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30 West Street, Horsham

Planning Statement

REPORT CONTROL

Project:	30 West Street, Horsham
Client:	Ganco (Holdings) Limited
Reference:	25.5063
Document and revision number	Document No. IMS-F-18, Revision 3
File Origin:	Click to add file location.
Primary Author	BHS
Checked By:	AM

Issue	Date	Status	Checked by
01	27.07.2026	Draft	AM
02	11.08.2026	Draft	AM
03	12.08.2026	Final	AM

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1. INTRODUCTION

- 1.1 This Planning Statement is submitted in support of a planning application made for development at 30 West Street, Horsham, RH12 1PB (the 'Site') on behalf of our client Ganco (Holdings) Limited. The proposed description of development is:

"Erection of an additional storey to the rear of 30 West Street to provide two new dwellings (Class C3), with associated external alterations"

- 1.2 The proposals will make effective use of this highly sustainable brownfield site to deliver two new high-quality homes, making a positive contribution to the supply of housing in Horsham. Each unit will benefit from a high quality of accommodation. The design has been carefully considered to integrate successfully with the host property, respect the surrounding character and have an acceptable impact on neighbouring dwellings.

- 1.3 This Planning Statement assesses the proposals against the development plan and other material considerations relevant to the consideration and determination of the application. This Statement is structured as follows:

- Section 2 – describes the Site and surrounding context;
- Section 3 – sets out the planning history of the Site;
- Section 4 – outlines the proposed development;
- Section 5 – provides an overview of regional and local planning policy and guidance relevant to the proposed development;
- Section 6 – assesses the proposals against the provisions of the development plan;
- Section 7 – provides a summary and conclusion.

- 1.4 The following documents are submitted to support the planning application:

- Acoustic Assessment – prepared by Trace Surveys;
- Daylight and Sunlight Assessment – prepared by Richard Staig;
- Design and Access Statement – prepared by KJC Architects;
- Energy and Sustainability Statement – prepared by Flint Energy;
- Transport Statement – prepared by Apex Strategies

2. SITE AND SURROUNDINGS

- 2.1 The Site is located within Horsham Town Centre and comprises a plot of land on the south of West Street, situated between West Street and Black Horse Way. The Site lies at the western end of Horsham High Street which is a pedestrianised street with a variety of shops and restaurants.
- 2.2 The Site accommodates a building in retail use at ground floor. Permission has recently been granted for the conversion of the upper floors to flats (application ref: DC/26/0146), along with associated external alterations including the formation of a courtyard.
- 2.3 The building is two storeys on the High Street frontage and steps up to three storeys to the rear. The front of the Site has an active frontage at ground floor which is reflective of the Primary Shopping Frontage designation and provides access to the shop. To the rear of the Site is Horsham bus station along Black Horse Way which provides refuse storage and servicing access for the shops. The rear of the Site detracts from the character of the area. It has a tired appearance and lacks activation, although works are underway to improve the appearance of this façade as part of the approved plans for the conversion.
- 2.4 The surrounding area is mixed in character and use which is reflective of the Town Centre location. To the immediate west is a Travelodge hotel which rises to five storeys. The building is a C shape, with a courtyard close to the boundary of the Site which means that the hotel rooms are set back from the boundary. To the immediate east is a two-storey building which is in retail use at ground floor and is in residential use on the upper floor, which comprises three flats. These were approved under application ref: DC/16/1094. There is a terrace in the middle of the building at first floor.
- 2.5 The Site occupies a highly sustainable and well connected location within Horsham town centre. Horsham Train Station is situated approximately a 15-minute walk from the Site and provides regular services on the Thameslink network, offering direct connections to destinations including London, Gatwick Airport and Brighton. In addition, Horsham Bus Station is located immediately to the rear of the Site. It accommodates frequent services throughout the day, connecting Horsham with key destinations including Gatwick Airport, Brighton, Guildford, and Crawley. The close proximity of these public transport facilities, together with the range of shops, services and employment opportunities available within walking distance of the Site, provides future occupiers with genuine opportunities to travel by sustainable modes.
- 2.6 The Site is not located within a conservation area but is located approximately 40m to the west of the Horsham Conservation Area which includes a number of listed buildings. It is located within Flood Zone 1, with the lowest risk of flooding.

