

Land at Hornbrook Farm, Brighton Road, Horsham

JAYNIC



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Foreword.

Jaynic Properties Ltd and Hornbrook Developments LLP have submitted an outline planning application for land at Hornbrook Farm, Brighton Road, Horsham, proposing the development of up to 180 new homes. The new homes will be complemented by a substantial amount of new public open space, totalling over 4.31 hectares, designed for the benefit of both existing and future residents. These spaces will include a new children's play area, play on the way features, a trim trail, and new recreational routes for walking, including a new riverside walk.

The centre piece of the development's green infrastructure is the large new area of public open space located in the south eastern part of the Site, offset from Doomsday Lane by up to 115m. This open space will connect seamlessly with a green corridor extending north along the eastern boundary, forming a key part of the development's proposed landscape framework. Together, these areas will help to soften the visual transition between the High Weald National Landscape to the east and the proposed new homes, whilst establishing an informal parkland character through extensive tree and hedgerow planting. This green space will also respect the setting of nearby listed buildings and form a distinctive green gateway to Horsham along Brighton Road.

This Design and Access Statement reviews the Site and its context to ensure an appropriate design response. It includes two Parameters Plans, an Illustrative Masterplan, and a series of supporting plans and diagrams to guide future reserved matters submissions.

About Jaynic Properties

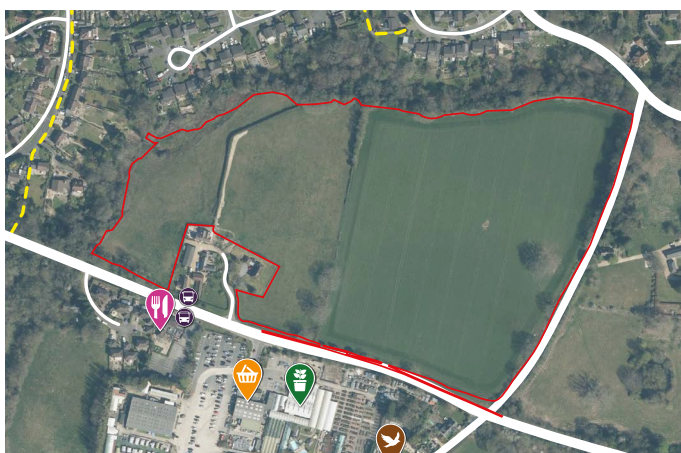
Jaynic Properties Ltd specialises in the promotion of land through the planning system for residential and employment uses, working in partnership with landowners. They employ a highly experienced team, supported by best-in-class advisers, and the company prides itself on the meticulous attention to detail applied in creating the most attractive developments for people to live and work.

Jaynic are leading the promotion of the Hornbrook Farm site, working on behalf of a local family who have owned the land for many years.



CHAPTER ONE: INTRODUCTION

This opening chapter introduces the Site and explains the role of a Design and Access Statement as part of the planning process. It also sets out the Vision for the proposed new neighbourhood at Horsham as an integrated and sustainable new place.



CHAPTER TWO: SITE CONTEXT

This chapter introduces the physical context of the Site, analysing a range of influences, including its existing connections, topography and landscape character, as well as analysing the character of the local area. The chapter concludes with a summary of the influences and opportunities which will inform the design proposals.



CHAPTER THREE: MASTERPLAN CONCEPT

This chapter establishes the overall masterplanning concept for the proposed development.



CHAPTER FOUR: THE ILLUSTRATIVE MASTERPLAN

This chapter presents the proposed illustrative masterplan.

CHAPTER FIVE: ACCESS

This chapter illustrates the proposed access and movement strategy for vehicular and non-vehicular movements. It also outlines the parking strategy.



PAGES 59 - 64

CHAPTER SIX: GREEN INFRASTRUCTURE

This chapter illustrates the proposed green infrastructure provision and summarises the approach to promoting biodiversity.



PAGES 65 - 78

CHAPTER SEVEN: BUILDING FOR A HEALTHY LIFE / ASSESSMENT AGAINST HDPF POLICIES 32 AND 33

A summary of the approach to sustainability through various measures such as sustainable drainage, energy, and healthy placemaking through the application of Building for a Healthy Life.



PAGES 79 - 90

CHAPTER EIGHT: CONCLUSION

This chapter summarises the masterplan and design proposals applied at Land at Hornbrook Farm, Brighton Road, Horsham.



PAGES 91 - 94

Introduction.

This opening chapter introduces the Site and explains the role of a Design and Access Statement as part of the planning process. It also sets out the Vision for the proposed new neighbourhood at Horsham as an integrated and sustainable new place.

1.1 INTRODUCTION TO THE PROPOSAL

This Design and Access Statement (DAS) has been prepared by CSA Environmental on behalf of Jaynic Properties Ltd and Hornbrook Developments LLP (“the applicant”) in support of an outline planning application for up to 180 dwellings, open space and associated works and infrastructure with all matters reserved apart from access at Land at Hornbrook Farm, Brighton Road, Horsham (“the Site”). The DAS describes how the proposed vision and masterplan represent a well-designed response to the Site’s context in planning for a sustainable new neighbourhood for Horsham.

Figure 1.1
Site Location Plan.



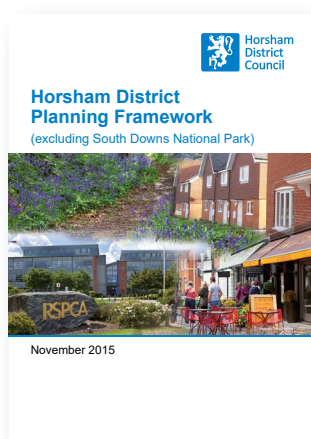
 Site Boundary: **9.23ha**

1.2 PLANNING POLICY CONTEXT

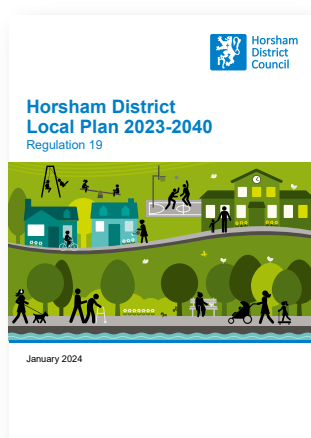
As part of this application, the proposals will need to take into consideration and comply with planning policies on a national and local level. A full assessment of the outline planning proposals against the relevant development planning policies and other relevant material considerations (and 'weight' to be attributed to them) is set out in the accompanying Planning Statement produced by Future Planning and Development.

