



PROPOSED RESIDENTIAL DEVELOPMENT OF LAND ACCESSED FROM ATHELSTAN WAY, HORSHAM

DESIGN, ACCESS & PLANNING STATEMENT
JUNE 2026



Above: Aerial View of the Site [nts]

1. INTRODUCTION

1.1 This document has been prepared on behalf of clients, Mr and Mrs Brazil in support of a Full Planning Application for 21no, 1 to 4 bedroom dwellings with associated landscaping and parking on land South West of Athlestan Way in Horsham.

1.2 The Design, Planning and Access Statement [DAS] 'tells the story' of how the proposal has emerged following the iterative analysis and design process, which included the assessment of the site, its context and evaluation of constraints and opportunities. This document demonstrates the way a high quality, sustainable development responds to the site and the local context.

1.3 The development proposals set out on the following pages reflect current guidance on creating high quality development.

1.4 The DAS should be read in conjunction with the whole planning package, including the supporting information which make up the application suite.

2. THE SITE

2.1 The proposed development site is located approximately 1km north west from the centre of Horsham and to the south west of Athlestan Way and Weald Close with an existing gated access in the north east corner located at the end of Athlestan Way.

2.2 The site is triangular in shape and measures approximately 0.94ha and slopes upwards from north to south with a change in level of around 5m. The northern boundary is formed by a drainage ditch and the rear gardens of the properties located along Weald Close and Athlestan Way which are enclosed with a 1.8m high timber fence.

2.3 To the western boundary is a Public Bridleway 1670/1 and a post and wire mesh fence, beyond this are the Chesworth Allotments which are screened from the site by a line of mature trees and hedgerow and accessed via Arun Way.

2.4 The eastern and southern boundaries over look an area of land called Muggeridge Field and is owned by West Sussex County Council. Beyond this area to the west the landscape forms part of a larger area comprising of Cheswoth Farm which is jointly owned by Horsham District Council and West Sussex County Council.

2.6 According to the Environment Agency the site lies within Flood Zone 1, an area with a low probability of flooding.

2.7 There is no planning history for the site, however land to the south and east, (known as the Muggeridge Field) was subject to refusal at appeal in 2012 for residential development of up to 70 dwellings across 2.8 Ha, (subsequent to non-determination under DC/11/0224) due to significant impact on countryside.

2.8 The application site lies within the jurisdiction of Horsham District Council.



Site Access from Athelstan Way



View looking northwards across the site towards Athelstan Way



3. SITE PHOTOGRAPHS



KEY PLAN [nts]

3. SITE PHOTOGRAPHS



KEY PLAN [nts]



4. CHARACTER & AMENITIES

4.0 Character of the Surrounding Area

4.1 The site is located south of an established urban residential area with development predominantly being 1, 2 and 3 storey residential properties of varying architectural styles and ages, with no one particular dominate style.

4.2 Styles include a mix of traditional period houses, terraced, semi detached, large modern detached properties and apartment blocks, development increasing in density towards to the centre of Horsham.

4.3 Materials include, red brick, render, tile hanging, painted brickwork under pitched tiled roofs of clay, slate and profiled concrete tiles.

4.4 The site is approximately a 15 to 20min walk from the centre of Horsham, which benefits from numerous amenities including pharmacies, doctor's surgery, restaurants, convenience stores, hairdressers and a large shopping centre.

4.5 Horsham train station is approximately a 20-25min walk which provides services to London Victoria, Peterborough, Portsmouth and Bognor Regis. There is also a bus stop located on Brighton Road, only 250m walk providing a service to Horsham town centre and the train station.

4.6 The location of the development site is adjacent to a settlement which is considered to be a good sustainable location.

Right: Examples of the Varied Local Architecture



5. PLANNING POLICIES

Planning Policy

5.1 Below and on the following page are the key relevant planning policies at both national and local level:

National Planning Policy Framework [NPPF] - December 2024

5.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide for housing and other development in a sustainable manner. Preparing and maintaining up-to-date plans should be seen as a priority in meeting this objective.