3. PLANNING HISTORY

3.1 The table below outlines the relevant history of the Site:

Reference	Description	Decision
DC/22/2135	Formation of one flat above the existing ground floor retail use fronting West Street and the construction of 9 flats on four floors above a retained ground floor (following demolition of existing floors) fronting Blackhorse Way.	Refused 30 th June 2023
DC/25/1391	External alterations including installation of new windows and doors and alterations to existing windows and doors at ground, first and second floors.	Granted 3 rd October 2025
DC/26/0141	Construction of first floor courtyard, installation of new windows and doors, associated external alterations, and rendering of the rear elevation.	Granted 25 th March 2026
DC/26/0146	Prior approval for the part change of use of the ground floor and change of use of the first and second floor retail space (Class E(a)) to 8no. residential dwellings (Class C3).	Granted 25 th March 2026

3.2 Notable applications include the three most recent granted in October 2025 and March 2026. DC/26/0146 concerns the conversion of the first and second floors from ancillary storage associated with Poundland to residential use. The ground floor retail uses remain the same.

3.3 DC/26/0141 involves the formation of a courtyard at the first-floor level on the eastern side elevation, together with associated external alternations. DC/25/1391 involved changes to windows and doors. Whilst these applications did not seek to change the use of the building, the external alterations were to be associated with this upcoming application to convert the upper floors of the building to residential.

3.4 This application has been carefully designed to address the reasons for the previous refusal at the Site in 2023, which principally related to overlooking, loss of light and an increased sense of enclosure for the neighbouring property at 29 West Street. These reasons have predominantly informed the scale and massing of what is now proposed.

3.5 The current application therefore represents the next stage in the implementation of this wider strategy, enabling the delivery of residential accommodation across all upper floors through a coordinated design approach. This comprehensive redevelopment will make effective use of a previously underutilised brownfield site, and deliver high-quality new homes in a highly sustainable town centre location with excellent access to shops, services, public transport and employment opportunities.

4. THE PROPOSAL

- 4.1 The proposed development consists of the upward extension the rear part of 30 West Street (fronting Black Horse Way) to provide two additional dwellings as part of a wider scheme to provide dwellings across the upper floors of the entire building.
- 4.2 The new 3rd floor will comprise a 2B3P flat and a 1B2P flat. Both flats are oversized and dual aspect providing a high quality of accommodation.
- 4.3 The front elevation on the high street remains the same. The front elevation of the new proposed section at the back of the site will repeat the shape, materials and texture of the existing 2nd floor. The bulk, mass and height of the existing building remains at 2 storeys, which retains the architectural style of the area.
- 4.4 All pedestrian access to the Site for residents shall continue to be gained via Black Horse Way via a new lobbied entrance to be delivered as approved under planning ref: DC/25/1391. This entrance leads to a stair core serving all proposed flats on the first and second floors, as well as the additional flat proposed on the third floor as part of the current application.
- 4.5 Given the Site constraints and in order to protect the privacy and amenity of neighbouring occupiers, neither flat is provided with private external amenity space. However, following discussions with the Council, and considering the Site's town centre location, this approach has been considered acceptable. The Site is situated between Horsham Park to the north and Denne Hill to the south, both of which provide ample opportunities for recreation and outdoor amenity. Furthermore, as noted above, the proposed flats are generously sized, benefit from dual aspect layouts, and are located within easy walking distance of a range of accessible open spaces, helping to offset the absence of private amenity provision.
- 4.6 Given the Site's highly sustainable town centre location, the proposed development will be car-free. Residents of the proposed third-floor flats will have access to the existing cycle store located at ground floor level to the rear of the building, which will provide a total of five cycle parking spaces.
- 4.7 An existing refuse store is also provided at ground floor level, with direct external access to the street. The store accommodates three bins, two of which are designated for recyclable waste. Residents can access both the refuse store and cycle store via the access corridor that leads to the stair core serving the flats.

5. PLANNING POLICY CONTEXT

- 5.1 Applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 5.2 In this instance the relevant Development Plan for the area comprises the:
- Horsham District Planning Framework (2015)
- 5.3 Other policy documents that are material considerations in the determination of planning applications include the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) and Horsham's Supplementary Planning Documents (SPDs).
- 5.4 Horsham's emerging Local Plan was submitted for examination in July 2024; however, it was suggested by the Inspector in early 2026 that the plan should be withdrawn. Following the appointment of a new Local Plan Inspector, Jonathan Bore, the examination of the Horsham District Local Plan 2023 - 2040 has recommenced. The first set of hearings were held in April 2026 and focussed on the Council's housing requirement.
- 5.5 The planning policy relevant to the consideration of applications therefore comprises two levels of policy – national and local. The two tiers of policy are introduced within this chapter and a detailed assessment of the proposed development against the relevant policy is provided in Section 6.

