the University of Brighton formally stated that it has had to withdraw plans to open a Horsham campus as it was unsuccessful in a funding bid. An application for funding was submitted by the university, with support from the Coast to Capital Local Economic Partnership, local businesses and Horsham District Council. The outcome of the Regional Growth Fund round was announced by the then coalition government and, unfortunately, the university's application was not successful.

6.6 The policy states in paragraph 15 that, in the event that that the site is not developed for a higher education use by 2021 the site can be redeveloped for other uses in a sequential test with a combined training and employment use first and employment use solely second. The proposed development includes 25,000sqm of B1 employment use but also up to 300 residential dwellings. The inclusion of residential dwellings on this site is not provided for in the Policy 8 sequential test therefore the proposals run contrary to Policy 8. Consequently, the proposal is considered a departure from the Local Plan.

6.7 To address the requirements of Policy 8, the applicant has stated that they have considered various options for the site, including seeking to deliver a 100% commercial scheme. A 100% commercial scheme would be in accordance with the sequential test required by Policy 8. The applicant has commented that a 100% commercial scheme cannot be provided as there are 'considerable abnormal and construction costs associated with the development of the site which when appraised against rents achievable for a range of commercial uses would make a purely commercial scheme unviable.' To demonstrate this, a viability report has been submitted for a 100% commercial scheme from Savills, on behalf of the applicants.

6.8 The Council has had the viability assessment independently assessed by Bespoke Property Consultants (BPA). The consultants have commented that the inputs and assumptions in the Savills report are on the whole reasonable. The appraisal shows that a 100% commercial scheme is not viable on the Novartis site. However, BPA have commented that a mixed use scheme, including a quantum of residential uses which could be less than 200+ units, would be viable. It is therefore clear that a fully 100% commercial scheme for this site is not a viable option and that other options for a mixed use scheme should be explored.

6.9 To this end, the proposal is for a mixed use residential and general commercial development which the applicant considers is a viable and suitable option for this site. The current scheme is for 300 units. Whilst significantly higher than the 200 units suggested by the BPA, it is felt that this quantum of residential development is appropriate in urban design terms given the arrangement of existing buildings and space on the site and the need to ensure an appropriate relationship between residential and commercial uses (as outlined below). Two thirds of the site will accommodate the new commercial floor space comprising 25,000 sqm of space suitable for B1 use classes. This enables a range of businesses to occupy the largest portion of the development including offices, light industrial uses and research and development. It is also an aspiration of the applicant to provide an Innovation Centre within the employment zone. It is proposed that the centre would provide state of art facilities that can be utilised by higher education and research facilities and start-up businesses. The Innovation Centre is envisaged to include dedicated purpose built flexible working spaces for new innovators and businesses, collaboration space, potential laboratory and development

space. The provision of the Innovation Centre is subject to external public funding being secured.

6.10 In addition, it is also proposed that the ground floor of building 36 is converted to provide 618sqm of flexible commercial space for uses falling within Class A1 (retail), A2 (professional services), A3 (food and drink) and D1 (a crèche). The mixed use centre will provide a central focal element to the development, connecting the commercial and residential spaces and enabling services to be provided.

6.11 The employment provision proposed is supported by the Council's Economic Development Officer, who has commented that there is a lack of supply of commercial sites in the District, both in terms of meeting the needs of small and larger companies. This is reflected in the poor performance of the District in terms of business rates growth and the lack of opportunities to allow existing companies to expand. The past twelve months has seen a steady rise in the number of businesses contacting the Economic Development team seeking new premises and sites to develop for new premises.

6.12 The proximity of the site to the town centre and railway station makes this an attractive proposition for B1 floor space, which will help to address the loss of office floor space in the town centre. The provision of new commercial floor space is strongly supported as it provides the opportunity for inward investment, the expansion of existing businesses and support for start-ups, including research and development and light industrial business as well as offices.

6.13 The majority of the site would be for employment uses which would be in accordance with the requirements of Policy 8. The remaining one third of the site would be for residential uses, mainly in the form of 1 and 2 bedroom flats. As set out above this is required to make the scheme viable. The Novartis site is located with built-up central area which is considered to be a sustainable location for the provision of market and affordable housing. Policy 3 of the HDPF defines Horsham as the main town in the District. It confirms that development will be approved within towns and villages which have defined built-up areas and that any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement in accordance with the settlement hierarchy. The provision of housing in this location would be in accordance with the principal strategic aim of providing housing with the main settlement of Horsham town, in accordance with the development hierarchy.

6.14 The proposal is also in accordance with Policy 5 of the HDPF which states that development within the built-up area of Horsham will be allowed where it retains the town's key position as the main settlement within the District, contributes to the economy of the town and delivers a mix of residential properties which meet the needs of the population and contributes to quality modern living that is compatible with a town centre setting.

6.15 The Novartis site is a prime location within Horsham Town and is currently an unused site. In accordance with the NPPF, Local Planning Authorities have a duty to promote 'an effective used of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 117). This includes the use, as much as possible, of previously developed or brownfield land. The NPPF gives substantial weight to the value of using suitable brownfield land for homes and other identified needs.

6.16 The economic benefits of the proposal are clear, with the provision of 25,000 sqm of much needed employment floor space within Horsham Town. The site is mainly proposed for commercial use with one third of the site set aside for residential purposes in order to make this is a viable proposal. Notwithstanding the requirement of the residential area in terms of viability and the conflict with Policy 8, the provision of the residential uses represents an efficient and appropriate use of part of this sustainable brownfield location within the main

settlement of the District. The proposed split of the site between commercial and residential is considered an effective and workable division of the site in terms of urban design and layout (as outlined below). In addition, the delivery of housing in this location would also provide a welcome addition of smaller market and affordable housing to help the housing needs of the District.

6.17 Overall, whilst contrary to Policy 8 of the HDPF, on balance, given the weight attached to the re-use of this brownfield land within the built-up area of Horsham and the benefits of the proposal, the proposed mix of housing and employment at the Novartis site is considered acceptable in principle to enable the regeneration of this significant site. Additionally, the front of the site, with the retention of the driveway and the resultant narrow development parcels, lends itself to residential development. This is subject to the considerations outlined below, including amenity and highway impact. The scheme is therefore considered in accordance with Policies 1, 2, 3 & 5 of the HDPF. The proposal is also in accordance with the NPPF, which strongly encourages the appropriate re-use of brownfield sites. The NPPF also gives significant weight to be placed on the need to support economic growth and productivity.

Quantum of Development and Impact on Visual Amenity

6.18 Policy 33 of the HDPF states that in order to conserve and enhance the natural and built environment, developments shall be required to ensure that the scale and massing of development relates sympathetically within the built surroundings, landscape, open spaces and routes within the adjoining site.