National Design Guide 2021 and National Model Design Code

In 2021, the Government published the National Design Guide and National Model Design Code, which the NPPF identifies as providing a framework for creating beautiful and distinctive places. The ten characteristics together enable the creation of a well-designed place which creates character, nurtures and sustains a sense of community, and works positively to address environmental issues.



Adopted Local Plan – Horsham District Planning Framework (excluding South Downs National Park) (Nov 2015)



Horsham District Local Plan 2023 - 2040

Adopted Local Plan – Horsham District Planning Framework (excluding South Downs National Park) (Nov 2015)

The key policies listed within the Horsham District Planning Framework (HDPF), and that are of relevance to this DAS, are as follows:

- **Policy 1: Sustainable Development**
- **Policy 3: Development Hierarchy**
- **Policy 4: Settlement Expansion**
- **Policy 15: Housing Provision**
- **Policy 16: Meeting Local Housing Needs**
- **Policy 24: Environmental Protection**
- **Policy 25: The Natural Environment**
- **and Landscape Character**
- **Policy 26: Countryside Protection**
- **Policy 31: Green Infrastructure and Biodiversity**
- **Policy 32: The Quality of New Development**
- **Policy 33: Development Principles**
- **Policy 34: Cultural and Heritage Assets**
- **Policy 35: Climate Change**
- **Policy 36: Appropriate Energy Use**
- **Policy 37: Sustainable Construction**
- **Policy 38: Flooding**
- **Policy 39: Infrastructure Provision**
- **Policy 40: Sustainable Transport**
- **Policy 41: Parking**
- **Policy 42: Inclusive Communities**

Policy 32 (The Quality of New Development) and Policy 33 (Development Principles) are of particular relevance as they seek to ensure new development is high quality, sustainable, and context-sensitive. The DAS includes an assessment of the design proposals against Policies 32 and 33.

Emerging Local Plan – Horsham District Local Plan 2023 - 2040

Horsham District Council (HDC) is in the process of preparing a new Local Plan, which was formally submitted to the Planning Inspectorate on 26 July 2024. In April 2025, the examining Inspector issued an Initial Findings Letter advising the Council to withdraw the plan. A new Inspector has since been appointed, and the intention is for the Examination in Public (EIP) to recommence in two sittings, scheduled for April and September 2026. HDC is currently reviewing its options; however, until a new plan is adopted, the Horsham District Planning Framework (HDPF) remains the statutory policy document guiding development in the area.

Draft Site Allocation

Strategic Policy HA10: Horsham Housing Allocations of the Emerging Local Plan established two sites allocated for residential development in Horsham for the provision of at least 400 homes. The Site was one of these two sites, referenced as HOR1: Land at Hornbrook Farm.

Policy HOR1 contained several criteria to guide the proposed development of the Site, as follows:

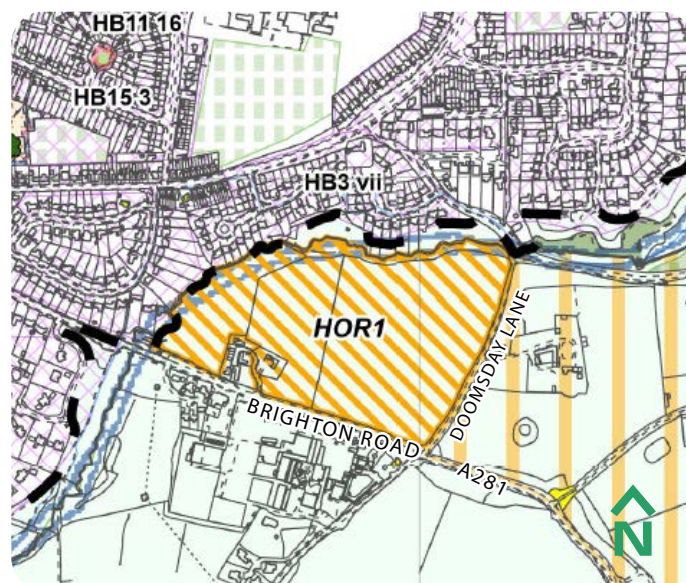


Figure 1.2 —
Extract of Inset Map: 16 – Horsham from the Horsham District Local Plan – Regulation 19: Proposed Submission.

Policy HOR1:

- a** Have appropriate regard to the setting of the High Weald Area of Outstanding Natural Beauty (AONB) and the Grade II Listed Falcon Lodge Hillier Cottage;
- b** Undertake a Landscape and Visual Impact Assessment to inform site layout, capacity and identify and safeguard key views to and from the High Weald AONB;
- c** Provide safe pedestrian and cycling crossing points over the A281 (Brighton Road) from the site;
- d** Create an extended riverside walk along Horn Brook Stream;
- e** Take advantage of opportunities to improve pedestrian connectivity and active travel in the area, including to Public Rights of Way north of the site; and
- f** Seek to protect and maintain existing hedgerows and mature trees.

Shaping Development in Horsham District

The Council has published the Shaping Development in Horsham District (SDPAN), which will serve as a material consideration in the determination of planning applications. This document outlines the Council's aspirations and clarifies the weight that can be attributed to existing policy within the framework of current legislation, national policy, and guidance.

The SDPAN was formally endorsed by Cabinet on 17 September 2025.

The SDPAN sets out that it is HDC's view that the proposed site allocations in the emerging Local Plan are based on robust evidence, most notably site assessment work and were capable of accommodating sustainable development. For this reason, the SDPAN goes on to say that HDC will consider positively proposals on sites identified in the emerging Local Plan, which accord with such evidence and are in accordance with (non-housing supply) HDPF or Neighbourhood Plan policies.

Neighbourhood Plan

The Horsham Blueprint Business Neighbourhood Plan (HBNP) 2019–2036, made in August 2022, sets out a vision for the unparished areas of Horsham, which include the Forest, Denne, and Trafalgar neighbourhoods. The Plan forms part of the Development Plan for the Site, which lies within the Forest Neighbourhood Area.