2. Achieving Sustainable Development

5.3 The presumption in favour of sustainable development Paragraph 11-

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date; granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the

benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

4. Decision Making

5.4 Paragraph 39 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work pro-actively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible

5. Delivering a Sufficient Supply of Homes

Paragraph 73-

5.5 Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise house builders to deliver new homes, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) seek opportunities, through policies and decisions, to support small sites to come



5. PLANNING POLICIES

forward for community-led development for housing and self-build and custom build housing;

c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;

d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and

e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

11. Making Effective Use of Land

5.6 Paragraph 124- Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Achieving appropriate densities

5.7 Paragraph 129- Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

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b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.

5.8 Paragraph 130 - Area-based character assessments, design guides and codes and master plans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;

5. PLANNING POLICIES

b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and

c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

12. Achieving Well-Designed Places

5.9 Paragraph 135- Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets,

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c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users;

and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.



5. PLANNING POLICIES

Local Level Planning Policies

Horsham District Planning Framework (2015):

Strategic Policy 25: The Natural Environment and Landscape Character:

The Natural Environment and landscape character of the District, including the landscape, landform and development pattern, together with protected landscapes and habitats will be protected against inappropriate development. The Council will support development proposals which:

- 1. Protects, conserves and enhances the landscape and townscape character, taking into account areas identified as being of landscape importance, the individual settlement characteristics, and maintains settlement separation.*
- 2. Maintain and enhances the Green Infrastructure Network and addresses any identified deficiencies in the District.*
- 3. Maintains and enhances the existing network of geological sites and biodiversity, including safeguarding existing designated sites and species, and ensures no net loss of wider biodiversity and provides net gains in biodiversity where possible.*

Policy 26- Strategic Policy: Countryside Protection:

Outside built-up area boundaries, the rural character and undeveloped nature of the countryside will be protected against inappropriate development. Any proposal must be essential to its countryside location, and in addition meet one of the following criteria:

- 1. Support the needs of agriculture or forestry;*
- 2. Enable the extraction of minerals or the disposal of waste;*
- 3. Provide for quiet informal recreational use; or*
- 4. Enable the sustainable development of rural areas.*

In addition, proposals must be of a scale appropriate to its countryside character and location. Development will be considered acceptable where it does not lead, either individually or cumulatively, to a significant increase in the overall level of activity in the countryside, and protects, and/or conserves, and/or enhances, the key features and characteristics of the landscape character area in which it is located, including;

- 1. The development pattern of the area, its historical and ecological qualities, tranquillity and sensitivity to change;*
- 2. The pattern of woodlands, fields, hedgerows, trees, waterbodies and other features; and*
- 3. The landform of the area.*

Policy 31- Green Infrastructure and Biodiversity:

- 1. Development will be supported where it can demonstrate that it maintains or enhances the existing network of green infrastructure. Proposals that would result in the loss of existing green infrastructure will be resisted unless it can be demonstrated that new opportunities will be provided that mitigates or compensates for this loss, and ensures that the ecosystem services of the area are retained.*

5. PLANNING POLICIES

Policy 33- Development Principle

2. Development proposals will be required to contribute to the enhancement of existing biodiversity, and should create and manage new habitats where appropriate. The Council will support new development which retains and /or enhances significant features of nature conservation on development sites. The Council will also support development which makes a positive contribution to biodiversity through the creation of green spaces, and linkages between habitats to create local and regional ecological networks.

b) Where development is anticipated to have a direct or indirect adverse impact on sites or features for biodiversity, development will be refused unless it can be demonstrated that:

i. The reason for the development clearly outweighs the need to protect the value of the site; and,

ii. That appropriate mitigation and compensation measures are provided.

Policy 32- Strategic Policy: The Quality of New Development

High quality and inclusive design for all development in the district will be required based on a clear understanding of the local, physical, social, economic, environmental and policy context for development. In particular, development will be expected to:

1. Provide an attractive, functional, accessible, safe and adaptable environment;

2. Complement locally distinctive characters and heritage of the district;

3. Contribute a sense of place both in the buildings and spaces themselves and in the way they integrate with their surroundings and the historic landscape in which they sit;

4. Are locally distinctive in character, respect the character of the surrounding area (including its overall setting, townscape features, views and green corridors) and, where available and applicable, take account of the recommendations/policies of the relevant Design Statements and Character Assessments;

5. Use high standards of building materials, finishes and landscaping; and includes the provision of street furniture and public art where appropriate;

6. Presume in favour of the retention of existing important landscape and natural features, for example trees, hedges, banks and watercourses. Development must relate sympathetically to the local landscape and justify and mitigate against any losses that may occur through the development; and,

7. Ensure buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, unless this conflicts with the character of the surrounding townscape, landscape or topography where it is of good quality.