6.19 The Design and Access Statement, submitted Parameters Plans and Illustrative Masterplan provide an indication of how the development is anticipated to be laid out, with the use of a range of heights and densities and the retention of the Art Deco building as a landmark feature within the site. As the proposal is in outline, with all matters reserved except access, the exact layout and design of the proposal is not under consideration with this application. If recommended for approval, the details of the appearance of the development will be considered under future reserved matters application. As part of the outline, the principle of development is considered. This consideration assesses whether the quantum of development proposed is acceptable taking into account the submitted parameter plans. The parameter plans will dictate the general form and layout of the proposal.

6.20 The submitted parameter plans cover land use, density, buildings heights, landscape and movement. The Land Use plan indicates the two key areas of the site – the residential and community mixed use hub area, and the commercial area. Development is predominantly residential to the north and west, whereas to the east, development is predominantly commercial. This layout responds to the residential focus to the north and west of the site. The commercial area is also a continuation of the existing commercial estate to the east of the site beyond the railway line.

6.21 The Land Use plan indicates key frontages to be created throughout to generate visual interest and a degree of uniformity between the two character areas. The plan also secures a new active frontage along Parsonage Road, notably in the residential zone. This along with landscaping would improve the appearance of Parsonage Road. Currently, the Novartis site includes a high metal fence around its boundary fronting Parsonage Road and Wimblehurst Road. The proposal would remove this imposing fencing and open up the site with new buildings and landscaping fronting these two roads. The existing trees would be retained fronting the two roads, softening the appearance of the new buildings behind and creating an attractive site frontage. This would be an improvement to the appearance of both street scenes.

6.22 The Parameters Plan also demonstrates that new gateway buildings will be provided off the access from Wimblehurst Road, replacing the existing buildings that are in poor condition.

This would give the site a sense of place upon arrival, similar to that which would have been experienced by visitors to Novartis. A pedestrian priority zone is also shown within the centre of the site around the main retained buildings. This would enhance the central buildings as the main focal point of the development and improve the amenity of the site as a whole including its sense of place.

6.23 In terms of heights, the Heights Parameter Plan indicates three maximum height zones for the development. The accompanying statements indicate that the residential area will comprise up to 2 to 4 storey development and the commercial space will generally be between 4 and 5 storeys. The Heights Parameter Plan shows that the residential area to the westernmost part of the site can be up to 3 storeys, with the central area shown up to 4 storeys and the commercial area to the south east corner is shown up to 5 storey buildings. Overall, these heights are considered appropriate in the context of the site and surrounding area. This takes into account the four storey buildings approved at the Linden Homes site to the north side of Parsonage Road and the 3 storey blocks of flats on Wimblehurst Road. The higher 5 storey buildings in the commercial area are located to the south of the site where the visual impact of the development is mitigated against the backdrop of the railway lines that run directly along the eastern and southern site boundaries.

6.24 The Landscape Parameter Plan demonstrate the intention to protect vegetation throughout the site, including through the retention of important landscape features, notably the avenue of TPO Cedar Trees. The plan also shows the provision of new planting such as street trees and avenues. This includes an avenue of trees running north and south in front of the retained central buildings within the commercial area, and a further east-west avenue of trees that would mirror the avenue of cedar trees retained to the western residential area.

6.25 The Landscape Parameter Plan indicates the provision of green open spaces to the north east and south east corners of the site. The green space to the north east corner would form the main open space for the development and includes a locally equipped area of play (LEAP). The details of the LEAP would need to be approved under a reserved matters application. This proposed green space area fronts Parsonage Road and would form an attractive feature leading into the site. The area would also be play area beneficial for existing residents of the Linden Homes site as well as the employees and residents of the development site. The use of this area would also help provide natural surveillance of the commercial area at weekends.

6.26 The scheme also includes an unequipped area of a plan within the residential area fronting Parsonage Road which would serve the residential area. As originally submitted, the scheme also included a play area under the avenue of cedar trees. At the request of Leisure Services, this has been removed due to the danger of having a play area under trees which are known to be prone to branches breaking off.

6.27 In terms of density, the Density Parameter indicates proposed residential densities of development which would be higher than the general residential densities found in the surrounding area. The density of the existing residential areas adjacent the site varies between 25dph and 45dph. The densities proposed for the residential development would be up to 65dph for the eastern section and up to 105dph for the central section. The retained building in the centre of the site is indicated with a density of up to 215dph. The density of the central buildings are particularly high as these buildings are to be converted into 1 and 2 bedroom flats. Given the size of the buildings, with the potential for them to be extended, the high density for these buildings is appropriate.

6.28 The density of the remaining residential development is high due to the number of 1 and 2 bedroom flats, with a number of residential blocks proposed. Whilst the densities are high when compared to the surrounding area, in the context of this site the densities proposed are appropriate. The development will mainly be read in the context of the Linden Homes site to the north and the residential development to the north east of the site. Both of these

areas include blocks of flats facing the site. In this context, the proposed blocks of flats at the Novartis site are appropriate in principle and would not look out of place. This is subject to the placement and design of the flats in relation to Parsonage Road and Wimblehurst Road. The illustrative indicative masterplan indicates that the flat blocks are capable of being suitably spaced along these road. The plan also includes the retention of the mature trees fronting Parsonage Road and additional planting to soften the appearance of the development.

6.29 At the request of the Officers, an additional plan has also been submitted showing the potential layout of the proposed site. This plan demonstrates that up to 300 dwellings, including the proposed parking, can be appropriately accommodated on the western part of the site. This includes the provision of two replacement gatehouse buildings onto Wimblehurst Road which give the site a formal entrance leading to the retained central building through the avenue of retained cedar trees. The indicative layout plan indicates that blocks of flats could be appropriately sited within the development site with adequate spacing and landscaping between them.

6.30 Overall, the densities proposed are considered appropriate. The proposed use of the site with high densities is also in accordance with paragraphs 122 and 123 the NPPF, which supports development that makes efficient use of land and ensures development makes optimal use of the potential of each site. In this location, within walking distance to the town centre, a higher density of development is considered appropriate for a sustainable brownfield site located within the centre of Horsham town.

6.31 A key aspect of the proposal is the retention of the central buildings (Buildings 3 and 36). Building 3 is included in Horsham's list of Locally Important Historic Buildings and is considered of merit due to its art deco appearance with a large clock tower facing east. Building 36 is a more modern buildings attached to Building 3. In accordance with Policy 8 of the HDPF, the historic building is retained to reflect the site's past industrial heritage. The intention is that the central buildings will remain as the focus of the development, with two tree lined avenues leading to the central buildings from the residential and employment areas.

6.32 The proposal is for the ground floor of Building 36 to provide a commercial floor space area for a mix of retail, professional services, food and drink establishments and a crèche. These uses will also make the central buildings the focus of the development and will also provide services and facilities for future and existing residents and future employees.