National Planning Policy

National Planning Policy Framework (NPPF) 2024

- 5.6 The National Planning Policy Framework (2024) sets out the government's economic, environmental and social planning policies for England.
- 5.7 The overarching national planning policy theme evident from the NPPF is a presumption in favour of sustainable development, which the Government has advised should be at the heart of the planning system. In terms of development management, it advises that the primary objective is to foster the delivery of sustainable development and should not hinder or prevent future development.
- 5.8 The NPPF has not changed the statutory status of the Development Plan as the starting point for decision-making; however, it constitutes guidance for local planning authorities and decision-making both in drawing up plans and as a material consideration in determining applications.
- 5.9 Chapter 5 of the NPPF relates specifically to the delivery of new housing. It recognises the importance of significantly boosting the housing supply and paragraph 61 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

- 5.10 Chapter 7 of the NPPF revolves around the vitality of town centres. Paragraph 90 (a) states that planning policies should establish a clear network and hierarchy of town centres and support their long-term vitality and viability by enabling growth and diversification. This should allow them to adapt to rapid changes in the retail and leisure sectors, encourage a balanced mix of uses (including housing), and reflect the unique character of each centre.
- 5.11 Part (c) of Paragraph 125 states that decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and should be supported if the proposals create opportunities to remediate degraded land.
- 5.12 Part (d) of Paragraph 125 sets out the planning policies and decisions should promote and support the development of underutilised land and buildings. Part (e) encourages the use of airspace above existing residential and commercial properties for new homes, allowing upward extensions where this would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed and can maintain safe access and egress for occupiers.
- 5.13 Paragraph 129 states that planning decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and the availability of land suitable for accommodating it.
- 5.14 Paragraph 135 requires developments to ensure that they function well and add to the overall quality of the area; are visually attractive; are sympathetic to local character and history; establish or maintain a strong sense of place; optimise the potential of the Site; and create places that are safe, inclusive and accessible.

Local Planning Policy

Horsham District Planning Framework 2015

- 5.15 The Horsham District Planning Framework (HDPF) is the overarching planning document for Horsham district outside the South Downs National Park (SDNP) and replaces the Core Strategy and General Development Control Policies documents which were adopted in 2007. The document sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs of the HDPF plan area.
- 5.16 The key policies relevant to the proposed development are:
 - Policy 1 – Sustainable Development
 - Policy 2 – Strategic Development
 - Policy 3 & 4 – Development Hierarchy and Settlement Expansion
 - Policy 5 – Horsham Town
 - Policy 12 – Vitality and Viability of Existing Retail Centres
 - Policy 13 – Town Centre Uses
 - Policy 15 – Housing Provision

- Policy 16 – Meeting Local Housing Needs
- Policy 32 – The Quality of New Development
- Policy 35 – Appropriate Energy Use
- Policy 37 – Appropriate Design and Construction
- Policy 40 – Sustainable Transport

6. ASSESSMENT OF THE PROPOSALS

- 6.1 This chapter assesses the development proposal against the relevant development plan policies and other material considerations.