Objective 5 of the HBNP seeks to encourage new housing that meets local needs, particularly by providing opportunities for first-time buyers and young families to move into or remain in the area, as well as options for older people wishing to downsize.

Whilst the HBNP does not allocate specific dwellings, relying instead on the Local Plan for residential allocations, it establishes a range of policies to ensure that any future development aligns with its vision and objectives.

Horsham Town Design Statement

The Horsham Town Design Statement was adopted as a Supplementary Planning Document (SPD) in December 2008. It aims to ensure that future development and change within the town are guided by a clear understanding of its history and existing character.

Building on earlier Neighbourhood Character Assessments, it highlights the features that make Horsham distinctive - its setting, buildings, streetscapes, open spaces, areas of special character, and its strong relationship with the surrounding countryside.

Its purpose is to promote high quality design in all projects, from small home extensions to large housing schemes or commercial developments.

Open Space, Sport and Recreation Review (June 2021)

The Horsham District Council Open Space, Sport and Recreation Review provides a comprehensive assessment of open space provision across the district, establishing an evidence-based framework to guide future planning, development, and investment decisions. The review evaluates the quantity, quality, accessibility, and distribution of parks, natural spaces, and amenity greenspaces to ensure the district continues to meet the needs of its growing and diverse population. It also sets out the open space standards for new development.

Pre-application Advice

The applicant has undertaken pre-application discussions with Officers at HDC, which included an in-person meeting at HDC office's on 29th August 2025. Following this meeting, HDC provided a written response on the emerging masterplan proposals for the Site to support the preparation of this planning application. This DAS refers to that summary throughout the following chapters, demonstrating how the proposals respond to the key matters raised in relation to masterplanning and design.

1.3 THE VISION

The vision for Land at Hornbrook Farm is to create a distinctive, landscape-led neighbourhood that celebrates its setting on the south eastern edge of Horsham and establishes a sensitive, well-designed transition between the town and the High Weald National Landscape to the east. Rooted in a deep understanding of the Site's character, topography, and ecology, the proposals aim to deliver a high-quality, inclusive, and future-focused community of up to 180 new homes, set within an exceptional framework of green and blue infrastructure.

The new neighbourhood will be defined by its extensive public open spaces, comprising nearly half of the Site, ensuring that nature, recreation, and wellbeing are embedded into everyday life. A substantial new parkland in the south east of the Site, together with a network of green corridors, species-rich landscapes, and the new riverside walk along Horn Brook, will create an accessible and richly layered environment that encourages walking, play, and social interaction. These spaces will respect and enhance the Site's existing trees, hedgerows, and watercourse, reinforcing a strong sense of continuity with the surrounding landscape and local character.

The development will deliver a balanced and mixed community, offering a range of dwelling types and tenures, including bungalows to create a gentle built form at the rural edge. Streets and homes will be designed using a restrained, vernacular-inspired palette of materials, ensuring architectural cohesion and contributing to a memorable sense of place.

Above all, the vision is to create a sustainable, healthy, and connected community; one that enhances biodiversity, promotes active travel, supports the needs of modern living, and reflects the enduring qualities that make Horsham a desirable and characterful place to live.





Site Context.

This chapter introduces the physical context of the Site, analysing a range of influences, including its existing connections, topography and landscape character, as well as analysing the character of the local area. The chapter concludes with a summary of the influences and opportunities which will inform the design proposals.

2.1 SITE LOCATION & DESCRIPTION

The Site, which measures 9.23 hectares and comprises three fields, is situated on the south eastern edge of Horsham. It is bounded to the south by Brighton Road (A281), one of Horsham's principal radial routes, providing a direct link to the town centre to the west.

South of Brighton Road lies the Hillier Garden Centre and two large warehouse shop units, which comprise a camping retailer and a hardware store. Immediately west of the garden centre is The Hornbrook Inn public house and several homes centred upon Hornbrook Copse, a small cul-de-sac accessed from Brighton Road. To the east of the garden centre, Sedgwick Lane extends southwards into the countryside beyond the town.

Several buildings associated with Hornbrook Farm indent the south western part of the Site. These include Hornbrook Farmhouse and several residential properties. These properties are independently accessed via a single entrance from Brighton Road (A281).

The Site's eastern boundary is defined by Doomsday Lane, opposite which lies the western edge of the High Weald National Landscape (NL). This boundary is marked by a dense wooded edge that screens views into the Site.

To the north east, Doomsday Lane meets Hammerpond Road. Heading west, Hammerpond Road connects to St Leonards Road, a key route serving Horsham's eastern suburbs. To the east, Hammerpond Road leads to Horsham Rugby Football Club and the surrounding countryside.

Just to the north and west of the Site runs the watercourse of Horn Brook, which passes broadly parallel to the northern and western boundaries. The watercourse flows through a steep sided and well-vegetated ghyll, which separates the Site from Ghyll Crescent and Dickins Way to the north, and Sandeman Way to the west. Ghyll Crescent and Dickins Way comprise a mix of mostly detached 2 storey homes and split level homes. Where used, the split level homes present a 2 storey façade to the Site and a single storey façade to the existing streets. Sandeman Way comprises a mix of detached bungalows and 2 storey houses. Existing trees along the river corridor largely screen and filter views between the Site and these residential streets.

Horsham

Horsham, which has a population of 50,223 people (2021 Census), is the largest settlement in Horsham District and is identified in the settlement hierarchy as the 'Main Town'. The town lies approximately 30 miles south of London and 26 miles north west of Brighton.

The town has strong economic links with nearby Crawley and Gatwick Airport, and is home to significant industries, including financial and technology services. Horsham benefits from excellent transport connections, with direct road links to London via the wider strategic road network and a frequent rail service to multiple London stations.

