

Land to North West of Clyst Hayes, Brook
Lane, Faygate, Horsham RH12 4SB

LANDÍVAR

ARCHITECTS

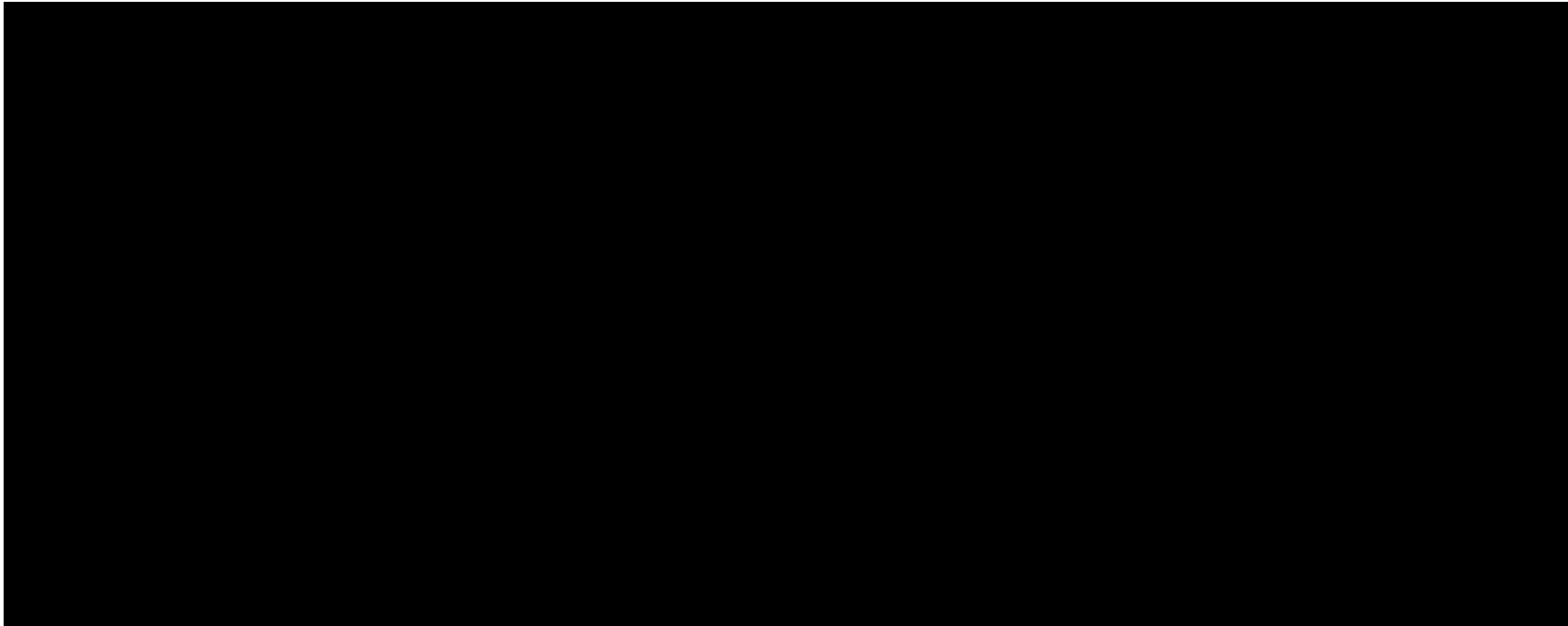


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Project Detail

Project address:	Land to North West of Clyst Hayes, Brook Lane, Faygate, Horsham, RH12 4SB
Proposal:	Erection of two new dwellings
Submission:	Full Planning Application
Date:	July 2026
Client:	Mr J Braidwood