Principle of Development

Residential Development

- 6.2 The delivery of housing is supported and encouraged at all levels of policy. The NPPF sets out the Government's objective to significantly boost the supply of housing. Similarly, District Planning Framework Policy 15 'Housing Provision' and Policy 16 'Meeting Local Housing Needs' seek to maximise the supply of housing in the borough to meet housing need in a manner that is consistent with sustainable development principles. Horsham's housing target is 14,071 dwellings (819 dwellings per annum) over a 17-year period between 2023 and 2040.
- 6.3 The Council cannot currently demonstrate a five-year housing land supply which emphasises the need for housing in the district. This also means that the presumption set out in Paragraph 11(d) of the NPPF is triggered. This means that the proposals should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 6.4 The delivery of residential accommodation is also in accordance with the aims of Paragraph 125 of the NPPF, which encourages the use of airspace above commercial properties to provide new homes. Paragraph 125(c) also notes that substantial weight should be given to the value of using brownfield land for homes, proposals for which should be approved unless substantial harm is caused.
- 6.5 The addition of residential use to the Site will also enhance the vitality of the High Street by increasing footfall and activity which will help to support local businesses. This is supported by Paragraph 90 of the NPPF and Policy 12 of the District Planning Framework, which encourage mixed-use intensification in town centre locations to support the day and nighttime economies.
- 6.6 The proposals will form part of the wider development of the Site which, alongside the recent permissions, will deliver a mixed-use scheme in a highly sustainable location within Horsham Town Centre. The existing planning permissions at the Site establish the principle of residential development. The Proposed Development therefore builds upon this established precedent and represents a more efficient and beneficial use of the Site, in accordance with the NPPF's objective of making the effective use of land.
- 6.7 In summary, the proposal for two additional high-quality residential units will contribute towards meeting the district's housing needs and support the objectives of local planning policy to increase housing supply and provide a range of homes to meet the needs of different households. Furthermore, the development will ensure the efficient use of a previously developed site and contribute to the continued vitality and viability of Horsham Town Centre in line with Policy 12 and 16 of the District Planning Framework.

Design

- 6.8 The proposed development accords with Policy 32 of the Horsham District Planning Framework, which seeks to secure high quality design that responds positively to its context. The proposal will provide two well-designed residential units that create an attractive and functional living environment for future occupiers. The development has been carefully designed to complement the character of the surrounding town centre and the established pattern of development along the High Street, where buildings of a similar scale and form are prevalent.
- 6.9 The development increases the height of the current buildings on the Site to a maximum of four storeys. This height achieves an appropriate balance between optimising the Site and responding to the aspirations for the town centre, whilst also ensuring that the development is appropriate for the context. The suitability of the height is demonstrated by the fact that there are taller buildings in the immediate surroundings, including the adjacent hotel which is five storeys.
- 6.10 Whilst permission was previously refused for a taller redevelopment scheme rising to five storeys in this part of the Site, the proposals have been carefully considered to address the key areas of concern. The height is a storey less than the previous proposals and the impacts on neighbours have been carefully considered, as discussed below. Therefore, the proposals successfully address the Council's previous concerns regarding increased heights in this location.
- 6.11 With regards to the detailed design, the development has been designed to integrate seamlessly with the existing building through the use of a consistent and complementary palette of materials, the upward extension will be finished in a render that matches the current building.
- 6.12 The proposal represents a high-quality and sympathetic design that will make a positive contribution to the surrounding area. Together with the two approved developments discussed earlier, the comprehensive redevelopment will significantly enhance the external appearance of the site and transform the character of Black Horse Way.

Standard of Accommodation

Size and Layout

- 6.13 The unit size of the two dwellings is shown in the table below compared with the nationally described space standards.

Unit Type	NDSS Requirements	Unit Size
Flat 9 2B3P	61 sqm	65.9 sqm
Flat 10 1B2P	50 sqm	54.2 sqm

- 6.14 The proposed flats exceed the minimum gross internal floor areas set out within the Nationally Described Space Standards and therefore provide a high standard of accommodation for future occupiers. In this regard, the proposal accords with Policy 33 of the Horsham District

Planning Framework, which seeks to ensure development delivers a high standard of design and layout. The generous internal floor areas, together with the dual-aspect nature of the flats, will provide high quality living environments.

Amenity Space

6.15 As noted previously, no private external amenity space is proposed for either flat. This is primarily due to the constraints of the Site given its town centre location and the fact that its an extension to an existing building, as well as the need to protect the privacy and residential amenity of neighbouring occupiers. However, following informal discussions with the Council and taking account of the Site's highly sustainable town centre location, the absence of private amenity space has been considered acceptable. The Site is located between Horsham Park to the north and Denne Hill to the south, both of which provide ample opportunities for recreation and outdoor amenity. Please see below a list of nearby amenity space:

- Horsham Park (9-minute walk)
- Horsham Sports Club (11-minute walk)
- Denne Hill (10–15-minute walk)

6.16 In addition, the proposed flats exceed minimum space standards, benefit from dual-aspect layouts, and are situated within easy walking distance of a range of publicly accessible open spaces. These factors help to mitigate the absence of private amenity provision and ensure a high standard of living accommodation for future occupiers.