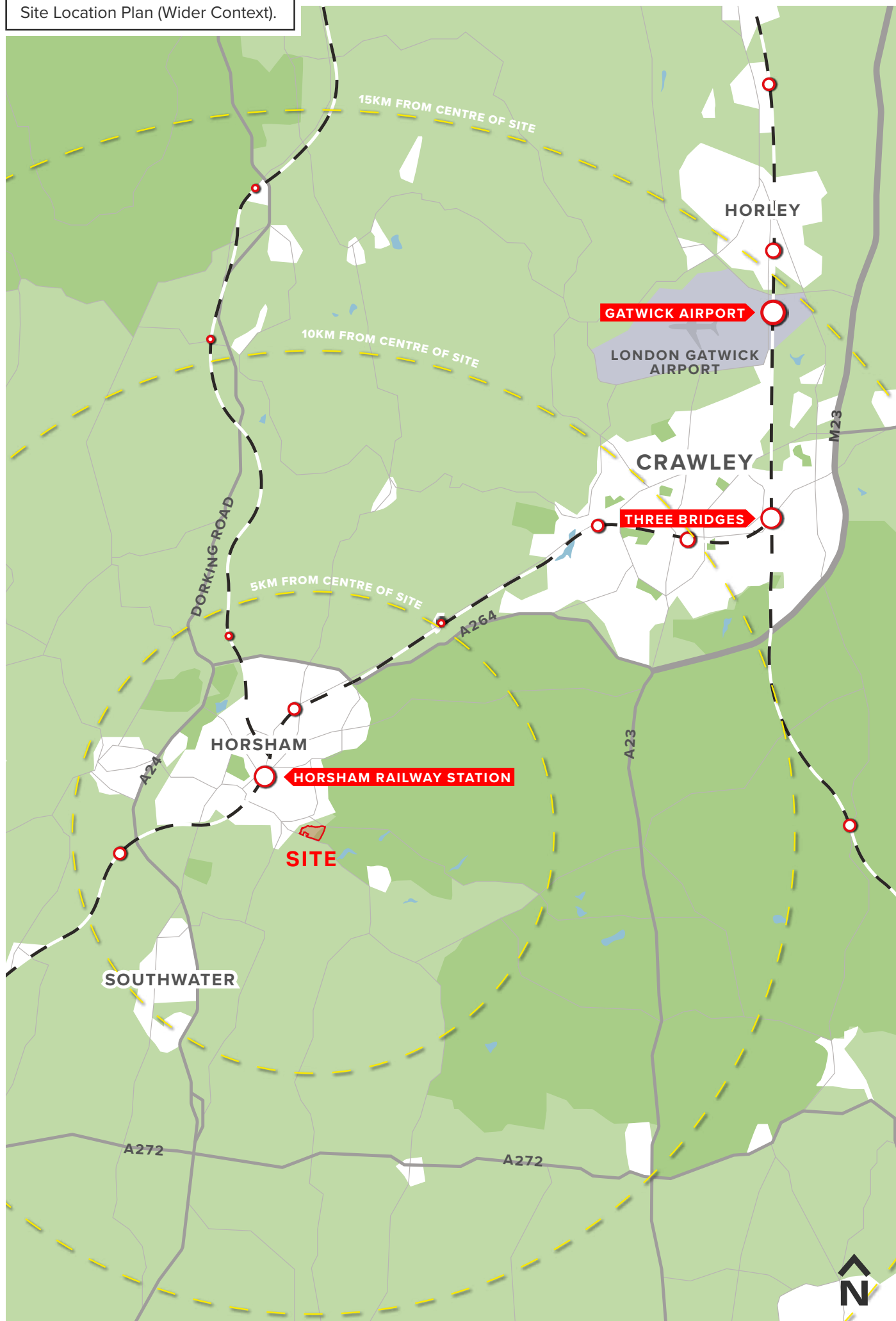
Horsham offers a comprehensive range of services and facilities, providing social, employment, sports, and leisure opportunities for its large local population. It is considered the most sustainable town in the District, with exceptional access to shops, services, and sustainable transport options.

Figure 2.1
Site Location Plan.

 Site Boundary: **9.23ha**



Figure 2.2
Site Location Plan (Wider Context).



Existing Site Use and Characteristics

The Site comprises three fields separated by two existing north-south aligned well-managed hedgerows formed of hawthorn and mixed broadleaf species. To the north, northwest, and west, the Site is largely enclosed by existing woodland tree belts, groups, and individual trees, with associated understorey and scrub, running alongside Horn Brook. These tree belts range from 10m to 20m in height and provide screening from the existing residential properties to the north. However, several gaps along the north western boundary allow limited views towards a small number of existing residential properties on Dickens Way.

Along the westernmost section of the Site's boundary with Brighton Road, enclosure is provided by a line of boundary trees, including elm, ash, and hazel, and hawthorn hedgerow. Where the buildings associated with Hornbrook Farm indent the Site, their boundaries are marked by a 1.2-1.5 m high weld mesh fence.

East of Hornbrook Farm, the Site's boundary with Brighton Road is defined by well-managed hedgerows containing hazel, hawthorn, and holly, interspersed with hedgerow trees comprising oak, holly, and blackthorn. Two additional oak trees lie within the interior of the Site, located just north of the Brighton Road frontage and to the east of Hornbrook Farm.

The eastern boundary of the Site is predominantly defined by mixed hedgerows. In the southern portion of the eastern boundary, these hedgerows are well-managed and approximately 1m in height, with two gaps. The northernmost gap corresponds with an existing gated field access. Three mature oak trees are situated within this southern section of hedgerow. Further north, the hedgerow becomes significantly taller, reaching approximately 10m in height, and consists of holly, hazel, and sycamore. Around the midpoint of the eastern boundary, just within the interior of the Site, stands another mature oak tree some 25m in height.

Figure 2.3
Photo Location Plan.



OPPORTUNITY

There are some gaps in the existing landscape framework adjacent to the north western Site boundary meaning a small number of existing homes on Dickens Way are visible on the Site. Therefore, the opportunity exists to introduce some new landscaping within the Site adjacent to the north western boundary.



Photograph 1 – View looking south east towards Brighton Road.



Photograph 2 – View looking north west towards existing houses to north of site.



Photograph 3 – View looking north with Hornbrook Farm to right-hand side.



Photograph 4 – View looking north east alongside site's northern boundary.



Photograph 5 – View looking west along the site's northern boundary.



Photograph 6 – View looking east across eastern half of site.



Photograph 7 – View looking north along site's boundary with Doomsday Lane.



Photograph 8 – View looking east along site's Brighton Road frontage.

Topography

The Site slopes from a high point of approximately 66m Above Ordnance Datum (AOD) close to the south eastern corner, reaching a low point of around 48m AOD in the western part of the Site. The gradient becomes more pronounced towards the northern and western parts of the Site. However, technical due diligence undertaken by the applicant and their consultant team finds that the Site's topography does not represent a constraint to development.