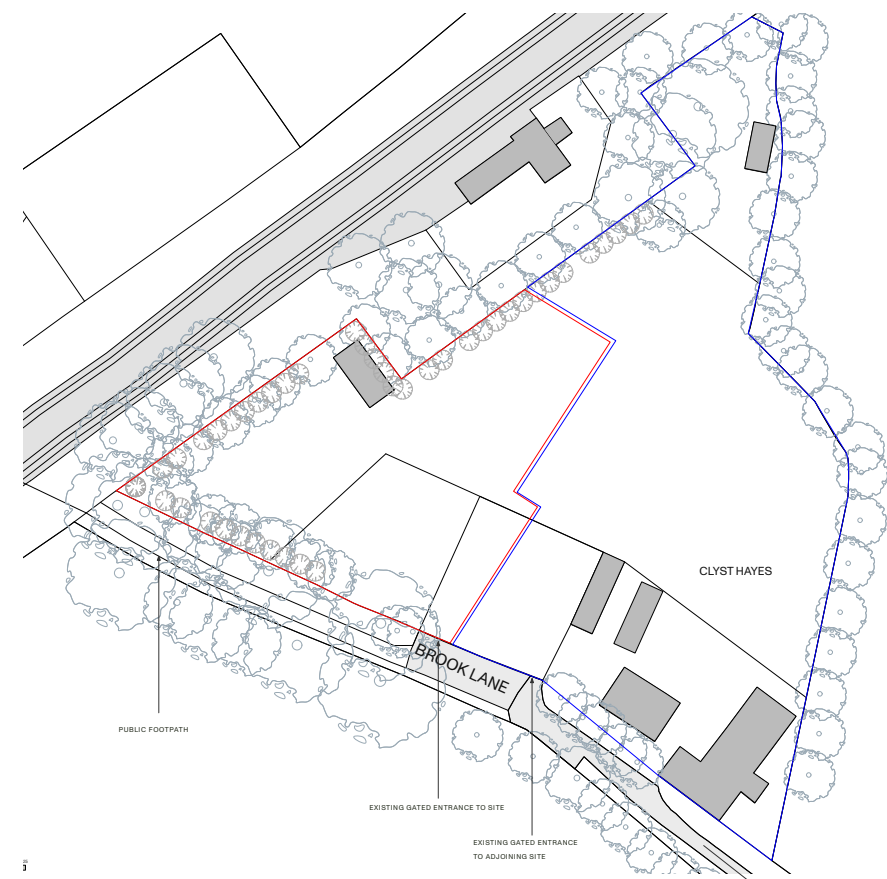


1.0 The Site



The Site

- 1.01 The site measures 1997sqm and comprises the western section of a large triangular field edged with mature trees and hedgerows off Brook Lane, a no-through lane in a semi rural location within Colgate Parish in West Sussex.
- 1.02 The site is bound on the northern side by the main Arun Valley railway line and the A264 dual carriageway is just to the south of the site, connecting Horsham and Crawley. Brook Lane is just off the eastbound carriageway of the A264.
- 1.03 The site is within the curtilage of a Grade II Listed building, Clyst Hayes, a 17th century dwelling with frontage onto Brook Lane. There is an assortment of contemporary and historic outbuildings surrounding the Listed Building as well as on the wider plot.
- 1.04 Brook Lane itself is a no-through road that becomes a bridleway that crosses over the railway line to Wimland Road, a country lane, where there are a small number of residential dwellings, mostly former farmhouses and outbuildings now set within garden plots.
- 1.05 The nearest major town centre is Horsham, which is less than a mile away to the west.
- 1.06 Outline Planning Permission has been granted for the Mowbray Masterplan, a large mixed-use, community masterplan located immediately north of the A264 and less than 500m west of the site.



Existing OS Map



Aerial View

Edge of consented Mowbray Masterplan

Site



The Site
Site Photos



The Site
Site Photos



View from Brook Lane towards bridleway and railway line



Clyst Hayes Front elevation



View from Brook Lane towards A264



View of site boundary from railway line



View of site boundary from bridleway



Clyst Hayes Rear elevation



2.0 Use



Use

2.01 EXISTING USE:

The site is currently part of the same demise as Clyst Hayes - a Grade II Listed building with C3 residential use.

2.02 PROPOSED USE:

The proposal is to erect two new detached dwellings on the western part of the curtilage plot. The proposed use would therefore remain C3 residential.

2.03 This use is consistent with the immediate surrounding area as Brook Lane and Wimland Road Lane have similarly sized detached residential properties within garden plots .

2.04 The site sits in the midst of a recognisable cluster of residential properties, and is therefore not isolated.



3.0 Flood Risk

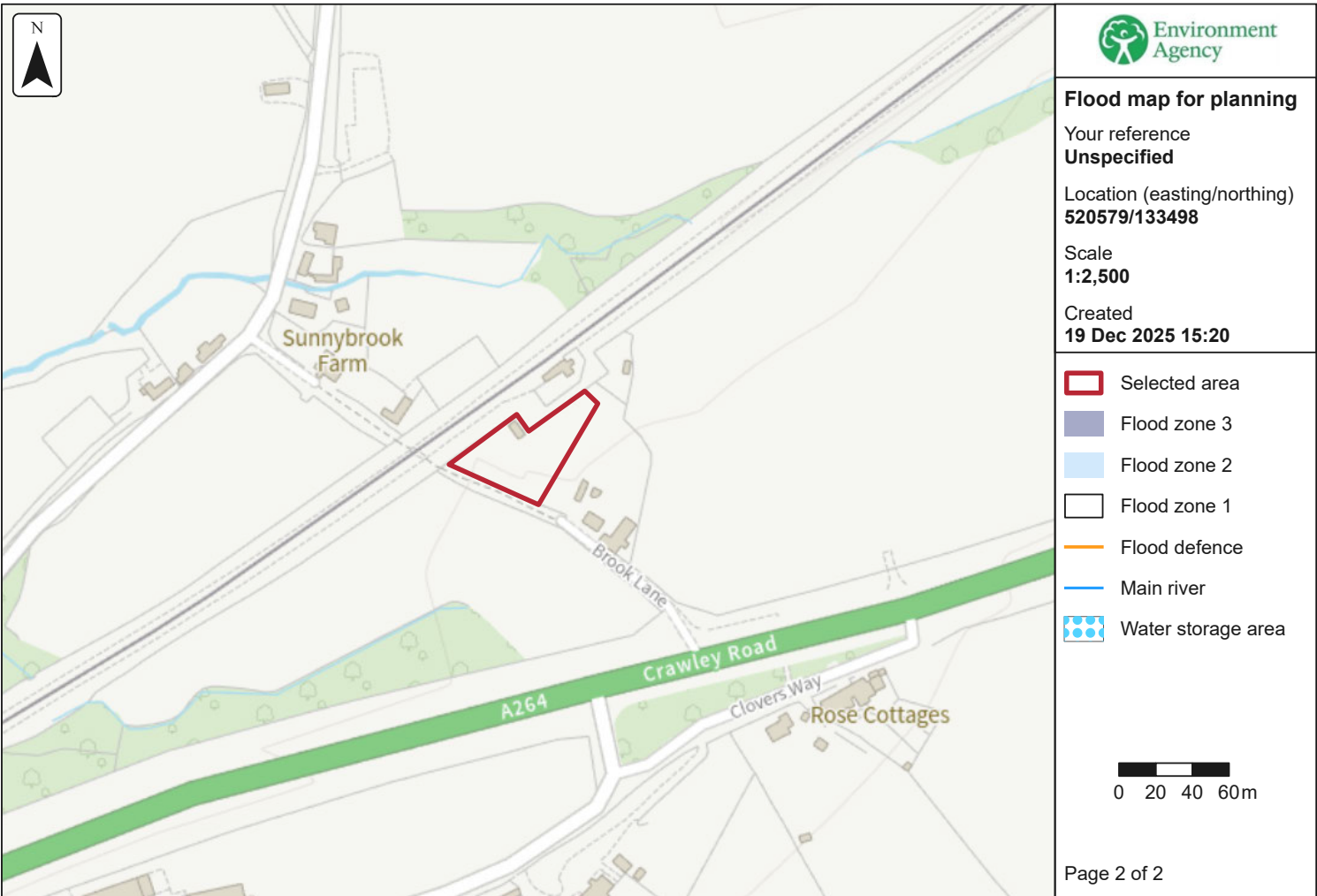


Flood Risk

3.01 The site is within Flood Zone 1, an area with low probability of surface water flooding.

VERY LOW RISK

Flood Zone 1 - land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)