6.33 The proposal indicates the potential to extend the central buildings up to 5 storeys (an increase of two storeys). The Council's Heritage Officer has commented that the principle and reuse of Building 3 and 36 is supported. This includes the potential extension of the buildings upwards by 2 floors. Any extension and the conversion of the buildings would though need to respect the architectural and historic interest of the buildings, including the locally listed building 3 as a non-designated heritage asset. This would be thoroughly assessed under a reserved matters application, however based on the information submitted and a site visit of building 3 it is not considered that any proposal to extend the building upwards would not conflict with policy 34 or paragraph 197 of the NPPF. The Conservation Officer has commented that the impact on the proposal on the adjacent Richmond Road Conservation Area and nearby listed railway building would be negligible. The redevelopment of the site would not alter the context in which these assets are experienced and their setting would not be harmed. The proposal would therefore not conflict in this regard with Policy 34 or Chapter 16 of the NPPF.

6.34 Other than indicating that the designs will be responsive to the adjoining neighbourhoods, the supporting documents do not go into detail as to the proposed design of the residential and commercial areas. In this location and context, and taking into account the high number of flats proposed, a more modern design would be supported in this location. To ensure that

the design of the dwellings and commercial units is appropriate and consistent, a condition is recommended requiring the submission of a Site Wide Design Strategy for the approval of the Local Planning Authority prior to commencement of development. This will ensure the design of the development is appropriate in the context of the site and surrounding area in the event the site comes forward in phases over a period of time.

6.35 Overall, although of high density, the quantum of development proposed is considered appropriate for this central location within Horsham Town. The principles outlined in the parameter plans for the density, land use, landscaping and building heights are considered appropriate in the context of this site and the surrounding area. It has also be shown that the maximum quantum of development proposed can be accommodated on site without detriment to the appearance of the site or the visual amenity of the area. The proposed retention and conversion of the central buildings as the main focal points of the development is also supported in principle. The proposal is therefore considered in accordance with Policies 33 and 34 of the HDPF and the objectives of the NPPF for the efficient re-use of brownfield sites.

Highway Impact, Access and Parking:

6.36 Policy 8 of the HDPF states that the site shall be designed to enhance and complement the existing road, footpath, cycleway and public transport connections, reflecting its location in the heart of Horsham town in close proximity to the train station. Policy 40 of the HDPF states that development will be supported if it is appropriate and in scale to the existing transport infrastructure, including public transport; is integrated with the wider network of routes, including public rights of way and cycle paths, and includes opportunities for sustainable transport.

6.37 In terms of the local highway network around the Novartis site, Parsonage Road is the longest border along the site. This is subject to a 30mph speed limit and includes a 1.8m wide footpath. The existing access is a simple priority junction located towards the eastern extent of the site, approximately 300m west of the junction of Parsonage Road / Foundry Lane mini roundabout. Between the roundabout and the junction is a level crossing over the railway line. A signalised controlled pedestrian crossing is located approximately 50m west of the existing Parsonage Road entrance.

6.38 On the corner of Wimblehurst Road and Parsonage Road is another mini-roundabout junction. This includes dropped kerbs and pedestrian refuges. Wimblehurst Road is also subject to a 30mph speed limit and includes footpaths on both sides. The existing access from the Novartis site onto Wimblehurst Road is located approximately 30m south of the roundabout, north of a bridge over the railway line.

6.39 In terms of sustainable accessibility, the site is well situated for walking and cycling journeys in close proximity to Horsham Town centre. The closest bus stops are on Wimblehurst Road with bus stops on either side of the road to the north and south. The site is also in close proximity to Littlehaven and Horsham railway stations.

6.40 The proposal is to utilise the two vehicle main accesses to the site from Wimblehurst Road and Parsonage Road. The Wimblehurst Road access will serve the residential uses and the Parsonage Road access will serve the commercial uses. There will also be further entry points for pedestrians and cyclists. The proposal indicates that there will be no through access for vehicles through the site. Access between the eastern commercial and western residential parts of the site would be for emergency vehicles only. This would stop vehicles using the sites as a cut through between Parsonage Road and Wimblehurst Road. No changes are proposed to the Wimblehurst Road access. The proposal includes a new dedicated right turning lane into the Parsonage Road access.

6.41 As part of the proposal, the applicant has undertaken an assessment of the impact of the proposal on the highway network in a Transport Assessment (prepared by Hampshire County Council Transport officers). This includes an assessment of the trip generation created by the development and the impact on local junctions. The assessment of local junctions included the following:

- Junction A: North Parade / A24 (Robin Hood Roundabout).
- Junction B: Wimblehurst Road / North Parade
- Junction C: Wimblehurst Road / North Heath Lane / Parsonage Road
- Junction D: North Heath Lane / Giblets Way
- Junction E: Giblets Way / Rusper Road (Lemington Way Roundabout)
- Junction F: Rusper Road / A264
- Junction G: Level Crossing Parsonage Road
- Junction H: Wimblehurst Road Novartis access
- Junction I: Parsonage Road Novartis access

6.42 In light of the assessment work and analysis in the Transport Assessment (TA), the TA identifies mitigation and contributions for two junctions in close proximity to the site. This relates to Junctions B & C. The TA states that with mitigation the proposed development is not anticipated to have a severe impact on the local highway network.

6.43 The TA sets out at paragraph 4.11.17 that the development would result in a 13% uplift in traffic at junction C by 2031, with the rest of the uplift generated by background traffic growth. WSCC Highways officers have commented that junction modelling indicates existing capacity issues on North Heath Lane and Parsonage Road in the AM peak, which become more pronounced with future traffic growth and development traffic. In the PM peak it is only the Parsonage Road arm of the junction where theoretical capacity is exceeded.

6.44 The TA includes calculations of junction queues in 2031 without development, and with development and the junction improvement works. Critically it is noted that the suggested junction improvement works detailed in Appendix 11 of the TA would not improve traffic flows on all arms of the junction. Rather, some would worsen as the result of introducing traffic lights and pedestrian crossings. The principal data is set out in Tables 17, 18, 35 and 36 of the TA. This data shows that the development would appreciably worsen queues on the North Heath Lane arm in the AM and Parsonage Road arm in the PM, but would be broadly neutral on the other arms in the AM and PM peaks. With the indicative junction works installed, queues at the North Heath Road and Parsonage arms in the AM would reduce significantly back from the uplifted position, i.e. a betterment. However, queues at the Wimblehurst Road and North Heath Lane arms in the PM would worsen. Whilst the data should be treated with some caution given it predicts future scenarios in 2031, nevertheless it indicates that the junction improvements works would be of mixed benefit to traffic flows.