At the south western corner, the Site sits roughly 2m above the Brighton Road carriageway, with this level difference gradually reducing towards the east. As a result of this level difference, the westernmost part of the southern boundary is not a practical location for either a pedestrian/cycle access or a vehicular access.

Similarly, towards the north eastern corner, the Site sits more than 2m above the level of Doomsday Lane, with the level difference decreasing towards the south. Due to this level difference and therefore the need for considerable technical restraint, together with the presence of two existing underground water mains (see Section 2.11), the potential for unacceptable ecological harm, and the lack of existing pedestrian infrastructure along Doomsday Lane, it is impractical to provide a pedestrian or cycle access in this location.

OPPORTUNITY

The Site's topography will inform the placement of new Sustainable Drainage Systems (SuDS), which will work with the Site's topography to optimise natural drainage and water management.

Figure 2.4
Topography Plan.



2.2 SITE LOCATION & DESCRIPTION

EXISTING HIGHWAYS NETWORK

Brighton Road

Brighton Road runs alongside the Site's southern boundary and is subject to a 40mph speed limit along this stretch. To the west, it provides direct access to Horsham town centre, located approximately 1 mile (1.68 km) away. A footway runs along the southern side of Brighton Road adjacent to the Site, offering pedestrian connectivity to the town centre. The road also serves as the main vehicular access to Hillier Garden Centre, whilst to the south east it continues towards Mannings Heath and the wider countryside beyond.

Doomsday Lane

Doomsday Lane runs along the Site's eastern boundary, joining Brighton Road near the south eastern corner of the Site. It is a narrow lane without footways. It provides access to a residential property located east of the Site. Just to the north east of the Site, Doomsday Lane connects with Hammerpond Road.

Sedgwick Lane

Sedgwick Lane forms a staggered junction with Brighton Road and Doomsday Lane, close to the south eastern corner of the Site. It is a narrow country lane and does not have any footways flanking it. Immediately to the south of the Site, the lane provides access a residential property called Magpie House. Sedgwick Lane extends southwards into the countryside beyond the town.

OPPORTUNITY

Vehicular access to the Site should be taken from Brighton Road, whilst the opportunity exists to provide an emergency access point from Doomsday Lane. In accordance with Policy HOR1 of the Emerging Local Plan, a new crossing point should be provided on Brighton Road from the Site. Also in accordance with Policy HOR1, the masterplan proposals should create a riverside walk running alongside Horn Brook.

OPPORTUNITY

The eastbound bus stop located on the Site frontage is not currently served by a footway or formal pedestrian crossing facility. The access proposals, therefore, present an opportunity to relocate and upgrade the bus stop in order to provide a safer and more accessible facility, better integrated with pedestrian infrastructure.

EXISTING NON-CAR CONNECTIONS

Bus Services

The nearest bus stops are located on the Site frontage to Brighton Road at The Hornbrook Inn. The westbound (towards Horsham) stop is marked by a flag including real time information board, and a timetable case. The eastbound stop is marked by a simple flag and timetable case.

The principal public transport provision is Stagecoach route 17, operating between Horsham and Brighton, which provides the primary bus service for the area. The route runs at a typically hourly daytime frequency from Monday to Sunday, with evening services available Monday to Saturday, offering a consistent and reliable level of connectivity to key local and regional destinations.

Supplementary services are provided by Compass Travel, Handcross District Community Bus, and Sussex Coaches, offering more limited but additional travel opportunities. Compass Travel routes 89 and 74B operate between Horsham and Cuckfield/Haywards Heath on selected weekdays with varying service levels, while community bus routes 1 and 4 provide single return journeys into Horsham on Mondays and Fridays respectively. Sussex Coaches route 633, a school service open to the public, provides a single weekday return between Horsham and Faygate.

Rail Services

Local rail services are available at Horsham Railway Station, located approximately 2.1km by cycle from the Site via the Station Road entrance. Whilst marginally beyond the typically applied 2.0km preferred walking distance, the station remains accessible on foot. Network Rail data indicates that the station provides 253 cycle parking spaces and 220 car parking spaces, including five designated accessible bays. The station benefits from step-free access to all platforms via the North Street entrance and offers direct rail connections to a range of regional and national destinations, including London Victoria, Peterborough, Portsmouth and Bognor Regis.

Public Rights of Way

There are no public rights of way crossing the Site. There are several public rights of way within close proximity to the south and west of the Site. The nearest of these is a short public footpath (or tway) just to the west of the Site, which provides a pedestrian connection between Brighton Road and Sandeman Way



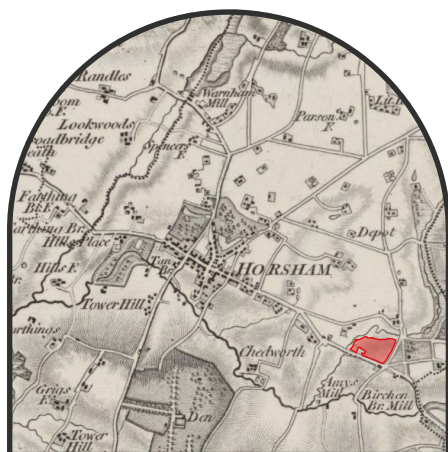
2.3 HISTORICAL DEVELOPMENT OF HORSHAM

Evidence shows Horsham has been occupied for around 9,000 years, with Mesolithic flint tools discovered during bypass construction. Roman remains and an ancient trackway, possibly linked to ironworks, once crossed the River Arun via Cobbett's Bridge and Denne Hill. The town's name likely derives from South Saxons in the 5th and 6th Centuries, combining Old English words for "horse" and "ham" (homestead). First recorded in Saxon charters of 947 and 963 AD, Horsham was described as a swine pasture for Washington estate.

Horsham grew into a market town with borough status, electing two MPs to Edward I's Parliament in 1295. Its prosperity was boosted by the iron industry (1550–1650), which supplied Elizabeth I's navy. The 18th and 19th Centuries saw mixed fortunes, with failed canal plans, but improved roads and enclosure of common land in 1812. The railway's arrival in 1848 transformed Horsham, spurring population growth

from under 6,000 in 1841 to 16,500 by 1951. Significant road improvements followed, including bypasses to the north and west of the town, and the construction of Albion Way around the edge of the town centre, whilst pedestrianisation changed the character of Carfax, once Gaol Green. Expansion has continued to the north and west of the town, including westwards beyond the A24 bypass. The southerly expansion of the town has been largely limited by the railway and River Arun.