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4.0 Site & Architectural Layout



Site & Architectural Layout

- 4.01 The proposal involves the demolition of an existing outbuilding and the subdivision of the residential plot to erect two detached dwellings with associated parking.
- 4.02 The proposed site layout incorporates the existing gated vehicle access from Brook Lane onto a new driveway leading to the two new residential plots, each with their own vehicular access from the driveway. The proposed new dwellings face east, each within a large plot to allow generous front and rear garden areas.
- 4.03 The plot boundaries are defined with post and rail fencing and evergreen hedging . The site also benefits from extensive existing mature boundary planting that provides privacy and screens the development from the lane and the fields beyond.
- 4.04 Each dwelling has an L shaped footprint of 108 sqm with a large covered porch entrance area. The dwellings are mirrored, thus forming a loose courtyard arrangement, with planting and parking to the front garden areas.
- 4.05 Each dwelling has 3 parking spaces and a secure cycle store for 3 bicycles allocated to it.
- 4.06 The existing access to the site is utilised and an access road to the adjoining plot beyond the new proposed private gates to the new dwellings is proposed to ensure existing access is retained.



Proposed Site Plan



Site & Architectural Layout

4.07 The proposed dwellings are designed to have generous living accommodation on the ground floor, 3 bedrooms to the first floor and a master bedroom, en suite and dressing room within the roof space.

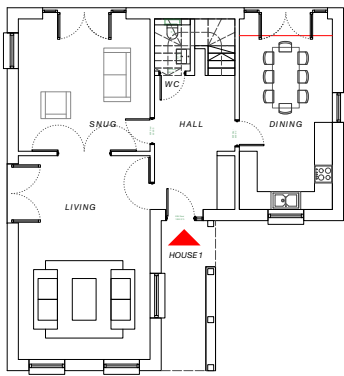
A generous covered porch area forms the entrance to each dwelling.

The two houses, although handed, are staggered so that House 2 sits more comfortably within it's plot and also to avoid increased overlooking between the two properties facing windows.

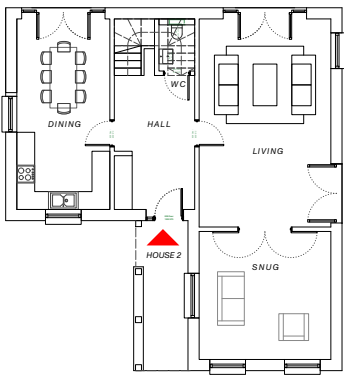
Key house plan features:

- Large covered porch areas.
- 4 bedrooms, 2 ensuite bathrooms and 2 other shower rooms.
- Extensive planting and considered landscaping to each property.
- W.C. to the ground floor.
- Part M compliant layouts.
- Modern / flexible floor plans.
- Safe and secure design.

4.08 The total GIA for each 4 bed dwelling is 230sqm, far exceeding minimum housing standard of 130sqm for that size dwelling and offering spacious, comfortable and naturally lit spaces throughout.