8. Incorporate where appropriate convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of bins/recycling facilities without dominating the development or its surroundings;

9. Incorporate measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area; and create visually attractive frontages where adjoining streets and public spaces, including appropriate windows and doors to assist in the informal surveillance of public areas by occupants of the site;

10. Contribute to the removal of physical barriers; and,

11. Make a clear distinction between the public and private spaces within the site.



5. PLANNING POLICIES

Policy 35 Strategic Policy: Climate Change

Development will be supported where it makes a clear contribution to mitigating and adapting to the impacts of climate change and to meeting the district's carbon reduction targets as set out in the Council's Acting Together on Climate Change Strategy, 2009. Measures which should be used to mitigate the effects of climate change include;

- 1. Reduced energy use in construction;*
- 2. Improved energy efficiency in new developments, including influencing the behaviour of occupants to reduce energy use;*
- 3. The use of decentralised, renewable and low carbon energy supply systems;*
- 4. The use of patterns of development which reduce the need to travel, encourage walking and cycling and include good accessibility to public transport and other forms of sustainable transport; and*
- 5. Measures which reduce the amount of biodegradable waste sent to landfill. Development must be designed so that it can adapt to the impacts of climate change, reducing vulnerability, particularly in terms of flood risk, water supply and changes to the district's landscape. Developments should adapt to climate change using the following measures:*
 - 1. Provision of appropriate flood storage capacity in new building development;*
 - 2. Use of green infrastructure and dual use SuDS to help absorb heat, reduce surface water runoff, provide flood storage capacity and assist habitat migration;*
 - 3. Use of measures which promote the conservation of water and/or grey water recycling; and*

4. Use of site layout, design measures and construction techniques that provide resilience to climate change (opportunities for natural ventilation and solar gain). If it is not possible to incorporate the adaption and mitigation measures proposed, an explanation should be provided as to why this is the case.

Policy 37- Sustainable Construction

There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Development will be supported if it:

1. Is appropriate and in scale to the existing transport infrastructure, including public transport.
2. Maintains and improves the existing transport system (road, rail, cycle).
3. Is integrated with the wider network of routes, including public rights of way and cycle paths.
4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.
5. Is located in areas where there are, or will be a choice in the modes of transport available.
6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.

5. PLANNING POLICIES

7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.

8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.

9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.

10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.

5.10 Within the Horsham Blueprint Business Neighbourhood Plan 2019- 2036, (August 2022) the Site, as part of a larger area to the southeast is identified as HB27: Athelstan Way, which identifies that this site could be sensitively developed, at an appropriate density to reduce impact on the countryside.



6. DESIGN & LAYOUT

Access

6.1 The proposed site is accessed from the top right northern corner directly off Athlestan Way, currently a Cul-de-sac. West Sussex County Council have right of way through the access and along the eastern boundary [shown hatched on the proposed site plan on the following page].

6.2 It is proposed that the existing vehicular access will be utilised for the use of the proposed residential development, with an access road running parallel with the eastern boundary to access the proposed dwellings but also to retain access for West Sussex County Council.

6.3 The proposed road layout provides turning points for all vehicles, including refuse and emergency vehicles. Bin stores are provided for the two blocks of apartments with the future residents of the remaining dwellings either placing their bins on the road side or at a bin collection point on bin collection day. A tracking plan has been produced by Highway Engineer, Nick Culhane demonstrating how vehicles can successfully move around the proposed development

6.4 There is an existing Bridleway that runs alongside the western boundary and it is proposed to provide a link to this bridleway at two points from the site which provides a direct access to the bridleway and the wider footpath network for future residents and also benefiting those residing in Athlestan Way, Weald Close and Paget Close.

6.5 The layout of the proposed dwellings have been carefully considered to minimise impact on the existing residential development and the views across the open landscape. The build line from Athelstan Way is continued into the site, with remaining dwellings either being back to back with dwellings along Weald Close that gardens back onto the site or facing onto the bridleway providing natural surveillance.