6.45 At Junction B, which comprises two junction set close together, the modelling shows that capacity issues worsen even without the development in place. WSCC Highways officers have advised that the roads are constrained such that there are no meaningful improvements that could be made. Nevertheless WSCC Highways officers have advised that the impact of the development on this junction would not be severe when assessed against paragraph 109 of the NPPF.

6.46 WSCC Highways Department are the Highways Authority for HDC. WSCC have commented three times on the proposal, as outlined in the consultation section above. As WSCC are also the applicants of the proposal it was felt, in this particular instance, it would be appropriate to also seek the advice of an independent highway consultant, Peter Brett Consultants (PBA). This gives the Council two separate transport consultant opinions on the scheme. PBA have commented on the submission (as first amended) and then on the final proposal.

6.47 As originally submitted, WSCC Highways officers raised a number of issues with the proposal. This included the requirement for Stage Road Safety Audits for the accesses and a Travel Plan. WSCC Highways officers also required it to be demonstrated that the right turn lane into Parsonage Road was required. Amendments were also required to model outputs and trip generation calculations. The TA included details of a potential improvement scheme, comprising traffic signals at Parsonage Road / Wimblehurst Road. The details are shown indicatively as a potential improvement scheme. However, it was not proposed for this development to implement this scheme. As the residential uses are CIL liable, the approach of the applicant is for WSCC to bid to use CIL funds for the full cost of the scheme. It would be for WSCC to determine, separate to this application, if an improvement to this junction is a priority and thereafter develop a scheme and seek funding from appropriate sources. This could be done at a later stage when WSCC determine that improvements are needed to this junction. Alternatively the improvements to the junction could be included by the Horsham District Council on its Infrastructure Delivery Plan at the appropriate point in time when evidence shows that the works are then necessary. Neither scenario would deliver the junction works at the start of the development as there would be no material uplift either from the development or wider network using the junction at this time.

6.48 Following on from WSCC initial comments, amendments were received from the applicant. An additional Transport Assessment Addendum was submitted along with Stage One Road Safety Audits and a Travel Plan. WSCC Highways commented that through the Transport Assessment Addendum, the applicant had mostly addressed those matters previously raised by WSCC Highways officers. The retention of Wimblehurst Road Access width and the proposed right turn lane from Parsonage Road had been justified. Additionally, the correct outputs had been submitted for junction modelling for the two accesses to the site. It was accepted by WSCC Highways officers that these access junctions would work well within capacity.

6.49 The applicant also submitted measures for improving access by sustainable means as part of their mitigation strategy. This comprised the following:

- 2m wide pedestrian footway to the north of the site on Parsonage Road. Land also reserved on Parsonage Road to widen this to 3m at a later stage, if required.
- Installation of tactile paving at the existing crossing points at the junction of Wimblehurst Road and Parsonage Road.
- Relocation of existing signalised crossing on Parsonage Road.
- Contribution of £10,000 to the improvement of bus waiting facilities (real time information) on North Heath Lane, past Blenheim Road.
- Contribution of £20,000 towards cycle signage and traffic regulation orders between the site and Horsham train station.
- Travel Plan

WSCC Highways officers have commented that the above measures are appropriate to encourage sustainable modes of transport for this application.

6.50 In this submission, the applicant added a new aspect into the mitigation in the form of Zebra crossings near the junction of Wimblehurst Road and Parsonage Road to the north and south. This was requested by Officers to improve pedestrian links across the junction in the absence of the wider junction improvement works coming forward. Based on the information submitted, WSCC Highways officers commented that these additional measures had not been suitably assessed from a highway safety perspective. If the applicant was seeking to take these forward, further information would be required including a Stage One Safety Audit.

6.51 In response to the second comments of WSCC Highways officers (dated 8 May), the applicant submitted a second Transport Addendum. The three main outstanding aspects from the comments made by WSCC Highways officers on the 8th May were in regard to the

safety audit, travel plan and the proposed Zebra crossings. WSCC commented that a revised safety audit had been undertaken for the North Heath Lane / Parsonage Road / Wimblehurst Road junction without the signalisation (as this is not be delivered as part of this scheme). The scope of the audit was correct. Additionally, a revised Travel Plan had been submitted which addressed the points raised. In this submission, the applicant also indicated that the scheme could provide 872 parking spaces the employment area and 308 spaces for the residential area. This provision meets the current WSCC parking standards. It should also be noted that the parking provision would also meet the updated draft WSCC parking standards which are likely to be formally adopted this year.

6.52 In this final submission, the proposed zebra crossings previously proposed had been removed from the scheme. This was due to issues regarding highway safety. As a replacement, the applicant proposed a Puffin or push button type crossing. An indicative location was presented for the crossing on Wimblehurst Road approximately 40 metres south of the existing site access. This crossing would give pedestrians priority over traffic. WSCC commented that this crossing would need to be further investigated and subject to a separate safety audit. This type of arrangement is more suited to the traffic conditions. Although no design has been drawn up, there wouldn't appear to be any particular constraints to providing a crossing of this type in this location.

6.53 However, WSCC Highways officers have commented that the main concern would not necessarily be in connection with the principle or design, but more as to whether there is a need for a crossing in this location as a consequence of the development. Lightly used crossings can have safety concerns. This crossing is some distance south of the Wimblehurst Road access with there being no obvious desire lines for pedestrians to cross at this point. It was therefore determined not to pursue this crossing. Notwithstanding some final aspects which needed to be addressed, WSCC Highways officers commented that the scheme without the crossing could be supported and recommended conditions accordingly. WSCC Highways officers stated that the S106 could include an obligation requiring a detailed assessment of pedestrian crossing demands to be undertaken. This is not considered appropriate given the lack of certainty as to whether the crossings could be delivered or necessary to make the application acceptable.

6.54 Separately to the comments from WSCC Highways officers, PBA have been consulted by HDC to comment on the submission. The PBA commented on the second and final submission from the applicants. Their first comments stated that the scheme required significant amendments in order to be acceptable. The PBA stated that there were errors in the calculations of the trip rates used and the TRICS database. Additionally, the impact and / or mitigation to the bus service had not been considered, nor any wider pedestrian and cycle connectivity requirements. The Land North of Horsham had not been included in the assessment to check that the proposed development can be accommodated in combination with other committed developments in the future years, and that the mitigation is adequate with this development in the baseline.

6.55 PBA have stated that no mitigation was proposed for Hurst Road/North Parade/Wimblehurst Road junction although this is proposed within the TA to be covered by the CIL contribution (potentially up to circa £1.8m). Additionally, the interim scheme at the North Heath Lane/Parsonage Road/Wimblehurst Road (the pedestrian crossing) does not mitigate the impact of the development at this junction. No mitigation has been proposed to reduce the future queues at this junction associated with the development.

6.56 Following the submission of the final amendments in July, PBA commented that that their concerns had not been fully addressed and a number of issues were still outstanding. Their comments regarding the inaccuracies in the trip rates and TRICS databases had not been addressed. PBA also raised concerns regarding the safety of tactile paving for Junction C.