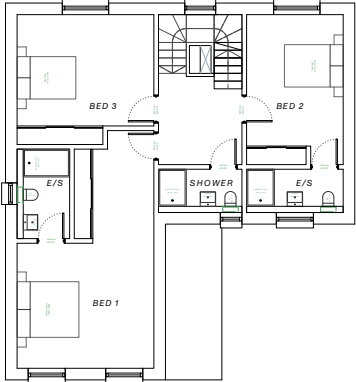


HOUSE 1 - GIA 91 sqm

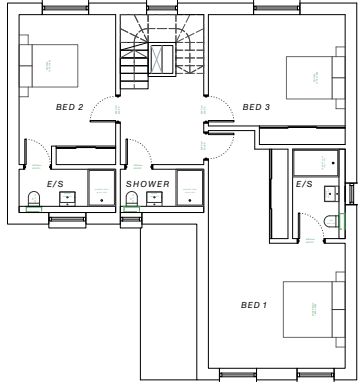


HOUSE 2 - GIA 91 sqm

Ground Floor Plan

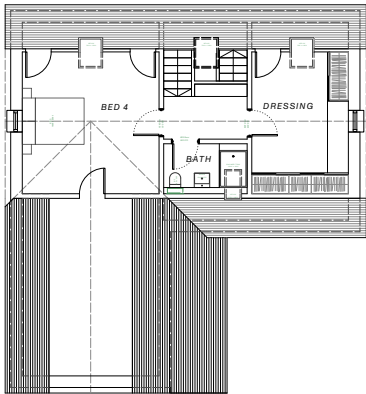


HOUSE 1 - GIA 91 sqm

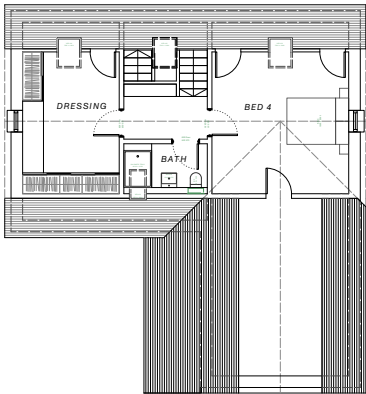


HOUSE 2 - GIA 91 sqm

First Floor Plan

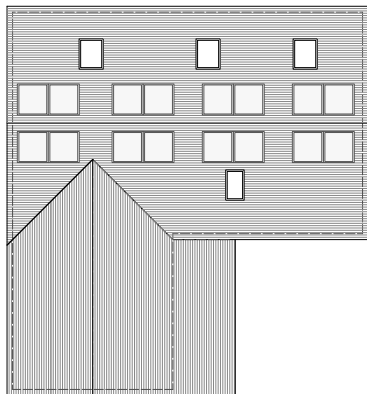


HOUSE 1 - GIA 48 sqm

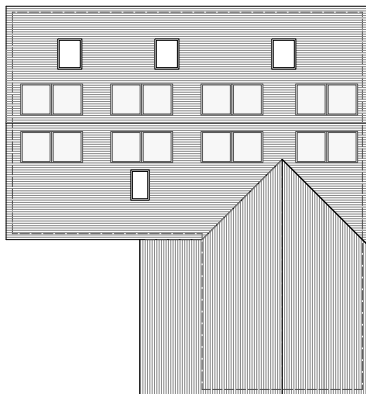


HOUSE 2 - GIA 48 sqm

Loft Plan



HOUSE 1



HOUSE 2

Roof Plan



5.0 Scale



Scale



AS PROPOSED END ELEVATION



AS PROPOSED SOUTH ELEVATION

5.01 The proposed dwellings follow the local typology of building types with the scale and roof form being consistent with those in the surrounding area and the proposed design adhering to a Sussex vernacular architectural language. The form and positioning of the dwellings aims to create it's own cluster, thus reflecting the scale of the development characteristic of the local area, as a small self contained group of buildings.

5.02 The proposed dwellings are also proportionate to each plot and positioned within the plot to allow for generous front and rear gardens and heavily planted boundaries.



Scale



Front Elevation (East)



Side Elevation (North)



Rear Elevation (West)



Side Elevation (South)

5.03. The roof form and size are appropriate to the style of the dwelling and the eave and ridge height is also proportionate to the context.

The considerable height and density of the mature trees and hedges surrounding the site serves to diminish the sense of scale of the development.

5.04. The fenestration is contemporary but follows the proportions of traditional window sizes, with variation between smaller and larger openings across the elevations reflecting a Sussex cottage vernacular style that is typical of the local area.



6.0 Landscape & Ecology



Landscape & Ecology

- 6.01 A preliminary ecological appraisal (PEA) has been carried out on the site by Ecology Essex (November 2025), and submitted as part of this planning application .
- 6.02 The site is situated between a railway line and a dual carriageway with open fields and farmland either side. The site constitutes a large modified grassland plot of 1997sqm, edged with a woodland boundary of bramble shrub, evergreen hedge and mature trees.
- 6.03 It is currently being used as a suburban garden and parking area and therefore does not have a particularly high ecological value, as concluded in the PEA report.
- 6.04 The proposal is exempt from BNG requirements as the site measures less than 0.2Ha.
- 6.05 Additional bird and bat roosting provision is to be incorporated in the new development within the walls and the existing trees, boxes and locations as suggested in the PEA report.
- 6.06 Additional tree and shrub planting of native species such as hawthorn, blackthorn, hazel and guelder rose is proposed to the boundaries.



Swift, bat and bee boxes to be incorporated into the development.



Landscape & Ecology

6.08 The proposed planting scheme to the perimeter of the plots will include native shrubs, perennials and trees to create a dense acoustic and visual buffer as well as improved habitat and biodiversity. See drawing 1785_3.008_RevB

Soft and hard landscaping details are set out in drawing 1758_3.013 and 1758_3.014

6.09 Hard landscaping has been minimised and free draining shingle is proposed for the parking area and driveway - it is an easy material to excavate should additional services be required and can be replaced without any wasted materials. Permeable pavers are proposed for the garden paths and patio areas to the rear of the properties.

LAND TO NORTH WEST OF CLYST HAYES, BROOK LANE, FAYEGATE, HORSHAM, RH12 4SB
AS PROPOSED LANDSCAPING DETAILS



LANDÍVAR

ARCHITECTS

Brook Lane	
1785 - 3.008_RevB	
CLIENT	MR JOHN BRAIDWOOD
RIBA STAGE	STAGE 3 - PLANNING
DRAWING	PROPOSED LANDSCAPING PLAN
DATE	NOV 2025
SCALE	1:150 @ A1

KEY	
	HEDGEHOG GATE
	BAT ROOST
	BEE BRICK
	SWIFT BRICK
	EVERGREEN HEDGING
	SHRUBS AND PERENNIALS
	NEW TREE/ NATIVE HEDGING SPECIMEN
	ACOUSTIC FENCE
	CLOSE BOARD FENCING

REV	DATE	COMMENT	BY
A	17.07.25	ACOUSTIC FENCE AMENDED	OM
B	26.08.25	BOUNDARY AMENDED	OM

PRINTING/REVISIONS
N.B. Unless otherwise noted this drawing is not to be used for construction purposes. It is intended as a guide only. The drawing is subject to a final site visit and any necessary amendments, change design and planning / surveying regulations. The layout must be checked prior to any construction. The drawing is not to be used for any other purpose without the written consent of the architect.
The Workshop, Unit 5, Landvar Architects
25-42 Windsor Street, Brighton BN1 1PU
01273 726600



