



DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/26/0440

15 Redford Avenue, Horsham, West Sussex, RH12 2HP

DESCRIPTION:

Installation of dropped kerb and driveway.

RELEVANT PLANNING POLICIES

The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 41 - Parking

Horsham Blueprint Business Neighbourhood Plan (HBBNP) 2019 – 2036:

Policy HB3: Character of Development

Policy HB4: Design of Development

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

Policy 19: Development Quality

Policy 20: Development Principles

Policy 25: Parking

REPRESENTATIONS AND CONSULTATIONS RESPONSES

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

Consultations:

Natural England: Standing Advice:-

It cannot be concluded that existing abstraction within the Sussex North Water Supply Zone is not having an adverse effect on the integrity of the Arun Valley SAC/SPA/Ramsar sites. Developments within Sussex North must therefore must not add to this impact and one way of achieving this is to demonstrate water neutrality. The definition of water neutrality is the use of water in the supply area before the development is the same or lower after the development is in place.

To achieve this Natural England is working in partnership with all the relevant authorities to secure water neutrality collectively through a water neutrality strategy. Whilst the strategy is evolving, Natural England advises that decisions on planning applications should await its completion. However, if there are applications which a planning authority deems critical to proceed in the absence of the strategy, then Natural England advises that any application needs to demonstrate water neutrality.

West Sussex County Council Highways: Advice:-

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary

to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

HDC Arboricultural Officer: Advice:-

There are a single small tree and a well-maintained hedge at the front of the property that would need to be removed to allow for the new dropped kerb and driveway to be constructed. The loss of the tree could be mitigated by planting a replacement elsewhere at the front of the property, which would help soften the scheme from a landscape impact perspective.

Parish Comments:

No objection

Representations:

None received

HUMAN RIGHTS AND EQUALITY:

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

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

PLANNING ASSESSMENT:

The application has been assessed on the basis of the submitted details, together with the planning history of the site and adjoining properties, available images and photographs supplied by the agent. These details were considered sufficient to allow the application to be properly considered and determined.

Character and Appearance

Policies 32 and 33 of the HDPF seek to ensure that development promotes a high standard and quality of design in order to enhance and protect locally distinctive characters. The policies also seek to ensure that the scale, massing and appearance of development relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views.

Policy HB3: Character of Development of the Horsham Blueprint Business Neighbourhood Plan states that – “Development is expected to preserve and enhance the Character Area in which it is located. The design of new development should take account of the local context and reflect the character and vernacular of the area, using architectural variety in form and materials, in order to avoid building design that is inappropriate to the Plan area. Innovation in design will be supported, however, where this demonstrably enhances the quality of the built form in a character area”.

Policy HB4: Design of Development of the Horsham Blueprint Business Neighbourhood Plan states that – “Development is expected to demonstrate a high quality of design, which responds and integrates well with its surroundings”.

The application seeks planning permission for the installation of dropped kerb and driveway. There are several dwellings in the immediate vicinity that benefit from driveways and dropped kerbs. As such, the proposed arrangement is consistent with the established character of the area and is considered an

expected form of development within this residential setting. The proposed dropped kerb and driveway would be comparable to similar arrangements found elsewhere on Redford Avenue and would not result in any adverse impact on the visual amenities of the site or its surroundings. The proposed driveway would replace an area of grass, using porous tarmac to cover the area needed for parking.

The proposed dropped kerb and driveway would be in keeping with other off-street driveways and parking provision in the immediate area. It is therefore considered appropriate to the character and appearance of the dwelling and would not cause harm to the dwelling or the character and appearance of the wider area. It is therefore considered that the visual impact of the proposal is acceptable and would accord with the above policies.

Highways Impact

Policy 40 of the HDPF supports proposals which provide safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods, whilst Policy 41 requires adequate parking facilities within developments. Chapter 9 of the National Planning Policy Framework sets out that 'development should only be refused on transport grounds if there would be an unacceptable impact on highway safety grounds, or the residual cumulative impacts on the road network would be severe'.

Based on the consultation response from the Local Highway Authority, the proposed dropped kerb and driveway would provide access to two off-street parking spaces from Redford Avenue. The Highway Authority has advised that there are no apparent visibility concerns at the proposed access point and that, whilst vehicles may need to leave the site in reverse gear, the available visibility and forward sightlines are sufficient such that this would not give rise to a highway safety concern. The Highway Authority further advises that the proposal would not have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network.

Policy 40 of the Horsham District Planning Framework supports development which provides safe and suitable access for all highway users. In addition, Chapter 9 of the National Planning Policy Framework states that development should only be refused on transport grounds where there would be an unacceptable impact on highway safety or where the residual cumulative impacts on the road network would be severe.

Having regard to the Highway Authority's comments, the proposal is considered to provide a safe and suitable means of access and would not result in any unacceptable highway safety impacts. Whilst the Highway Authority notes that a separate vehicular crossover licence may be required and that there may be considerations relating to the proximity of the access to the junction with Saxon Crescent, these are matters to be addressed through the licensing process and do not warrant refusal of the planning application. Accordingly, the proposal is considered to accord with Policy 40 of the HDPF and the provisions of Chapter 9 of the NPPF.

Impact on Neighbouring Amenity

Policy 33 of the HDPF states that permission will be granted for development that does not cause unacceptable harm to the amenity of the occupiers/users of nearby properties and land.

It is considered that the siting and layout of the proposed extension and the resulting relationship with adjoining properties would be sufficient to prevent any unacceptable harm to neighbouring amenity.

Water Neutrality

There is no clear or compelling evidence to suggest the nature and scale of the proposed development would result in a more intensive occupation of the dwelling necessitating an increased consumption of water that would result in a significant impact on the Arun Valley SAC, SPA and Ramsar sites, either alone or in combination with other plans and projects. The grant of planning permission would not therefore adversely affect the integrity of these sites or otherwise conflict with policy 31 of the HDPF, NPPF paragraph 193 and the Council's obligations under the Conservation of Habitats and Species Regulations 2017.

Biodiversity Net Gain

In accordance with the Biodiversity Gain Requirements (Exemptions) Regulations 2024, all householder applications are current exempt from the statutory requirement to demonstrate a 10% net gain in biodiversity.

Conclusion

The proposal is considered to comply with relevant local and national planning policies and is therefore recommended for approval.

Recommendation: Application Permitted

Conditions:

- 2 **Standard Time Condition:** The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

Note to Applicant – WSCC Highways

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Addition information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

POSITIVE AND PROACTIVE STATEMENT

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

Plans list for: DC/26/0440

Schedule of plans/documents **approved:**

Plan Type	Description	Drawing Number	Received Date
Block plan		TQRQM26103231 708590	13.04.2026
Supporting Docs	LANDSCAPE PLAN	NONE	11.03.2026
Location plan		TQRQM26103225 530132	13.04.2026
Supporting Docs	PROPOSED CROSSOVER	NONE	11.03.2026
Supporting Docs	TREES	NONE	11.03.2026

DELEGATED

Case Officer sign/initial Marie Riggs Date: 13.07.2026

Authorising Officer sign/initial RHERMITAGE Date: 20.07.2026