6.17 In summary, despite the lack of private amenity space, the flats will provide residents with a good quality of accommodation which is in line with the aims of the District Planning Framework Policy 33.

Noise

6.18 Policy 24 states that noise pollution can have a significant impact on the quality of life and health of individuals and communities and seeks to ensure that impacts are mitigated.

6.19 A Noise Impact Assessment has been prepared by Trace Surveys which confirms that despite the Site's exposure to road traffic, bus movements and activity associated with Horsham Bus Station, appropriate internal noise levels can be achieved through the recommended acoustic mitigation measures. Subject to these measures being incorporated into the detailed design, the proposed development is expected to comply with the internal noise standards set out in BS 8233:2014 and is therefore considered acceptable in acoustic terms.

Impacts on Neighbours

6.20 The proposal has been carefully designed having regard to the previously refused scheme (DC/22/2135) given that a key concern related to the impact on the residential amenity of No. 29 West Street. The current proposal has been sensitively amended to address these concerns. It now comprises a modest increase in height of only one additional storey, which is set further back from the neighbouring site than the previously proposed scheme. The impacts in respect of daylight and sunlight, as well as privacy are discussed below.

Daylight and Sunlight

- 6.21 A Daylight and Sunlight Report has been prepared by Richard Staig, Building Surveyor which provides an assessment of the impacts on neighbouring properties, with the key property of relevance being the adjacent residential property at 29 West Street.
- 6.22 The Daylight and Sunlight Assessment demonstrates that the assessed window at 29 West Street will retain levels of daylight that are considered acceptable. For this window in question the assessed Vertical Sky Component (VSC) of 24.76% falls only marginally below the BRE target of 27%. The BRE Guidance acknowledges that its numerical targets should be applied flexibly, particularly within urban environments where achieving full compliance is not always possible.
- 6.23 In this case, the impact is isolated to a single bedroom window, with all other windows and habitable rooms within the neighbouring property remaining unaffected. As the affected window serves a bedroom, rather than a primary living space such as a living room or kitchen where occupants are likely to spend more of their daytime hours, the significance of the impact is further reduced. The limited scale and extent of the identified change therefore indicates that the proposal would not give rise to a material loss of daylight to No. 29, and the results should be considered acceptable when assessed in the context of the Site's urban surroundings and the BRE Guidance.
- 6.24 As such, the proposals will have an acceptable relationship on neighbours, in accordance with Policy 33 of the Horsham District Planning Framework.

Privacy and Overlooking

- 6.25 As discussed, the previously refused scheme was situated much closer to neighbouring properties and there were balconies proposed on the northern elevation, providing opportunities for overlooking. These issues have been carefully considered and no balconies are proposed, helping to minimise any perceived sense of overlooking and protecting the amenity of neighbouring occupiers.
- 6.26 The extension will be situated approximately 14m at the closest point to the closest window which faces south at 29 West Street. There are only two windows proposed on the northern façade, serving two bedrooms. This arrangement is the same as the floor below, which is being converted to flats as part of the approved Class MA application. Given that the proposals involve the same relationship to no. 29 as the floors below with regards to window positions and separation distances, the impacts are considered to be acceptable.
- 6.27 In summary, it is concluded that there will be no harmful overlooking impacts and the proposals will comply with Policy 33 of the Horsham District Planning Framework.

Transport

- 6.28 Policy 40 of the adopted Horsham District Planning Framework seeks to promote an integrated and sustainable transport network by encouraging development that reduces reliance on the private car and prioritises walking, cycling and public transport. The policy requires development to be well connected to existing transport infrastructure, provide safe and suitable access for all users, minimise travel distances, and incorporate measures such as Green

Travel Plans where necessary to mitigate transport impacts. A Transport Statement has been prepared by Apex to support this application.

Car Parking

- 6.29 The proposed development is intended to operate as a car free scheme, with no on-site car parking provided. This approach is consistent with the previously approved prior approval scheme for eight dwellings on the Site, as well as other recent developments in the surrounding area. Given the Site's highly sustainable location, with excellent access to local services and public transport, a car free development is considered entirely appropriate.
- 6.30 The proposal is therefore in accordance with Policy 40 of the Horsham District Planning Framework and aligns with Chapter 9 of the National Planning Policy Framework, Promoting Sustainable Transport, which seeks to reduce reliance on the private car and encourage sustainable travel choices through well located development.

