



DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/26/0447

23 Clovers End, Horsham, West Sussex, RH12 4LU

DESCRIPTION:

Installation of dropped kerb and parking space.

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

Neighbourhood Plan:

North Horsham Neighbourhood Plan area was designated, then the area voluntarily withdrew the designation.

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:

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. (see informative below)

Parish Comments:

No objection

Representations:

1 representation has been received, objecting to the application for the following reasons: -

- A neighbour has commented that the location does not allow for parking outside the property due to neighbouring dropped kerbs and the presence of a lamp column immediately outside the dwelling. It is stated that on-street parking within the Close is already extremely difficult, with several households owning two or more vehicles. Concerns are also raised regarding a neighbouring resident who regularly parks a school bus within the Close during evenings and weekends, further intensifying existing parking pressures.

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 a site visit and 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.

The application seeks planning permission for the installation of dropped kerb and parking space. 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 parking space would be comparable to similar arrangements found elsewhere on Clovers End 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 tarmac and hardstanding 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 wider area. It is therefore

considered that the visual impact of the proposal is acceptable and would accord with the above policies.

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.

Highways

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'.

WSCC Highways have reviewed the proposal and advise that there are no evident visibility issues associated with the proposed access onto Clovers End. The driveway is of sufficient size to accommodate at least one parking space. While on-site turning is unlikely to be achievable, meaning vehicles may need to exit in reverse gear, this is not expected to result in an adverse impact on highway safety given the good forward visibility along Clovers Lane at this location.

On the basis of the above, the proposal would accord with the provisions of Policies 40 and 41 of the HDPF.

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.

Other Matters

The Officer notes comments received from a neighbouring representation which refer to difficulties with on-street parking in the area, citing the limited ability to park outside their property, multiple vehicle ownership by nearby households, and the parking of a school bus within the Close. While these concerns are acknowledged, any disputes relating to the use or restriction of on-street parking are civil matters and fall outside the remit of the planning process. As such these matters do not require further consideration as part of this application.

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.

- 3 **Regulatory Condition:** The materials to be used in the development hereby permitted shall strictly accord with those indicated within the correspondence received 20.05.2026.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 4 **Regulatory Condition:** The hardsurface hereby approved shall be of a porous material (or drain to a permeable surface within the app site).

Reason: To ensure that the site is appropriately drained

Vehicle Crossover - Minor Highway Works

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

<http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbsorvehicle-crossovers-for-driveways-licence/>

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/26/0447

Schedule of plans/documents **approved:**

Plan Type	Description	Drawing Number	Received Date
Location plan		NONE	27.03.2026
Photos	FRONT GARDEN	NONE	11.03.2026
Photos		NONE	11.03.2026
Supporting Docs	WASTE WATER MAP	NONE	11.03.2026
Block plan		NONE	20.03.2026
Supporting Statement		NONE	20.03.2026

DELEGATED

Case Officer sign/initial Marie Riggs Date: 12.05.2026

Authorising Officer sign/initial RHERMITAGE Date: 20.05.2026