6.57 PBA went on to state that no assessment had been undertaken to test the development impact on the proposed schemes at A24/Warnham Road/Robin Hood Lane roundabout and the A264/Rusper Road roundabout. PBA further commented that the Addendum had reviewed the Land North of Horsham Transport Assessment models as these were also prepared for the same 2031 future year scenario. The level of traffic generated from the site using these two junctions was not seen as severe with marginal increases. In view of this, PBA agree with the applicant's approach to not carry out junction modelling on the two junctions.

6.58 Overall, the final submission has not addressed the majority of the comments from the PBA. Notwithstanding this, PBA have commented that whilst the scheme has not addressed their concerns, a reason for refusal on highway safety grounds or the lack of sustainable transport modes cannot be supported, subject to conditions to secure final details to demonstrate the tactile pavement works and a scheme of sustainable transport improvement works.

6.59 In addition to Policies 8 and 40 of the HDPF, paragraphs 108 and 109 of the NPPF are relevant material considerations in relation to highway impact and sustainable transport. Paragraph 108 states that in assessing sites for development should ensure that appropriate opportunities are taken up to promote sustainable transport modes, and that any significant impacts from the development on the transport network or highway safety can be cost effectively mitigated to an acceptable degree. Having regard the advice from WSCC Highway officers and PBA, it is considered that the impacts of the development on the adjacent junction are not significant, and can be suitable managed by way of use of CIL funds at the appropriate point in future should the need arise. Paragraph 109 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Paragraph 110 also states that applications should give priority first to pedestrians and cycle movements.

6.60 In relation to sustainable transport modes, contributions are offered for improvements to bus waiting facilities and cycle signage between the site and Horsham train station. The proposal also includes a Travel Plan which will encourage sustainable modes of transport. The scheme would also include cycle and pedestrian access points through the development and a 2m footway to Parsonage Road (with land reserved for future expansion). Overall, it is felt that the scheme does not offer any significant off-site improvements and is generally lacking in the provision of sustainable transport modes both on and off-site. However, both the WSCC Highways and the PBA have commented that a reason for refusal based on the lack of sustainable transport modes cannot be supported.

6.61 For highway safety impact, whilst the proposal has not fully addressed the concerns of PBA, both PBA and WSCC Highways have commented that a reason for refusal based on highway safety grounds cannot be supported. Whilst the scheme is disappointing in this respect, given the comments of two separate transport consultants that the proposal cannot be refused on either the lack of sustainable transport modes or highway safety, the proposal as amended is considered acceptable. This takes into account the significant benefits the proposal offers in terms of the provision of employment, housing and the development of this strategic site. The scheme is therefore considered to meet the tests of paragraphs 108, 109 and 110 of the NPPF and policies 8 and 40 of the HPPF.

Dwelling Type and Tenure:

6.62 In accordance with the NPPF there is a requirement to plan for a mix of housing types. Within this context, Policy 16 of the HDPF requires that the mix of housing types should be based on evidence set out in the latest Strategic Housing Market Assessment (SHMA) (Chilmark Consulting November 2016). The policy goes on to state that the appropriate mix of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and viability of the scheme. The current evidence base from the SHMA

indicates a need for smaller units. In terms of Horsham Town, the preferred mix in the SHMA is 55% x 1 and 2 bedroom units, 30% x 3 bedroom units and 15% x 4 bedrooms units.

6.63 The application is proposed to include a mix of 1 and 2 bedroom apartments. The exact mix of units would be assessed as part of reserved matters application. To achieve the maximum number of 300 units, an illustrative plan has been submitted which indicates a mix of 97% x 1 and 2 flats with 3% x 2/3 and 4 bedroom houses. It is clear that with the conversion of the central buildings and high densities proposed, the proposal will include a significantly higher number of 1 and 2 bedroom flats than set out in the SHMA.

6.64 The SHMA indicates that in the Horsham District there is a good spread of market housing choice at present. However, there is a need to refine and maintain the market mix to ensure that choice and access to appropriate housing remains in future. In conclusion, the SHMA states that there is a need to maintain a spread of choice in market housing sizes, especially for smaller units (one and two bed).

6.65 Whilst in accordance with SHMA requirements for smaller units, the proposed high percentage of smaller units would not be compliance with the SHMA's desired housing mix. However, having regard the number of large scale sites in the district that are providing larger homes, in this instance an oversupply of smaller homes is considered acceptable. Additionally, notwithstanding the absence of family sized homes on this site, the overall area will remain balanced with family homes. Furthermore the town centre lends itself to smaller units where there is more demand for 1 and 2 bedroom flats. The large percentage of smaller units for this scheme is therefore considered appropriate.

6.66 The development will include 35% affordable Housing in accordance with HDPF Policy 16. This equates to up to 105 affordable units. The required tenure target, as set out in paragraph 6.8 of the HDPF, is for 70% affordable / Social Rent and 30% shared ownership. The exact tenure mix and the delivery of the affordable housing will be secured through a Section 106 Legal Agreement. The applicants have stated that the scheme will meet the 70 / 30 split required by the policy.

Impact on the Amenity of Existing and Prospective Occupiers and Employees

6.67 Policy 33 of the HDPF requires development is designed to avoid unacceptable harm to the amenity of occupiers / users of nearby property and land. It is considered that the site is located a sufficient distance from adjacent residential properties to avoid harming the residential amenity of any existing occupiers, in terms of loss of light, outlook or privacy.

6.68 The nearest residential properties affected by this proposal are sited to the north and west of the site. To the north, the Linden Homes development is well underway with the majority of houses and flats now constructed and occupied. The west side of Parsonage Road also includes the rear boundaries gardens for houses onto Wimblehurst Road. A number of houses and flats at the Linden Homes site face the Novartis site. The houses and flats are set back from the road by a pavement and a grass verge. There is also a substantial grass verge on the south side of Parsonage Road. The Landscape Parameter Plan indicates that the mature trees along the norther edge of the site will be retained. With the trees in place and the set back of the proposed commercial and residential units from Parsonage Road, the proposal would not result in a significant impact on the amenity of these properties in terms of loss of light, outlook or increased sense of enclosure.

6.69 In relation to the residential properties to the east of the site, these comprise blocks of flats set well back from Wimblehurst Road. Given the distance between these flats and the proposed site, the scheme would not result in a significant impact on the amenity of these properties. Having regard to the railway line to the south and east boundaries of the site, the proposal would not result in any significant impact on the amenity of any properties to the south or east of the site.