6.6 A Transport Statement prepared by Highway Consultant Nick Culhane confirms that the access arrangements are suitable for all vehicle types, including refuse and emergency vehicles

6.7 The proposed cul-de-sac extension has been designed to accommodate a standard refuse collection vehicle in accordance with WSCC waste and highway design guidance. The internal carriageway geometry, turning head and carriageway widths will allow refuse vehicles to enter the site, collect waste from designated collection points, and exit in a forward gear. Refer the Transport Statement for swept path tracking for a refuse vehicle [Appendix 2].

Key

1. Existing access
2. Existing drainage ditch
3. Proposed detention basin
4. Existing public footpath
5. Existing trees
6. Public Open Space [POS]
7. Proposed footpath connecting to existing network
8. Proposed Landscaping [Biodiversity Net Gain]
9. Bin Collection Point
10. Bin Stores
11. Cycle Stores



Extent of West Sussex County Council's
right of way



Cycle storage sheds in rear gardens



Affordable Housing



Visitor Parking



Timber Post & Wire Fencing



Scrub reinstated



Landscaped Buffer





6. DESIGN & LAYOUT

Layout

6.8 The proposed layout has been designed to enable the retention and avoid any negative impact of all existing trees and hedgerows [to comply with Policy 33- Development Principle]

6.9 Boundary treatments will consists of timber close-boarded fencing to rear gardens, with brick walls to key boundary elevations. Soft landscaping to the frontages of the dwellings will consist of native hedgerows and trees to soften the built form and enhance the biodiversity of the site and create a rural feel to the development.

6.10 Additional native tree planting is proposed to rear gardens and also to the proposed area of Public Open Space [POS] which will also link into the existing public footpath network.



7. AMOUNT & SCALE

Amount

7.1 The proposal is for 21 dwellings ranging from 1 and 2 bedroom apartments to a 4 bedroom house [see accommodation schedule opposite] The dwellings are all 2 storey or single storey responding to the surrounding development and also to the topography of the site with smaller scale development being located on the higher part of the site. The Site Sections on the following pages demonstrate how the new developments sits within the site and in relation to the existing residential development.

7.2 It is proposed that 35% of the 21 dwellings will be of affordable tenure [which equals 7 in total] and the proposed mix will help to create a sustainable and balanced community in line with Policy 16- Meeting Local Housing Needs, providing housing for single people, families and elderly people looking to downsize.

7.3 The proposed dwellings are designed to meet as a minimum the internal areas as outlined in the nationally described space standards' (2015).

7.4 The site is just under 1 ha, the proposed 21 dwelling development therefore is of an acceptable density of around 24 dph and is similar to the surrounding development as demonstrated opposite with the existing and proposed figure ground plans.

7.5 Car parking and Cycle storage is provided in line with the Horsham District Council Parking SPD:

- 1 bedroom apartment- 1 parking space/1 cycle storage space
- 2 bedroom apartment- 1.5 parking spaces/2 cycle storage spaces
- 2 bedroom houses- 2 parking spaces/2 cycle storage spaces

- 4 bedroom houses- 3 parking spaces/3 cycle storage spaces

7.6 Car parking is all allocated or on plot with 4no. additional visitor spaces, cycle storage is provided either in cycles stores to rear gardens, private amenity spaces or within a garage.

Accommodation Schedule

- 4 x 1 bedroom apartments
- 4 x 2 bedroom apartments
- 3 x 2 bedroom houses
- 2 x 2 bedroom bungalows
- 7 x 3 bedroom houses
- 1 x 4 bedroom house

Total = 21

7.7 A Transport Statement has been prepared by Highway Consultant Nick Culhane and is submitted as part of this planning application. It concludes that scale of the proposed development is considered appropriate for the location and surrounding highway network.

7.8 The provision of cycle storage and the sustainable location of the site provides good access to local services and public transport which complies with Policy 35 Strategic Policy: Climate Change.