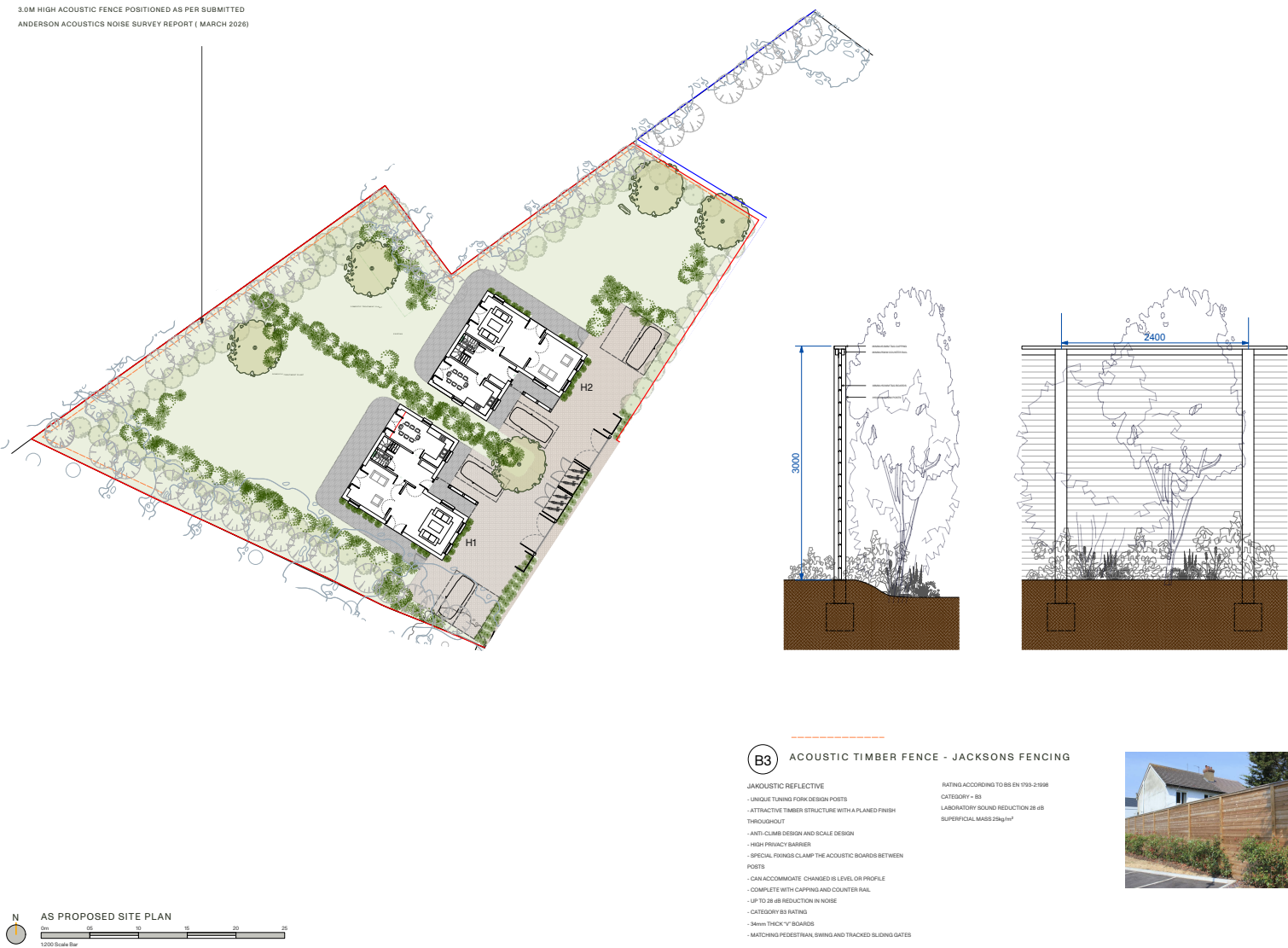
Proposed Landscaping Plan



6.10 The proposal includes an acoustic fence to the boundary close to the railway line to the north to protect the amenity of the occupiers, as detailed in the submitted Anderson Acoustics noise survey and report (June 2026) .

The acoustic fence detail is shown on drawing 1785_3.009_Rev A

LAND TO NORTH WEST OF CLYST HAYES, BROOK LANE, FAYEGATE, HORSHAM, RH12 4SB
ACOUSTIC FENCE DETAIL



Proposed Landscaping Plan

LANDÍVAR

ARCHITECTS

Brook Lane	
1785 - 3.009	
CLIENT	MR JOHN BRAIDWOOD
RIBA STAGE	STAGE 3 - PLANNING
DRAWING	ACOUSTIC FENCE DETAIL
DATE	DEC 2025
SCALE	1:200 @ A1



AS EXISTING OS PLAN
1:200 Scale Bar

REV	DATE	COMMENT	BY
A	28.08.25	KEY PLAN AMENDED	OM

PRINTING/WORKSHEET

A15: Unless otherwise noted this drawing is not to be used for construction purposes. It is intended as a guide only. The drawing is subject to a final site inspection. Planning, general construction, construction, change design and planning / design requirements. The layout may be subject to an enlargement of an on site or other small scale plans and its accuracy needs to be verified by survey. CDM regulations have not been fully considered.

The Workshop, Unit 3, Landvar Architects
25-42 Windsor Street, info@landvar-architects.com
Brighton, BN1 1UJ 01273 726600