Today, Horsham is a vibrant market town with a welcoming atmosphere, offering a wide choice of places to eat and drink alongside a range of popular High Street shops. Traditional markets are still held twice weekly in Carfax, adding to the town's charm. The town centre also boasts a variety of leisure options. The town's main railway station is located just north east of the town centre, providing excellent transport links.



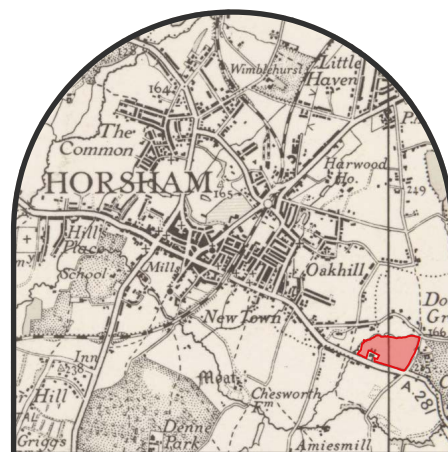
1813 Map

The 1813 map illustrates Horsham's early development focused around Carfax, Middle Street, West Street, Springfield Road, and Denne Road. To the south, Denne Park is visible, whilst Horsham Park can be seen on the northern edge of the town. The Site can be seen to the east of Horsham's original historic core, with scattered development evident along Brighton Road and St Leonards Road.



1896 Map

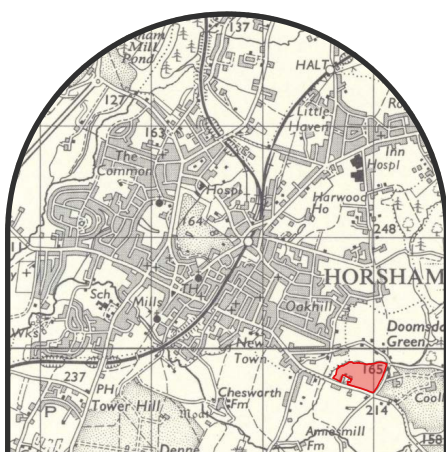
The 1896 map illustrates how Horsham began to undergo significant change, driven largely by the arrival of the two railway lines in 1848 and 1861. Horsham railway station is located just south of the point where the two lines converge, and by this time, the surrounding area had become a focal point for development. Additional pockets of growth are evident to the north west and east of the historic core. Near the Site, planned development had started along St Leonard's Road, and Hornbrook Farm had been built by this period.



1939 Map

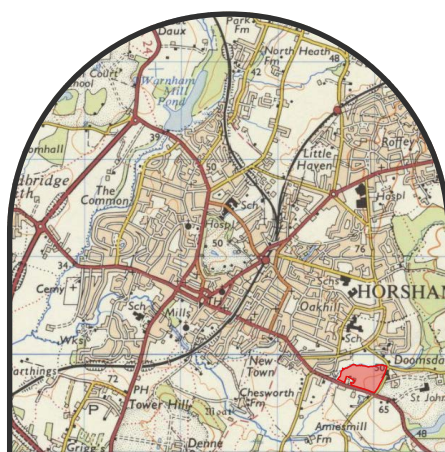
By 1939, Horsham had continued its steady expansion, particularly to the north west, north east, and east. In the vicinity of the Site, further development had occurred along Brighton Road, St Leonard's Road, and Hammerpond Road.





1960 Map

The 1960 map shows more substantial growth during the mid-20th Century. Whilst expansion remained concentrated to the west, east, and north east of the historic centre, Horsham also extended south west, coinciding with the construction of the A24 bypass. Closer to the Site, the Oakhill suburbs had begun to take shape by this time, creating continuous built development between St Leonard's Road and the town centre. However, new development immediately adjacent to the Site remained limited.



1974 Map

By 1974, Horsham had continued to grow, particularly in the Roffey area to the north east, and north of the Site, with Oakhill's expansion including several new schools serving the new homes. Immediately west of the Site, the housing at Sandeman Way and Hernbrook Drive had been built by 1974.



Present Day Map

Today, Horsham can be seen to have experienced further growth, primarily to the west and north of the town centre. The continued growth of Oakhill that followed 1974 can be seen, including at Dickins Way and Ghyll Crescent immediately north of the Site, whilst Hillier Garden Centre and its associated buildings form a significant built presence to the south. The surrounding development to the north, south, and west reinforces the Site as a logical location for growth.

The Horsham Town Design Statement (HTDS) explains that the town's character varies considerably from one area to another, largely reflecting the architectural style and period in which each locality was developed. As a result, some character areas are extensive, whilst others consist of only a street or two.

Rather than dividing the town geographically, the HTDS analyses Horsham's townscape by historical period. The following pages assess the townscape character most relevant to the Site, drawing upon the findings of the HTDS and supplemented by additional analysis undertaken by the design team.

along Brighton Road near its junction with St Leonard's Road. A little further afield, the new development in south west of the town at Highwood provides a good precedent of how new homes can be designed to positively reflect the local vernacular.