6.70 In terms of potential noise disturbance, the mixed use nature of the proposal may introduce conflicts between proposed commercial and residential properties. The division of the site with the residential area to the west and commercial area to the east largely addresses this issue with a clear divide between the two areas. The indicative masterplan also shows an appropriate distances between residential and commercial buildings. In addition, the Council's Environmental Health Officer has commented that restrictions should be imposed on the commercial uses to mitigate the potential impact on residential properties. This includes conditions restricting hours of use, deliveries and controlling any external plant and machinery which may cause noise disturbance. Overall, given the layout of the site, that the commercial area borders a road and two rail lines on three sides, and that the proposed uses are B1 only which are generally considered acceptable in residential areas, it is not considered necessary at this stage to restrict operational hours.

6.71 The development site adjoins two railway lines and an existing industrial area. As identified in the submitted Noise Assessment noise from both the railway lines and the industrial area are key considerations. The assessment states that due to the risk from the trading estate, rail line and rail crossing, 'it would not be advisable to place residential properties along the eastern boundary of the site.' This advice is reflected in the proposal with the commercial area proposed to the eastern side of the site. The report also states that rail vibration measurements have been taken and it has been determined that these vibration levels result in a 'low probability of adverse comment.'

6.72 The report also states that the habitable rooms along the roadside are likely to require acoustically related rated double glazing and attenuated trickle vents to achieve acceptable internal noise levels. Where possible, properties should be orientated such that dwellings nearest the site boundaries face towards the road, with their gardens located to the rear.

6.73 The Council's Environmental Health Team have commented that noise impact is acceptable subject to suitable conditions which would ensure the development results in appropriate noise impact. This includes a condition requiring the submission of a scheme for noise and vibration attenuation for the residential and commercial units for the approval of the Local Planning Authority. A condition is also recommended requiring the submission of a Construction and Environmental Management Plan prior to commencement. This will limit potential impacts associated with the construction of the development such as noise and dust.

6.74 Subject to suitable conditions, the proposal is considered appropriate in terms of impact on the amenity of adjacent and future occupiers of the development in accordance with Policy 33 of the HDPF.

Land Contamination:

6.75 In terms of Land Contamination, the former pharmaceutical complex was decommissioned and largely demolished in 2016. Reports submitted detail the demolition works and the findings of the site investigation, including radiation surveys. The Phase 2 Environmental Investigation has recommended additional works are undertaken to ensure the risks to future occupiers and controlled waters from soil contaminants and ground gas are confirmed. Contamination arising from this former land use will therefore require assessment as part of the overall development of the site and in any subsequent detailed applications. To this end, the Environmental Health Team recommend conditions relating to land contamination remediation measures and verification reports to be submitted for approval by the Local Planning Department prior to commencement of development.

Arboricultural Impacts:

6.76 The submitted Landscape Parameter Plan indicates the retention of the majority of trees within and around the boundaries of the site. This includes the retention of the cedar trees (covered by a Tree Preservation Order) which are located along the main avenue leading up to the central retained buildings from Wimblehurst Road.

6.77 The Council's Arboriculturist has commented that he has no objection in principle to the proposal. This is subject to further consideration as to whether the cedar trees need to trimmed back reducing their crown spreads. These trees are renowned for branch failures and are therefore likely to require trimming back. With this in mind, a condition is recommended for each reserved matters for the residential areas to include a full tree survey outlining any required works to the TPOs.

Ecology

6.75 With respect to ecology, the proposal includes an Ecology Report. This report states that ecological surveys have been conducted on the site. This includes surveys for activity of protected species such reptiles and bats. The conclusion of the report is that the development of this land would not result in a significant impact on ecology including the habitats of any protected species subject to appropriate mitigation measures. The Council's Consultant Ecologist agrees with these findings subject to conditions to ensure the mitigation measures proposed are in place to ensure the protection of any protected species on site and in the surrounding area.

Drainage

6.76 In terms of drainage, the site is located in Flood Zone 1, where there is a low probability of flooding and where the principle of development is considered acceptable. The scheme includes a Drainage Strategy and a Flood Risk Assessment which state that the site is predominantly at low risk of surface water flooding. The District Council's Drainage Officer has raised no objection to the proposal. The County Council Drainage Officer has commented that finalised detailed surface water drainage designs are to be submitted to and approved by the Local Planning Authority prior to development commencing. A condition is therefore recommended requiring these details to be submitted for approval.

Air Quality

6.77 An Air Quality Assessment report has been submitted with the proposal. The Council's Air Quality Officer has commented that she agrees with the report's conclusions, provided an appropriate mitigation scheme is in place to offset emissions associated with the development.

6.78 This includes measures which would discourage high emission vehicle use and encouraging the uptake of low emission fuels and technologies. The measures also include the submission of a Travel Plan, the inclusion of energy efficient boilers, the provision of facilities for charging plug-in and other low emission vehicles and details of cycle parking. A condition is therefore recommended that full details of all air quality improvement measures are submitted in a report prior to commencement of development. These measures will then need to be replicated and provided in forthcoming reserved matters applications.

Environmental Impact Assessment

6.79 Prior to the submission of the application, the applicant submitted an Environmental Screening Opinion to determine if the proposal required an Environmental Impact Assessment (EIA). With regard to the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended), the screening concluded that the overall scale

and nature of the impacts that would arise from the scheme did not require an EIA, and that the environmental issues arising from the development can be dealt with as part of the usual planning application process.

Delivery of Development

6.80 The applicant has stated that the proposed development is anticipated to be delivered in phases, albeit the exact phasing programme has not yet been determined. It is however anticipated that a first phase will include 7,500sqm of commercial floor space. This is likely to be followed by the conversion of Buildings 3 and 36 delivering both residential uses and flexible commercial floor space.

6.81 The applicant currently anticipates that the development of the site will take place over a 5 year period following the grant of planning permission and subsequent Reserved Matters. A programme for the phasing of the development is to be agreed with the Council prior to commencement of development. To ensure the delivery of the commercial space, the legal agreement will also require a proportion of commercial space to be delivered prior to occupation of any residential units.

Legal Agreement

6.82 Policies 39 and 43 of the HDPF require new development to meet its infrastructure needs. The following would need to be secured through a legal agreement:

- Provision of 35% affordable housing with an appropriate housing tenure mix.
- Details of the phasing of the development.
- A detailed delivery plan for the provision of all residential and commercial units.
- The provision of phase 1 employment floor space prior to an agreed number of residential units.
- Details of a marketing strategy for the commercial uses to be provided and be agreed by the Local Planning Authority prior to commencement of development of the commercial area (excluding A1, A2, A3 and D1 uses). To include details of how the marketing will be updated.
- Details of the LAP and LEAP (including their management and maintenance) to be submitted for approval prior to occupation of 50 dwellings.
- Transport Infrastructure improvements:
  - Safeguarding of land on Parsonage Road to enable the widening of the footway to 3 metres.
  - Relocation of existing signalised crossing on Parsonage Road.
  - Contribution of £10,000 to the improvement of bus waiting facilities (real time information) on North Heath Lane, past Blenheim Road.
  - Contribution of £20,000 towards cycle signage and traffic regulation orders between the site and Horsham train station.