7.0 Sustainability



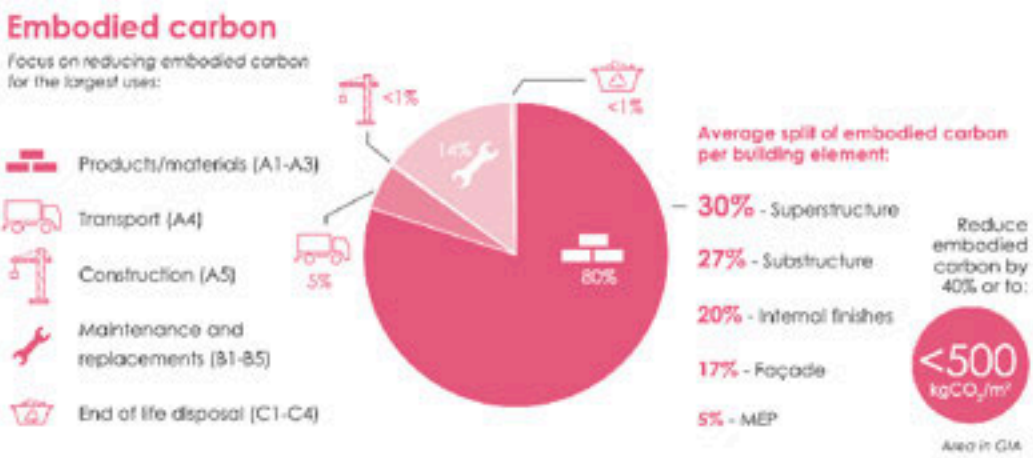
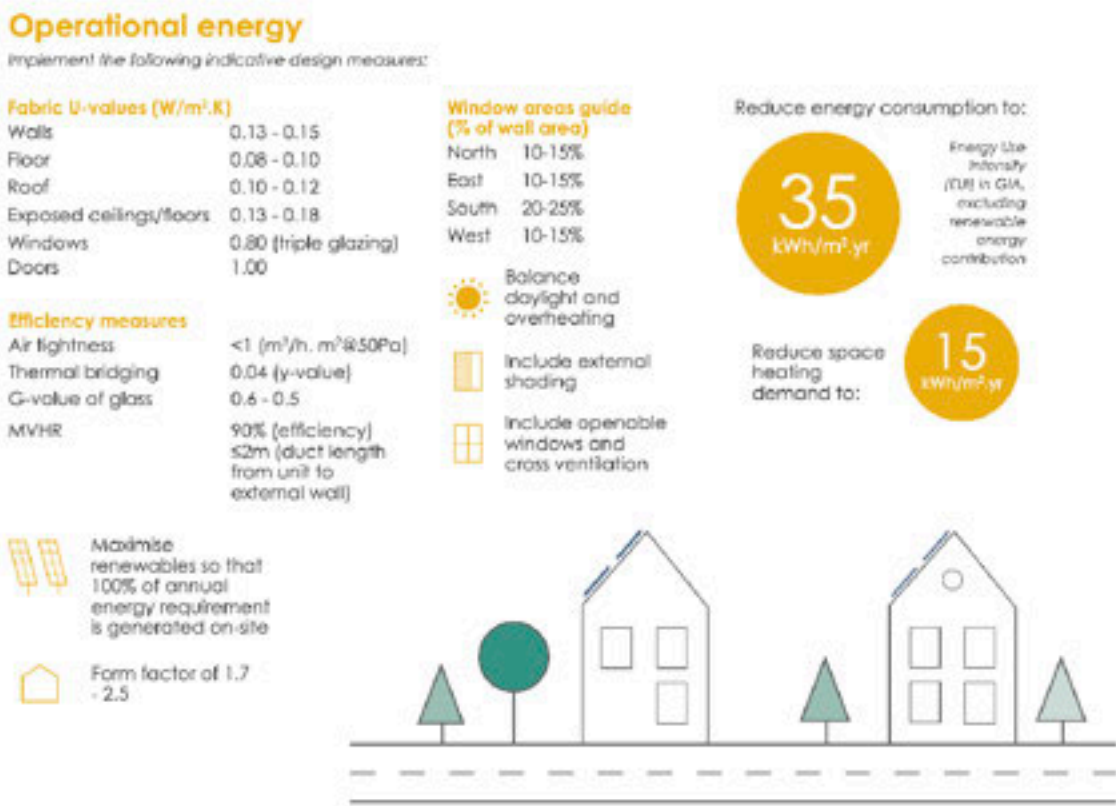
Sustainability

- 7.01 The proposal would seek to minimise the operational energy demand by incorporating the following key elements :
- Use of renewable technologies : MVHR, ground source heat pump and integrated solar panels to west and east facing roofs.
 - Fabric U-values to exceed Building Regulation requirements (see table opposite).
 - Optimum air tightness and eradication of any thermal bridging.
 - Orientation and window area designed to balance daylight and overheating considerations.
 - Triple glazing throughout.
- 7.02 The site is currently of relatively low ecological value as it is made up of modified grass lawn and shingle. The development will provide a marked biodiversity increase on the current low biodiversity value by improving existing habitats and providing new habitats such as more trees and shrubs to each plot.
- 7.03 The proposed planting and landscaping is made up of native specimens only to protect local ecology and biodiversity. Bee bricks, bat and swift boxes would be incorporated into the development to encourage these species.



Native Shrubs, Perennials & Wildflowers.

Small scale housing



7.04 The site is less than half a mile away from Horsham , the closest BUAB that benefits from the following facilities :