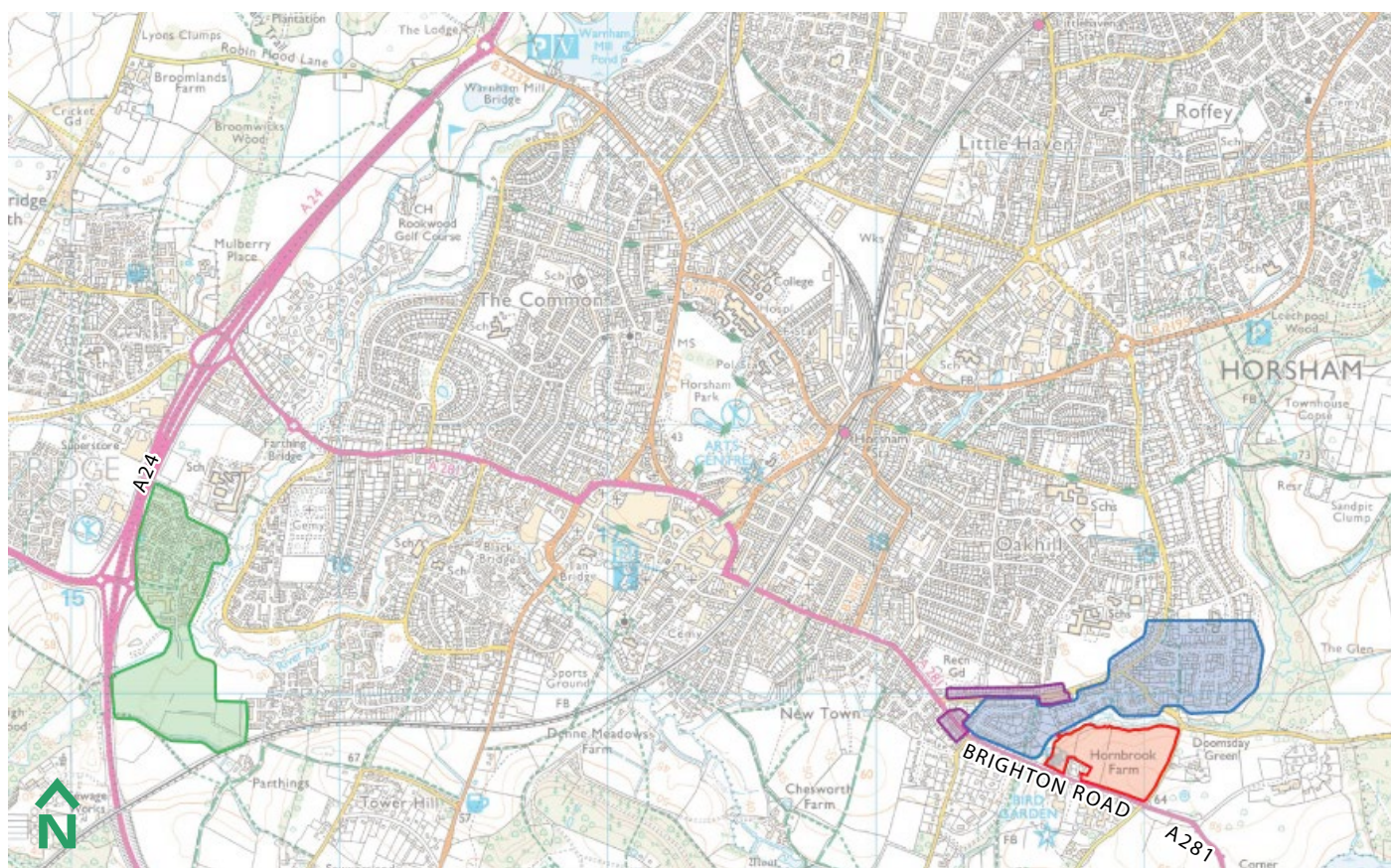
Based on this context, the assessed character areas comprise:



HIGHWOOD



Figure 2.5 _____
Assessed Character Areas.



VICTORIAN

Character Overview: Victorian development in Horsham spans almost a century, allowing the evolution of architectural design to be traced from the relatively simple buildings along St Leonard's Road to later, more decorative examples found on Brighton Road. Across this period, a range of distinctive stylistic features emerged, contributing to the area's varied townscape.

Townscape: St Leonard's Road comprises an interesting group of Victorian houses alongside a public house, with most fronting directly onto the street, some incorporating gabled façades. By contrast, the houses along Brighton Road are generally larger in scale, reflecting its status as one of Horsham's principal thorough routes.

Built Form: St Leonard's Road is characterised by 2 storey houses, some rendered and painted, others forming modest Victorian brick-built semi-detached groups, originally roofed in slate. Brighton Road is fronted with detached and semi-detached 2 storey houses that typically exhibit a greater level of decorative detailing, indicative of their later construction date.

Landscape and Vegetation: Despite their modest size, front gardens often contain hedgerows and shrub planting, which helps soften the appearance of the street. Around the St Leonard's Road / Brighton Road junction, mature trees contribute to a distinctly verdant character.

Hard Landscape: Brighton Road features a wider carriageway with footways and narrow grassed verges on either side. By contrast, St Leonard Road has a narrower carriageway, with on-street parking provided along one side.

Boundaries: Some original brick boundary walls remain, delineating front gardens, whilst others have been replaced with timber fencing or hedgerows. In certain cases, boundaries have been removed entirely to accommodate off-street parking within front gardens.

Additional Note: The western part of St Leonard's Road gains further historic interest from a 17th Century house set back from the street. The juxtaposition of this building with Victorian houses and later 20th Century dwellings adds to the area's varied architectural character.



MID-20TH CENTURY SUBURBIA

Character Overview: This period saw substantial residential expansion in Horsham, particularly to the north and west of the Site. Some streets are arranged in crescents, such as Sandeman Way and Ghyll Crescent, whilst others take the form of cul-de-sacs. Along St Leonard's Road, houses are set back behind wide verges, often planted with mature trees, emphasising the road's role as the principal thoroughfare through the Oakhill area.

Townscape: The area comprises mostly detached and semi-detached homes set within well-sized, regularly proportioned plots. However, there are also some terraced houses, including along Brambling Road and Brambling Close. Buildings are typically aligned parallel to the road, creating consistent building lines within individual street scenes, though the degree of setback varies from street to street.

Built Form: The architecture reflects the standardised design approach of the period, which results in limited reference to the local vernacular. Dwellings commonly feature brick façades, often complemented by areas of tile hanging. Roofs are predominantly finished with concrete interlocking tiles and tend to have relatively low pitches.

Landscape and Vegetation: Many streets benefit from grassed verges and street tree planting. These range from the aforementioned notably wide verges with mature trees along St Leonard's Road, to narrower verges and smaller street trees on roads such as Brambling Road. Well-planted front gardens also contribute to the area's verdant and leafy character.

Hard Landscape: Most streets are lined with pavements on both sides, except where development occurs only on one side of the road.

Boundaries: Front gardens are generally open and undefined, although some are framed by hedgerows or shrub planting, providing a degree of soft boundary definition.