7. AMOUNT & SCALE



Above: Existing Figure Ground



Above: Proposed Figure Ground

7. AMOUNT & SCALE



Section A-A - View looking towards Muggeridge Field



Section B-B - View looking towards the Bridleway



Right: Key Plan [nts]

8. APPEARANCE

8.0 Appearance

8.1 There are varied architectural styles adjacent and local to the site with a mix of period properties and more modern additions/recent additions. The proposed dwellings would be of a traditional appearance taking inspiration from materials, architectural details and styles found close by and therefore compliant with Strategic Policy 32: The Quality of New Development. These materials include:



Red Multi Brick



Coloured Upvc Framed Windows



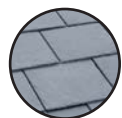
Plain Clay Tile Hanging



Timber Porches



Plain Clay Style Roof Tiles



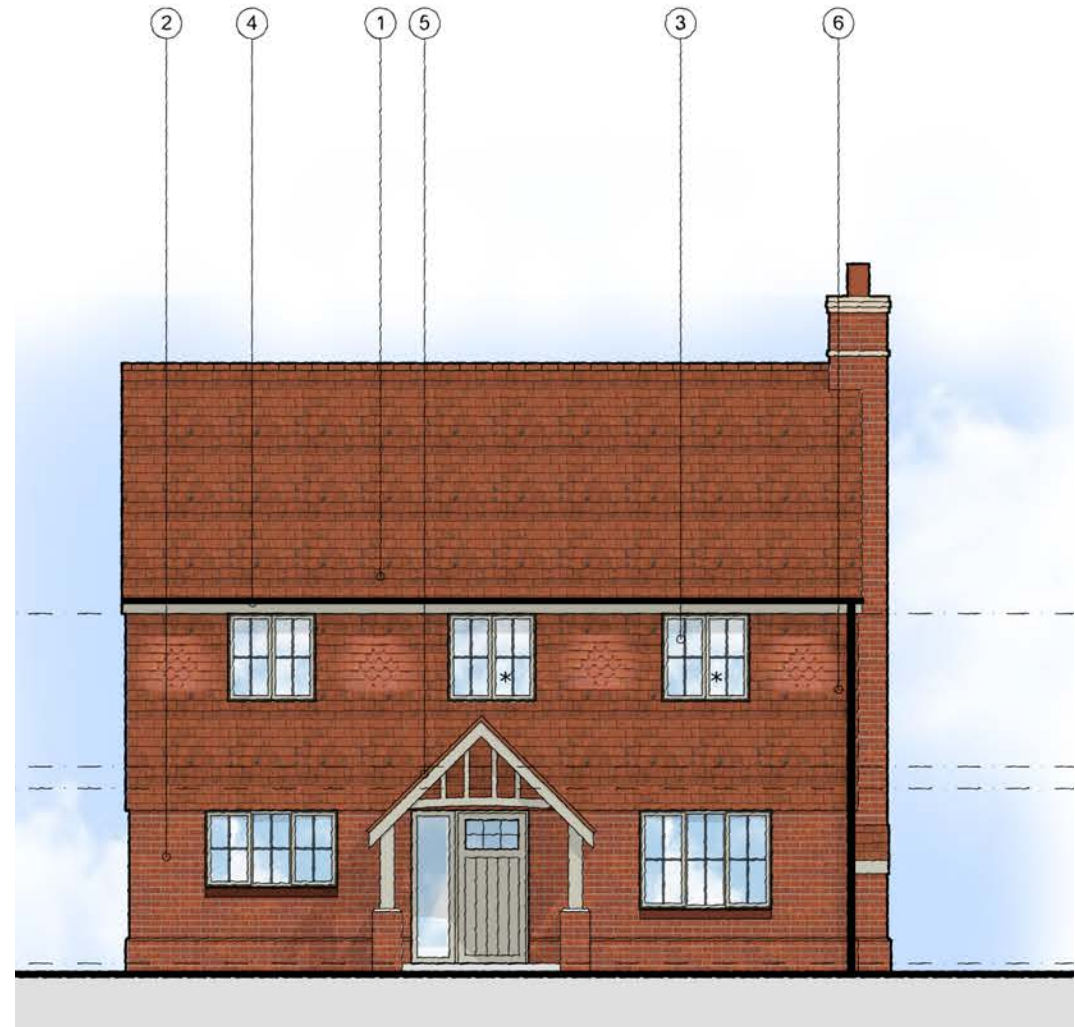
Slate Style Roof Tiles

8.2 Opposite are some of the proposed house types illustrating the style and typical details proposed.





8. APPEARANCE



9. ECOLOGY & BIODIVERSITY

9.0 Ecology & Biodiversity Net Gain

9.1 An Ecological Appraisal, a Biodiversity Net Gain Metric and Habitat Management and Monitoring Plan has been completed by South Coast Ecology and submitted with this application.