6.83 The exact details of the above and any additional Heads of Terms are to be agreed. The requirements are necessary to make the proposal acceptable in planning terms and meet the tests of the NPPF.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

6.84 Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017. **This development constitutes CIL liable development.**

6.85 In the case of outline applications the CIL charge will be calculated at the relevant reserved matters stage.

Conclusion

6.86 The proposed development is considered contrary to Policy 8 in that it neither provides for an education facility nor the reserve option of a wholly commercial development. Sufficient information has though been provided to demonstrate that there is no identified educational occupier for the development and that a wholly commercial development as an alternative is not a viable proposition without an element of residential enabling development.

6.87 Notwithstanding the conflict with Policy 8, the proposals will deliver an appropriate mixed use development for this strategic site with much needed high quality employment space close to the centre of Horsham town. The scheme would also provide for an appropriate residential area, utilising a large brownfield site in a central and sustainable location, resulting in the regeneration of this strategic town centre site.

6.88 Considerable concern has been raised in public consultation on the impact of the development on nearby road junctions, principally the Wimblehurst Road/Parsonage Road/North Heath Lane junction. Whilst it is disappointing that the full junction works indicatively set out in the Transport Assessment are not being directly implemented, it is accepted on the professional advice of the Highways Authority and PBA that these works are not necessary to make the development acceptable. The works could nevertheless potentially take place at a future date through use of the CIL funds. It is also disappointing that greater opportunities to improve sustainable transport links in the area have not been proposed, however again it is accepted that those proposed are sufficient to meet the requirements of Policy 40 and the requirements of the NPPF.

6.89 On balance, whilst the proposed highway mitigation works are considered minimal, having regard the wider benefits of the development in regenerating this brownfield site with high quality employment uses and additional housing, and the absence of any other identifiable harm, the proposal is considered acceptable as a departure from the development plan.

7. RECOMMENDATIONS

7.1 That planning permission be granted for approval:

- subject to completion of a legal agreement and appropriate conditions.
- in the event that the legal agreement is not completed within three months of the decision of this committee, or other later date as agreed by the Head of Development, the Director of Planning, Economic Development and Property be authorised to refuse permission on the grounds of failure to secure the Obligations necessary to make the development acceptable in planning terms.

Conditions:

1. **Plans condition**.

2. **Parameter Plans condition**: The detailed design of the development proposed through Reserved Matters applications pursuant to this outline planning permission shall have regard to, and broadly accord with, the principles set out on the following parameter plans and supporting documents:

Plan	Drawing Number	Date Received
Parameter Plan: Landscape	PP004 Rev E	02.07.2019
Parameter Plan: Land Use	PP001 Rev D	05.04.2019
Parameter Plan: Density	PP002 Rev D	05.04.2019
Parameter Plan: Building Heights	PP003 Rev D	05.04.2019
Parameter Plan: Movement	PP005 Rev D	05.04.2019

Reason: As the local planning authority has had regard to these drawings in determining whether the amount of development proposed can be accommodated within the site in an acceptable way in accordance with Policy SD1 of the Horsham District Planning Framework (2015).

3. **Outline permission**:
   (a) Approval of the details of the layout of the development, the scale of each building, the appearance of each building and the landscaping of the development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
   (b) Plans and particulars of the reserved matters referred to in condition (a) above, relating to the layout of the development, the scale of each building, the appearance of each building and the landscaping of the development, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.
   (c) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.
   (d) The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

   Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.

4. **Pre-Commencement Condition**: Prior to the submission of the first application for approval of Reserved Matters, a Site Wide Design Strategy shall be submitted to and approved, in writing, by the Local Planning Authority. The Site Wide Design Strategy shall including the following:
   i. details of the design principles of the commercial and residential buildings,
   ii. details of the design principles of the converted central buildings to be retained,
   iii. details of landscaped areas,
   iv. details of the pedestrian priority spaces,
   v. place making objectives,
   vi. indicative layout,
   vii. hard surfacing and external finish materials for residential and commercial areas,
   viii. Hard landscape palette for surfacing, fencing, walls, street furniture, lighting columns;

   Reason: As this matter is fundamental to deliver the high quality, locally distinctive and unique urban and landscape design, to ensure a satisfactory development in the interests of visual amenity and to accord with and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

5. **Pre-Commencement Condition**: Prior to the commencement of any Phase of development a Construction Environment Management Plan covering that Phase shall be submitted to and approved by the Local Planning Authority. The CEMP shall include, but not be limited to, the following details:

   a. the phased programme of demolition and construction works,
   b. routing of vehicles to and from the site during construction,
   c. erection and maintenance of security hoarding,
   d. the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
   e. details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,
   f. measures to reduce air pollution during construction including turning off vehicle engines when not in use, plant servicing and transport reduction,
   g. waste management including prohibiting burning of construction waste,
   h. measures to prevent the discharge of water or other substances to ground or surface waters without the prior written approval of the Environment Agency.

   Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period of the relevant Phase.

   Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of the surrounding environment and residents during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

6. **Pre-commencement Condition**: No part of any employment or non-residential use as served from Parsonage Road shall be first occupied until such time as the vehicular access serving these uses and other associated works has been constructed in accordance with the details shown on the approved drawing titled General Arrangement Parsonage Road Development Access, numbered RJ506457-ECH-HSR-WIMBRD-DR-HE-113 rev 01. Once provided, vehicular access to the employment and non-residential uses shall be via the Parsonage Road access only.

   Reason: In the interests of road safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

7. **Pre-commencement Condition**: No part of the residential development as served from Wimblehurst Road shall be first occupied until pedestrian crossing improvements in the form of dropped kerbs and tactile paving has been provided at the existing Wimblehurst Road access and the existing crossing points at the North Heath Lane/Parsonage Road/Wimblehurst Road junction in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

   Reason: In the interests of road safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

8. **Pre-Commencement Condition**: No development shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal has been submitted to and approved in writing by the Local Planning Authority. Surface water disposal should be based on sustainable drainage principles. The submitted details should be coordinated with the approved landscape scheme. The development shall be carried out in accordance with the

approved drainage strategy, which shall be implanted prior to first occupation and then retained as such.

Reason: To prevent the increased risk of flooding, and ensure a management train is incorporated as agreed to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the drainage system and in accordance with Policy 38 of the Horsham District Planning Framework (2015).