Cycle Parking

- 6.31 The previously approved Class MA scheme comprises six 1B2P apartments and two 2B3P apartments. In accordance with the West Sussex County Council *Guidance on Parking at New Developments SPD*, this generated a minimum requirement for four long-stay cycle parking spaces. The proposed development introduces two additional apartments, increasing the overall requirement to five cycle parking spaces.
- 6.32 The approved cycle store provides capacity for up to five bicycles and is therefore sufficient to accommodate the proposed development without alteration. In addition, Sheffield stands are located within the adjacent public realm, providing convenient short-stay cycle parking for visitors. Accordingly, the proposed cycle parking provision complies with the West Sussex County Council Parking SPD, supports active travel, and aligns with Policy 40 of the District Planning Framework.

Delivery and Servicing

- 6.33 A refuse store at ground floor level was approved as part of the prior approval scheme. The approved arrangement provides access both internally via the entrance lobby and externally through sliding doors leading directly onto Black Horse Way, enabling refuse and recycling to be presented for collection from the kerbside. This arrangement remains unchanged and is considered appropriate to serve the proposed development.

Highways Impacts

- 6.34 The Transport Statement concludes that given the proposed car free nature of the development and its highly sustainable town centre location, the proposal will generate only a negligible number of additional vehicle trips, limited primarily to occasional deliveries, taxis or private hire vehicles, and resident move-ins and move-outs. Any increase in pedestrian, cycle and public transport trips will also be minimal and can be readily accommodated by the existing transport network. Accordingly, the proposal will not result in any adverse impacts on highway safety, network operation or public transport services, in accordance with Policy 40.

Energy & Sustainability

- 6.35 Policies 36 and 37 require development to minimise energy demand through the energy hierarchy, incorporate decentralised, renewable and low-carbon energy where appropriate, and achieve high standards of sustainable design and construction. The policies also seek to minimise water consumption, reduce waste, promote the use of sustainable materials and ensure development is adaptable to the effects of climate change.
- 6.36 A sustainability consultant was appointed at an early stage in the project to ensure that the sustainability strategy was a key part of the design. A Sustainability & Energy Statement has been prepared by Flint Energy which sets out the proposed strategy. The proposed development achieves a cumulative saving of 5.1 tonnes of CO2 per annum which is a 58% improvement over a baseline Part L 2021 of the building regulation-compliant development.
- 6.37 Whilst the assessment is based on the current design and will be refined as the scheme progresses, it confirms that the development will deliver a significant improvement in energy performance and accords with the objectives of Horsham District Planning Framework Policies 36 and 37.

7. CONCLUSION

- 7.1 The proposed development represents the next stage in the implementation of a wider strategy to optimise this brownfield sustainable Site, enabling the delivery of additional residential accommodation through a coordinated design approach. The proposals will deliver much needed housing which will make a modest contribution towards the district's housing targets, the need for which is emphasised by the lack of five year housing land supply.
- 7.2 The development will also deliver high quality residential accommodation in a highly sustainable location, within close proximity of a wide range of services, facilities and public transport links. The addition of further residential units to the Site is in line with local and regional policy and will continue to contribute towards the vitality of the town centre.
- 7.3 The design approach has been carefully considered to integrate successfully with the existing building and respect the surrounding context. The two residential units proposed will be high quality, sustainable dwellings, with a good quality of amenity as a result of the carefully considered layouts and generous living spaces.
- 7.4 This Statement has also demonstrated that the proposal will have an acceptable relationship on neighbouring properties with regard to daylight, sunlight, outlook, privacy and overshadowing.
- 7.5 The development will be car free and policy compliant cycle parking is proposed to encourage sustainable means of transport. The servicing and refuse storage arrangements will be as per the approved strategy for the conversion of the upper floors.
- 7.6 Paragraph 125(c) of the NPPF affords substantial weight to using brownfield land and notes that proposals should be approved unless substantial harm would be caused. Paragraph 11(d) of the NPPF is also engaged which requires planning permission to be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 7.7 The proposals have been fully assessed in regard to national and local planning policies. For the reasons set out in the statement, the proposals are considered to be compliant with these policies, and it is therefore respectfully requested that this application is approved without delay.