9.2 The area of impact is considered to be of 'site value' in terms of habitats. However, it supports a range of bat species and is also considered likely species such as Badgers, Hedgehogs and birds may pass through/utilise the site. As a result, mitigation and enhancements such as 1 bird feature per dwelling constructed of woodcrete with a mix of open fronted, 32mm circle entrance and 26mm circle entrance hole to be attached to garages or features which can be integrated within the fabric of new builds such as Schwegler Swift Bricks or "S" bricks which can be made to match any brick or stone or Schwegler Sparrow Terrace that provides opportunities for sparrows and other species.

9.3 Proposals will see a net gain of 30.76% (0.69 habitat units) on site via the implementation of habitat creation utilising native planting. In addition, 1.24 hedgerow units will be created under proposals meaning there will be a net gain on site in line with statutory requirements.

9.4 Proposals include planting native tree and hedge planting to include Hawthorn, Holly, Elder, Hazel, Blackthorn, Oak, Alder, Willow, Birch, Ash, Dogwood, Elder, Elm, Birch, Hornbeam, Field Maple or Rowan [see examples opposite].



Left: Woodcrete Bird Nest Box & Schwegler Swift Brick



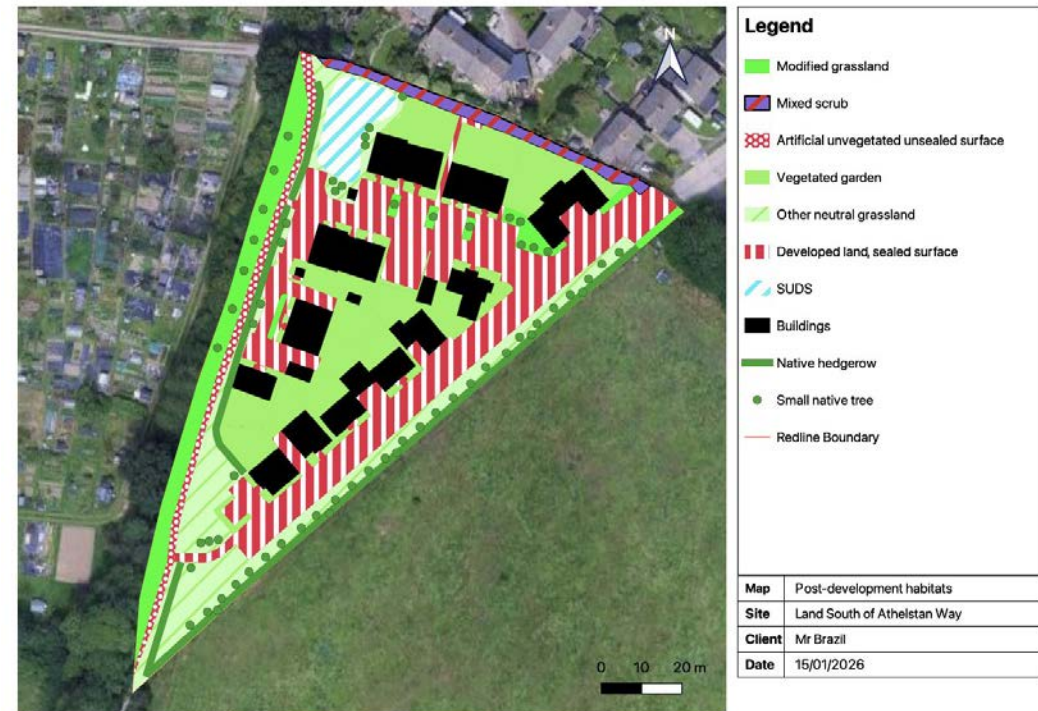
Above: Examples of Native Tree & Hedge Planting



9. ECOLOGY & BIODIVERSITY



Above: Pre-development habitats taken from the HMMP prepared by South Coast Ecology



Above: Post-development habitats taken from the HMMP prepared by South Coast Ecology

10. LANDSCAPE

10.0 Landscape and Visual Impact Assessment

10.1 A Landscape and Visual Impact Assessment [LVIA] has been completed by Lizard Landscape Design and Ecology and submitted as part of this planning application.

10.2 In regards to the existing landscape character it was concluded that there would be a localised moderate adverse effect on the proposed development site to the rural character with a minor adverse effect upon the medium and small scale field pattern of pasture intersected by a strong framework of hedgerows and shaws [as characterised within the Horsham District Landscape Capacity Assessment, HDC 2021].