9. **Pre-Commencement Condition**: Prior to the commencement of development within each Reserved Matters Area the following components of a scheme to deal with the risks associated with the contamination of the site shall be submitted to and approved, in writing, by the Local Planning Authority.
   (a) A preliminary risk assessment which has identified:
      i. All previous uses
      ii. Potential contaminants associated with those uses
      iii. A conceptual model of the site indicating sources, pathways and receptors
      iv. Potentially unacceptable risks arising from contamination at the site
   (b) A site investigation scheme based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected including those off site.
   (c) An options appraisal and remediation strategy based on the site investigation results and the detailed risk assessment (a and b, above) and giving full details of the remediation measures required and how they are to be undertaken.
   (d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
   The scheme shall be implemented in accordance with the approved details.

   Reason: As this matter is fundamental to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

10. **Pre-commencement Condition**: Prior to commencement of development, a parking strategy shall be submitted for the approval of the Local Planning Authority. The strategy will detail how the proposed parking will be provided for the residential and commercial uses. The scheme shall be implemented in the Reserved Matters application in accordance with the agreed details.

    Reason: As this matter is fundamental to ensure that the parking provision is appropriate in accordance with Policy 41 of the Horsham District Planning Framework (2015).

11. **Pre-commencement Condition**: No development shall hereby commence until a full a detailed Air Quality Mitigation Measures Report has been submitted and approved by the Local Planning Authority. The report shall outline all measures for the site wide proposal and state how the measures will be delivered within each Phase of the development. The measures shall be implanted in accordance with the approved details and be retained as such thereafter.

    Reason: To ensure the development provides appropriate and deliverable air quality mitigation measures in accordance with Policies 24 & 40 of the Horsham District Planning Framework (2015).

11. **Pre-Commencement Slab Level Condition**: No development above ground floor slab level of any part of the development hereby permitted shall take place until confirmation has been submitted, in writing, to the Local Planning Authority that the dwellings hereby permitted shall meet the optional requirement of building regulation G2 to limit the water usage of each dwelling to 110 litres per person per day. The subsequently approved water limiting measures shall thereafter be retained.

Reason: As this matter is fundamental to limit water use in order to improve the sustainability of the development in accordance with Policy 37 of the Horsham District Planning Framework (2015).

12. **Pre-Occupation Condition:** Prior to first occupation of the development hereby permitted, the existing vehicular access on Parsonage Road to the east of the site, adjacent to the railway crossing, shall be physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt this shall not apply to the pedestrian access shown on the approved parameters plans.

    Reason: In the interests of road safety and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

13. **Pre-Occupation Condition**: Prior to first occupation of the development hereby permitted, a detailed lighting scheme shall have been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be carried out in accordance with the approved details and be retained as such thereafter.

    Reason: To safeguard the amenities and ecology of the site and surrounds in accordance with Policies 31, 32 and 33 of the Horsham District Planning Framework (2015).

14. **Pre-Occupation Condition**: Prior to the first occupation (or use) of any phase of the development hereby permitted, a landscape management plan (including design principles, management responsibilities, a description of landscape components, maintenance schedules and accompanying plan delineating areas of responsibility) for all communal landscape areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape areas shall thereafter be managed and maintained in accordance with the approved details.

    Reason: To ensure a satisfactory development and in the interests of visual amenity and nature conservation in accordance with Policy 33 of the Horsham District Planning Framework (2015).

15. **Pre-occupation Condition**: No commercial use hereby permitted shall commence until a servicing management plan has been submitted for that use and approved in writing by the local planning authority. The use hereby permitted shall thereafter be operated in accordance with the approved details. The submitted details must include the following:

    a) frequency of deliveries to the site;
    b) frequency of other servicing vehicles such as refuse collections;
    c) dimensions of delivery and servicing vehicles;
    d) proposed loading and delivery locations; and
    e) a strategy to manage vehicles servicing the site

    Reason: To safeguard the amenities of adjacent and future occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

16. **Pre-Occupation Condition**: A land remediation verification report shall be submitted to and approved, in writing, by the Local Planning Authority prior to the first occupation of any dwelling within a Reserved Matters Area within the development. The verification report shall:
    (a) Demonstrate the completion of the works set out in the approved remediation strategy produced pursuant to Condition 10.
    (b) Demonstrate the effectiveness of the remediation strategy.
    (c) Include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

(d) The plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action (i.e. a long-term monitoring and maintenance plan) as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason: As this matter is fundamental to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

18. **Pre-Occupation Condition**: Prior to the first occupation of any commercial or residential unit, the necessary in-building physical infrastructure and external site-wide infrastructure to enable superfast broadband speeds of 30 megabytes per second through full fibre broadband connection shall be provided to the premises.

Reason: To ensure a sustainable development that meets the needs of future occupiers in accordance with Policies 10 and 37 of the Horsham District Planning Framework (2015).

19. **Regulatory Condition**: No works for the implementation of the development hereby approved shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays

Reason: To safeguard the amenities of adjacent occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

20. **Regulatory Condition**: With each Reserved Matters application, a detailed scheme of noise and vibration attenuation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate good acoustic design in accordance with ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise. The scheme shall achieve the habitable and commercial room standards as detailed in BS8233:2014 and must include details of post construction validation. The approved noise and vibration attenuation measures shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: To safeguard the amenities of future occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

21. **Regulatory Condition**: With the exception of the commercial units approved within Building 36 and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending or revoking and/or re-enacting that Order), the employment and commercial premises hereby permitted shall be used for Class B1 only and for no other purposes whatsoever, without express planning consent from the Local Planning Authority first being obtained.

Reason: Changes of use as permitted by the Town and Country Planning (General Permitted Development) Order or Use Classes Order 1987 are not considered appropriate in this case due to the need to ensure employment provision and protect residential amenity under Policies 8, 9 & 33 of the Horsham District Planning Framework (2015).

23. **Regulatory Condition**: No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until the following preliminaries have been completed in the sequence set out below:

- All trees on the site shown for retention, as well as those off-site whose root protection areas ingress into the site, shall be fully protected throughout all construction works by tree protective fencing affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction - Recommendations' (2012).

- Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site.
- Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.

Any trees or hedges on the site which die or become damaged during the construction process shall be replaced with trees or hedging plants of a type, size and in positions agreed by the Local Planning Authority.

Reason: As this matter is fundamental to ensure the successful and satisfactory protection of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

24. **Regulatory Condition**: Any Reserved Matters application which includes or is adjacent to the retained cedar trees subject to a Tree Preservation Order shall include a full tree report detailing how the trees will be protected during works and any works required to the trees. All works within that reserved matters parcel shall be carried out in full accordance with the approved details.

Reason: To ensure the successful and satisfactory protection of the cedar trees on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

25. **Regulatory Condition**: All mitigation and enhancement measures shall be carried out in accordance with the details contained in the submitted Ecological Appraisal (Hampshire County Council Ecology team, V4 revised June 2049). This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with Policy 31 of the Horsham District Planning Framework (2015).

26. **Post Occupation Condition**: Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015).