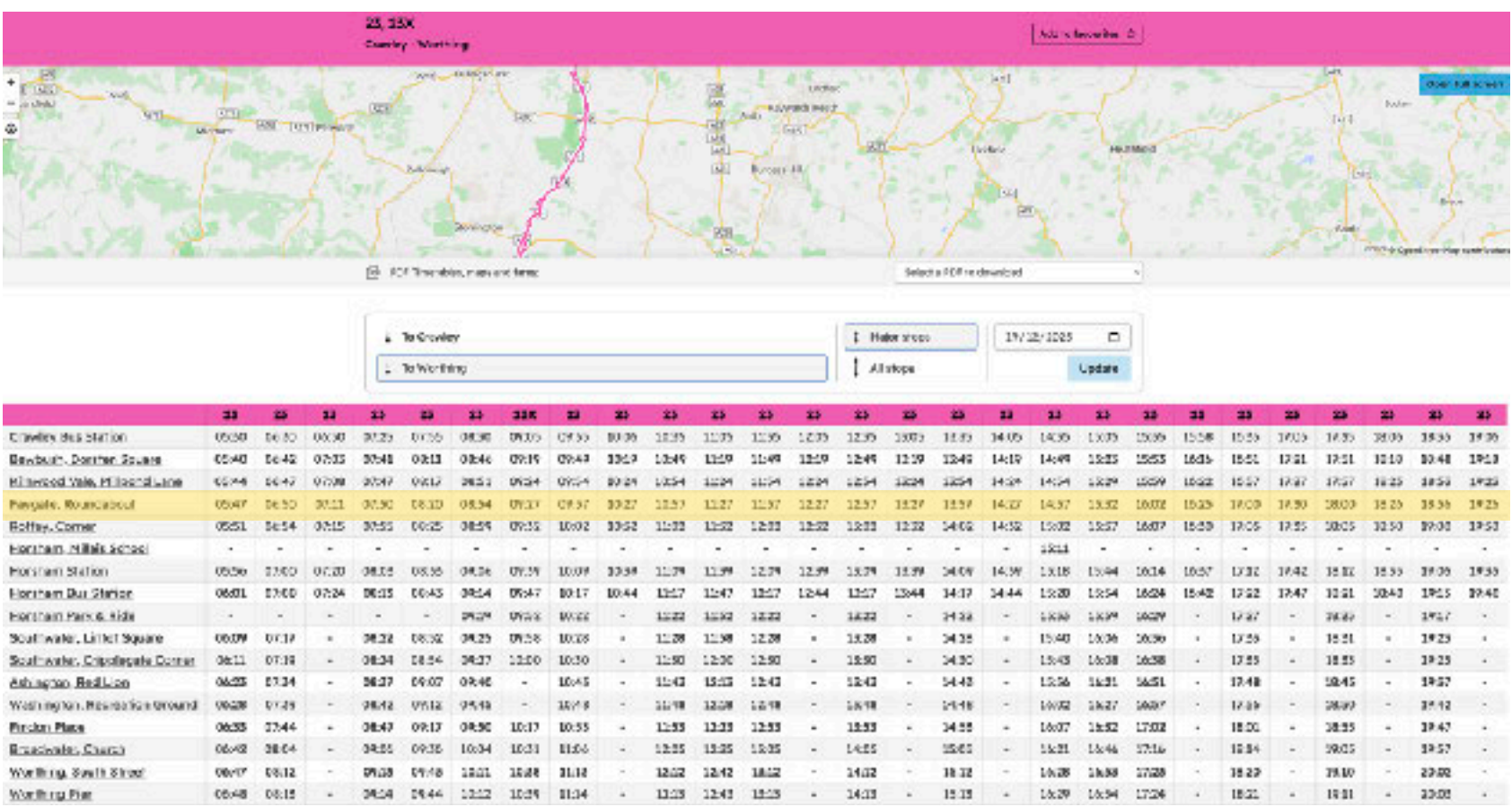
- Hospital and pharmacies.
- Shops, supermarkets, banks and post offices.
- Nursery, Primary and Secondary schools.
- Theatre, cinema, sports centre and swimming pool

7.05 The application site is well connected to public transport. There is a bus stop at Faygate roundabout, 1km from the site with regular bus services to Horsham town centre., where there is a train station on the main London Victoria line.

7.06 The 23, 23X, 200 and 398 Metrobus services operate along the A264, stopping at Faygate roundabout. The no. 23 runs from Crawley bus station through Horsham and connecting settlements to Worthing. The no. 200 runs from Gatwick airport to Horsham bus station. The travel time from Faygate roundabout to Horsham town centre is less than 20 minutes.

7.07 The Faygate roundabout has a 24 hour service station with an M&S food store franchise associated.

7.08 It is also important to note that outline planning permission has been granted for the Mowbray masterplan just 500m away from the site. This masterplan is actively implementing a new primary estate road network, new cycleways, and has safeguarded land for a future Parkway Train Station. This nearby strategic activity establishes a powerful planning precedent: the LPA has already recognised that the corridor north of the A264 is highly sustainable, suitable for high-density development, and is the primary vehicle for meeting the district's housing and community needs.



8.0 Appearance



Appearance

8.01 The proposed dwellings are conceived as a contemporary interpretation of typical Sussex country homes. The palette and form would be traditional but with contemporary detailing.

Proposed materials:

- Traditional clay roof tiles to all roofs.
- Locally sourced facing bricks to ground level
- Natural vertical timber cladding to upper storey
- Upvc windows and natural timber front door
- Chestnut post and rail fencing
- Shingle to access road and front parking area
- Permeable pavers to paths and paved areas



AN PROPOSED HOUSE - SIDE ELEVATION



AN PROPOSED HOUSE - SIDE ELEVATION

Rendered Side Elevations



AN PROPOSED HOUSE - FRONT ELEVATION



AN PROPOSED HOUSE - REAR ELEVATION

Rendered Front and Rear Elevations



Appearance

Precedents

8.02 The appearance and character of development within the local area is that of a rural / suburban fringe. It is predominantly a rural, domestic, traditional Sussex vernacular architectural language visible in both smaller cottages and the larger country houses that sit within individual plots along heavily wooded lanes.

The typical material palette consists of:

- Red and brown facing bricks.
- Pitched roof and gable ends
- Timber cladding
- Variety of window sizes
- Natural/earthy colour palette.
- Large overhanging roofs tor porches to entrances