10.3 This is not considered to be of sufficient magnitude to be adverse at the landscape scale on the strength of character within the land to the south of horsham, (IlCA 20, hdC 2021) or upper Arun Valleys, (ICA P1, CBA 2003) the key features and characteristics of which would be conserved.

10.4 The LVIA went on to say that the scheme would complement the urban grain to the north, with the alignment of the presently truncated Athelstan Way continued to a natural termination offset from the habitat area of natural vegetation at the southern corner of the site as part of a biodiversity enhancement area offset from the field boundary.

10.5 The following was concluded:

“there would be Moderate adverse effects on visual amenity for a very limited area comprising of the adjacent extent of Public Bridleway 1670/1 along the western edge of the site. the enclosure from landform and existing mature vegetation would avoid impacting on the skyline and important views from Horsham hill offset to the west and the wider area.”



Above: The north-western corner of the Site along Public Bridleway 1670/1, off the southern end of Arun Way taken from the LVIA by Lizard Landscape Design and Ecology



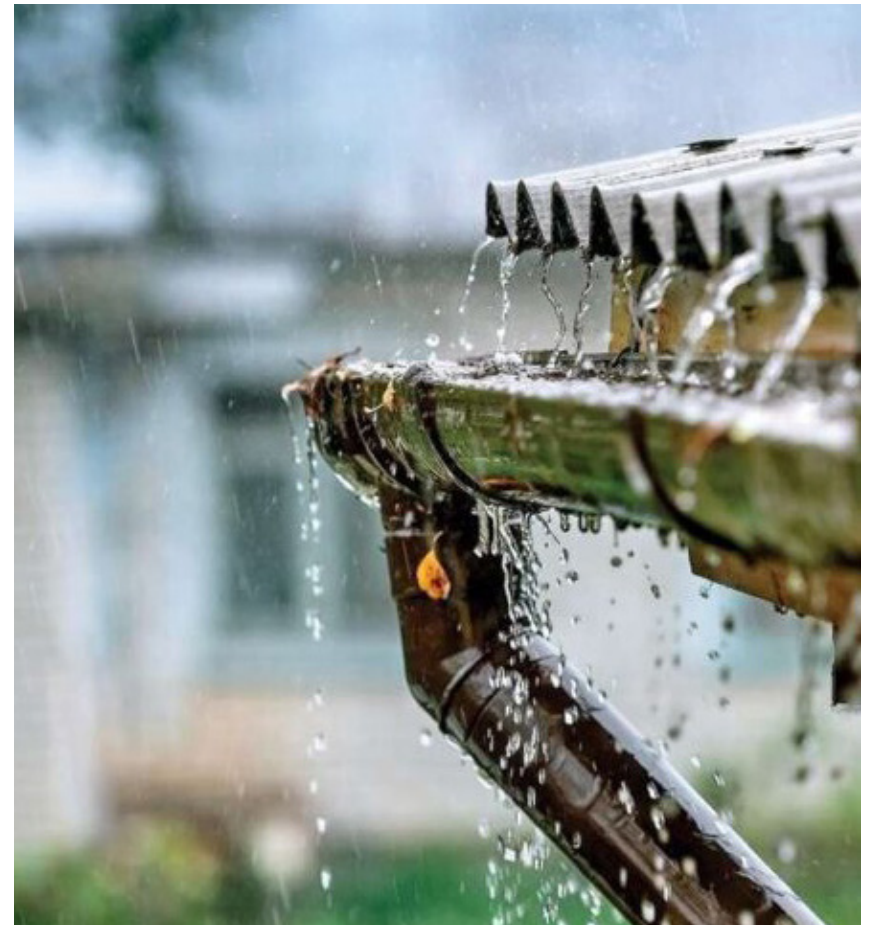
11. NITRATES & WATER QUALITY

11.0 Water Quality

11.1 The proposed development will minimise impact on the water environment and adapt to climate change, the new dwellings will achieve as a minimum the Optional Technical Housing Standard for Water efficiency of no more than 110 litres per person per day. This could be achieved by the proposed dwelling being fitted with water efficient fittings such as:

- low flow taps
- low volume flush WCs
- reduced volume baths
- low flow showers
- water efficient appliances such as washing machines and dishwashers

11.2 In addition and to further water efficiency grey water recycling and rainwater harvesting could be utilised if practicable.