Local Precedents

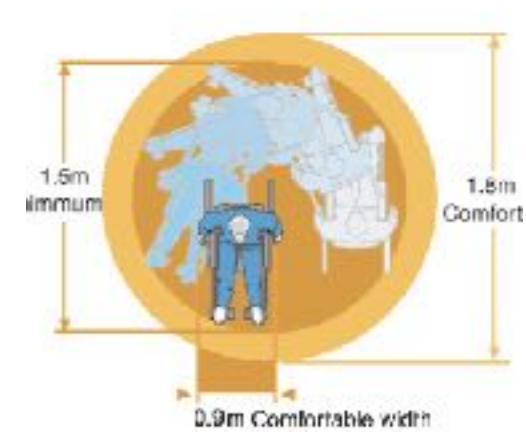


9.0 Access, Refuse & Security



Access, Refuse & Security

- 9.01 The proposed application accommodates Part M and Lifetime homes requirements with level thresholds consideration given to wheelchair provision within the design. Primary pedestrian access is gained via Brook Lane with a level and clearly defined entry point.
- 9.02 Emergency vehicles have unhindered access to the site directly from Brook Lane.
- 9.03 Secure, internal cycle storage is provided for each dwelling for 3 to 4 cycle spaces.
- 9.04 Refuse and recycling would be located in a dedicated refuse store, adjacent to the site entrance, before being taken by the residents to the existing refuse collection point at the end of Brook Lane which currently serves Clyst Hayes. The garden areas will include a built in composting area and the residents will be encouraged to compost food waste via a domestic vermicomposting unit adjacent to the composting area.
- 9.05 Recycling will be encouraged within the dwelling with segregated bin storage facilities to be provided under the sink within kitchen units to provide easy storage.



- Suitable dwelling entrance opening width of 775 mm clear.
- A 1500mm clear turning circle in main living space
- Suitable internal door opening clear widths of 850mm.
- All units to have the principal living room at entry level.
- Glazing to principal rooms starting at a maximum of 850mm above door level and complying with the requirements of AD K for guarding.
- Principal bedrooms with a clear access zone of 1,000mm around both sides and the foot of the bed. Other bedrooms with a clear zone of 1,000mm to one side and the foot of the bed.
- Step free access to WC and bathroom facilities at entry level.
- Ability for adaptation, including reinforced walls for grab rails in the bathrooms.
- Accessible detailed elements such as lever ironmongery and positioning of switches and controls.



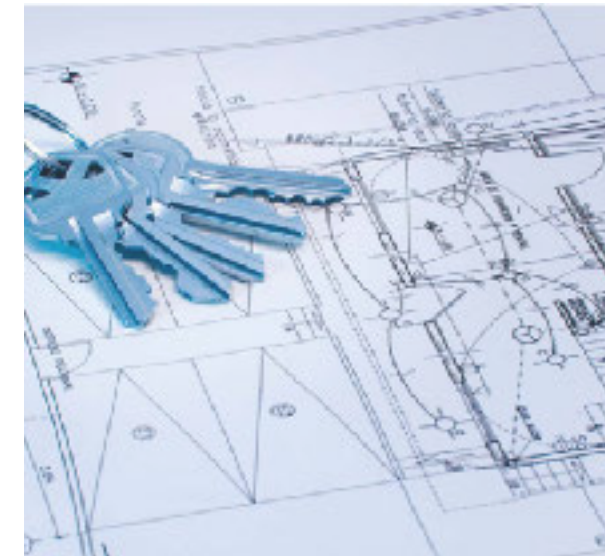
Access, Refuse & Security

- 9.06 The design supports the principles of Secured by Design which aims to achieve a high overall standard of security for buildings and for the private and public spaces around them.

Through the introduction of appropriate design features that facilitate natural surveillance and create a sense of ownership and responsibility for every part of the development, criminal and anti-social behaviour within the curtilage or grounds of an estate can be deterred. These design features include secure vehicle parking, adequate lighting of communal areas, fostering a sense of ownership of the local environment, control of access to individual and common curtilages, defensible space, and landscape design supporting natural surveillance and safety.

9.07 SECURED BY DESIGN GUIDELINES FOR DEVELOPMENT LAYOUT:

1. Communal areas or shared entrance to allow natural supervision.
2. Boundary fences to be balanced between security, surveillance and private property.
3. Frontages to be defined to demarcate between public and private property.
4. Boundaries to be clearly defined and features integrated to prevent unauthorised vehicle access.
5. Suitable lockable gate to private garden areas to exclude casual access to properties.
6. Clear name and numbering of roads and properties.
7. Minimum of 2 car parking spaces per dwelling located in secure environment, with visitor parking located within view of the property.



10.0 Amount



Amount

- 10.01 Total Site area - 1997 sqm
- Existing shed footprint 43 sqm

- 10.02 House 1 (4Bed 8P):
- Total GIA: 230 sqm
 - Footprint: 108 sqm
 - Plot size 960 sqm
 - 3 parking spaces

- 10.03 House 2 (4Bed 8P):
- Total GIA: 230 sqm
 - Footprint: 108sqm
 - Plot size 1126 sqm
 - 3 parking spaces



11.0 Summary



Summary

- 11.1 To summarise, the proposed development is for two new highly energy efficient and comfortable 4 bed family dwellings that have been designed to sit sensitively within the rural context and have minimal impact on the existing views and ecology of the site.
- 10.2 The dwellings and their setting have been carefully considered to respond to the existing development pattern in the area and landscape character and to relate appropriately in scale to one another and Clyst Hayes on the adjoining site.
- 10.3 Contemporary detailing has been applied to a traditional Victorian Sussex style with gable ends, overhanging porch eaves, various roof slopes and window sizes, that reflect the typical architectural profile of the local area.
- 10.5 The pair of buildings with pitched roofs in a pastoral setting is in keeping with the rural character of the broader group of buildings evident on either side of the railway line. The proposed materials are traditional: clay tile roofs, timber cladding, local reddish/brown brick and brown upvc windows.
- 10.6 The language is recognisably vernacular and in keeping with the character of the area and the design has been considered to not cause any harmful impact on the nearby historic Grade II Listed building of Clyst Hayes.
- 10.7 The proposal is highly sustainable in terms of very low operational energy use and high energy saving construction as well as close proximity to public transport notwithstanding the strategic primary transport links to be delivered as part of the neighbouring Mowbray masterplan.
- 10.8 The result is a well considered and appropriately scaled development that sits comfortably within this natural and traditional setting , providing high quality accommodation whilst enhancing the ecology and habitat of the site and complying with national and local planning policy.



Front Elevation

Thank you

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ARCHITECTS