12. CONCLUSION

12.0 Conclusion

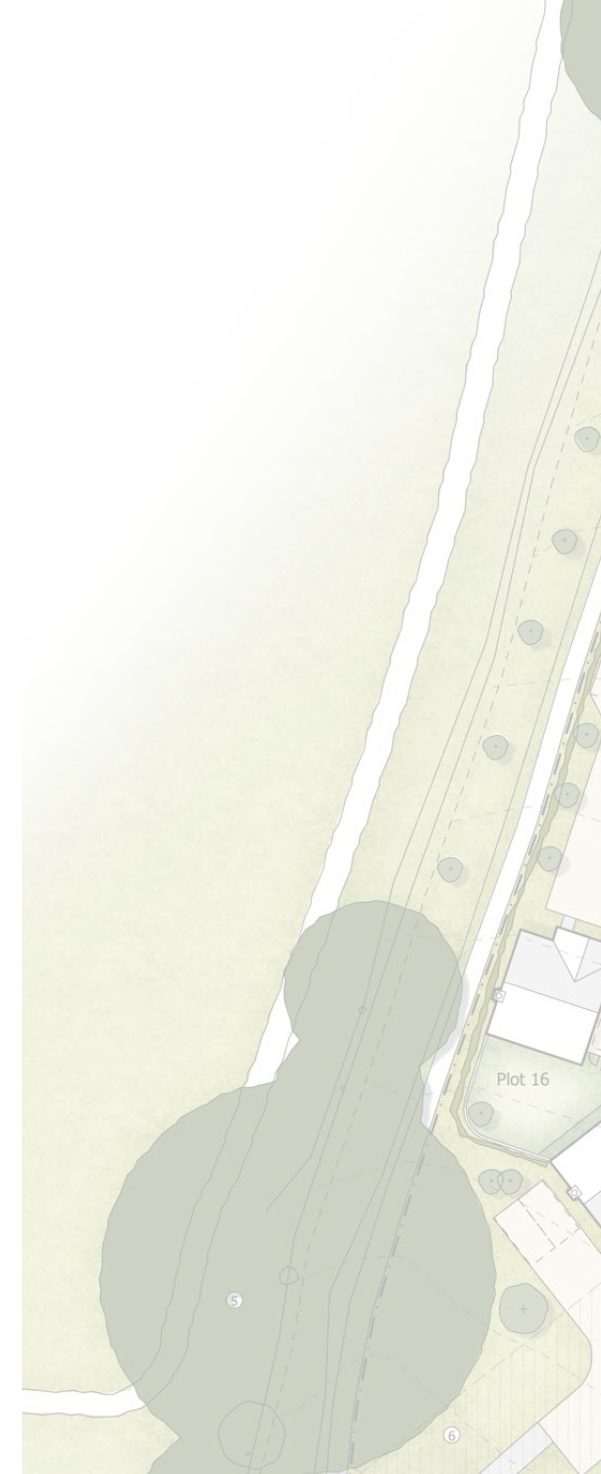
12.1 The proposal makes use of land that is adjoined to the existing urban grain and would complement this existing development. The proposed development has been carefully considered to be sympathetic to the existing surroundings in terms of the density, appearance and scale. This development will provide a wide range of dwelling types, ranging from 1 bedroom apartments to a 4 bedroom house, including the provision of 7 no. much needed affordable dwellings within the area of Horsham.

12.2 The proposed development site takes advantage of an existing access which has been deemed to be suitable for all vehicle types, including refuse and emergency vehicles and the proposed development will not result in unacceptable highway impacts and is considered acceptable in transport terms.

12.3 The development includes a biodiversity net gain of 30.76%/0.69 habitat units by the implementation of native planting with the addition of 1.24 hedgerow units being created as part of the overall proposal. In addition integrated bird boxes designed to accommodate a wide range of species are to be included for each building.

12.4 The site is within a good sustainable location, within walking distance to the centre of Horsham which provides a large number of amenities, a train station which provides access to other towns and cities and a bus stop within a 250m walk from the site providing services to Horsham town centre, encouraging future residents to use public transport rather than a car.

12.5 This document has demonstrated how the proposal complies with all of the relevant national and local policies and we politely request that this application is permitted.





Muggeridge Field