HIGHWOOD

Character Overview: Located in the south west of Horsham, the new community of Highwood provides a strong example of how contemporary development can respond positively to local vernacular character. It is structured around a clear network of perimeter blocks that frame both internal and peripheral public open spaces. These blocks promote high levels of natural surveillance and create attractive frontages throughout the neighbourhood.

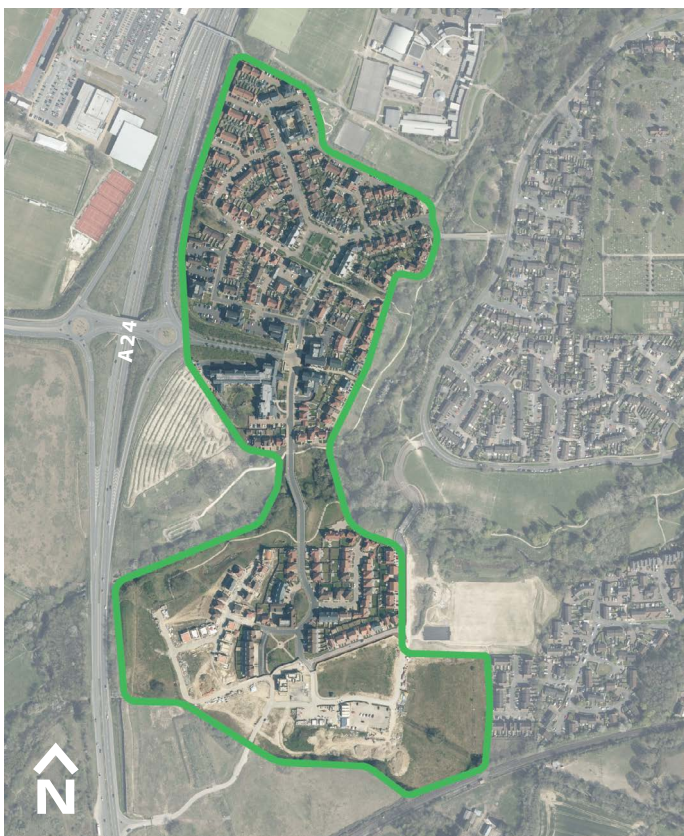
Townscape: Highwood incorporates a diverse range of housing typologies. At the entrance, 4 storey apartment buildings, designed to evoke the character of traditional mills, establish a distinctive gateway presence. Beyond this, the development features a mix of 2, 2½, and 3 storey detached, semi-detached, and terraced homes overlooking streets and green spaces. Building setbacks are generally consistent within individual street scenes, with greater setbacks to the east where homes front peripheral areas of public open space.

Built Form: The architectural approach draws inspiration from the traditional local vernacular. A restrained and coherent material palette helps establish a strong sense of place that reflects the surrounding context. Buildings are predominantly constructed from red and brown brick, with buff brick used sparingly to highlight key structures. Tile hanging, white render, and white timber boarding/cladding are incorporated to add visual interest. A combination of gabled and hipped roof forms contributes to varied and interesting roofscapes.

Landscape and Vegetation: Highwood benefits from a well-considered landscape structure. The principal streets are often flanked by street trees, whilst well-planted front gardens enhance the overall quality of the public realm. The development's public open spaces are defined by high-quality landscape design, reinforcing its strong sense of place.

Hard Landscape: Primary streets typically include footways, sometimes separated from the carriageway by treed verges. Many of the lower-order streets have block-paved shared-surface treatments, contributing to a more informal, pedestrian-friendly character.

Boundaries: Front gardens along the principal streets are often enclosed with low hedgerows, providing a consistent and attractive edge. Elsewhere, frontages are more open but incorporate informal shrub planting that still offers a clear sense of definition.



SUMMARY OF EXISTING CHARACTER

Building Types: The local area is characterised by a mix of detached, semi-detached and terraced houses, typically arranged within regularly proportioned plots. The suburban streets are often laid out as crescents or cul de sacs. In both the Victorian and suburban areas, the are homes generally aligned parallel to the road and maintaining consistent building lines within each street scene. Highwood comprises a wider mix of housing typologies.

Materials: Buildings predominantly feature brick façades, sometimes complemented by tile hanging in the suburban areas. The Victorian houses are typically constructed in red and brown brick which is reflective of the local vernacular, with use of painted render providing interest. Highwood shows how a considered mix of materials can be used to create a cohesive character that draws inspiration from the local vernacular.

Fenestration: Windows are regular and uniform, consistent with the housing designs and styles of the era. Whilst details may vary slightly between house types, the overall approach maintains a simple, functional character.

Boundary Treatments: Within the suburban areas, front gardens are generally open and without strong boundary definition. In some locations, soft landscaping, such as low hedgerows or shrubs, creates a subtle sense of enclosure, whilst in other areas the use of low brick walls or fencing are also used.



PRINCIPLES TO TAKE FORWARD

The HTDS provides a valuable and objective assessment of Horshams's character and includes design recommendations that merit consideration at the reserved matters stage. These should be weighed alongside the townscape assessment and our analysis.

By cross-referencing the HTDS's recommendations with our findings, the following key design principles have been established. These principles should be fully explored and addressed at the reserved matters stage.

Housing forms: should follow local typologies, incorporating terraces, semi-detached, and detached homes carefully placed within the proposed layout. The use of apartments, designed to look like large houses, could also be used to create interest.

Building heights: should be mostly 2 storeys, aligning with the scale of the homes in the local area. The homes in the easternmost part of the Site should comprise 1 storey bungalows to create a sensitive transition to the NL. Elsewhere the selective use of 2½ storey homes will help to create an interesting roofscape. A variety of roof styles should be employed to add visual interest, with feature gables positioned at key locations.

Materials palette: should be reflective of the traditional vernacular and be restrained to facilitate integration of the development into the surrounding area. Particular attention should be given to the bonding pattern, size, colour, texture of bricks at the detailed design stage.

Architectural styles and colour of materials: should be carefully applied to create a unified and cohesive character underpinned by a careful understanding of the local vernacular.

Feature detailing: should be carefully and consistently incorporated into the overall design of the new homes to reflect a common characteristic of the local area.

Boundary treatments: Hedgerows to front gardens should primarily be used to create softer boundary treatments to front gardens.



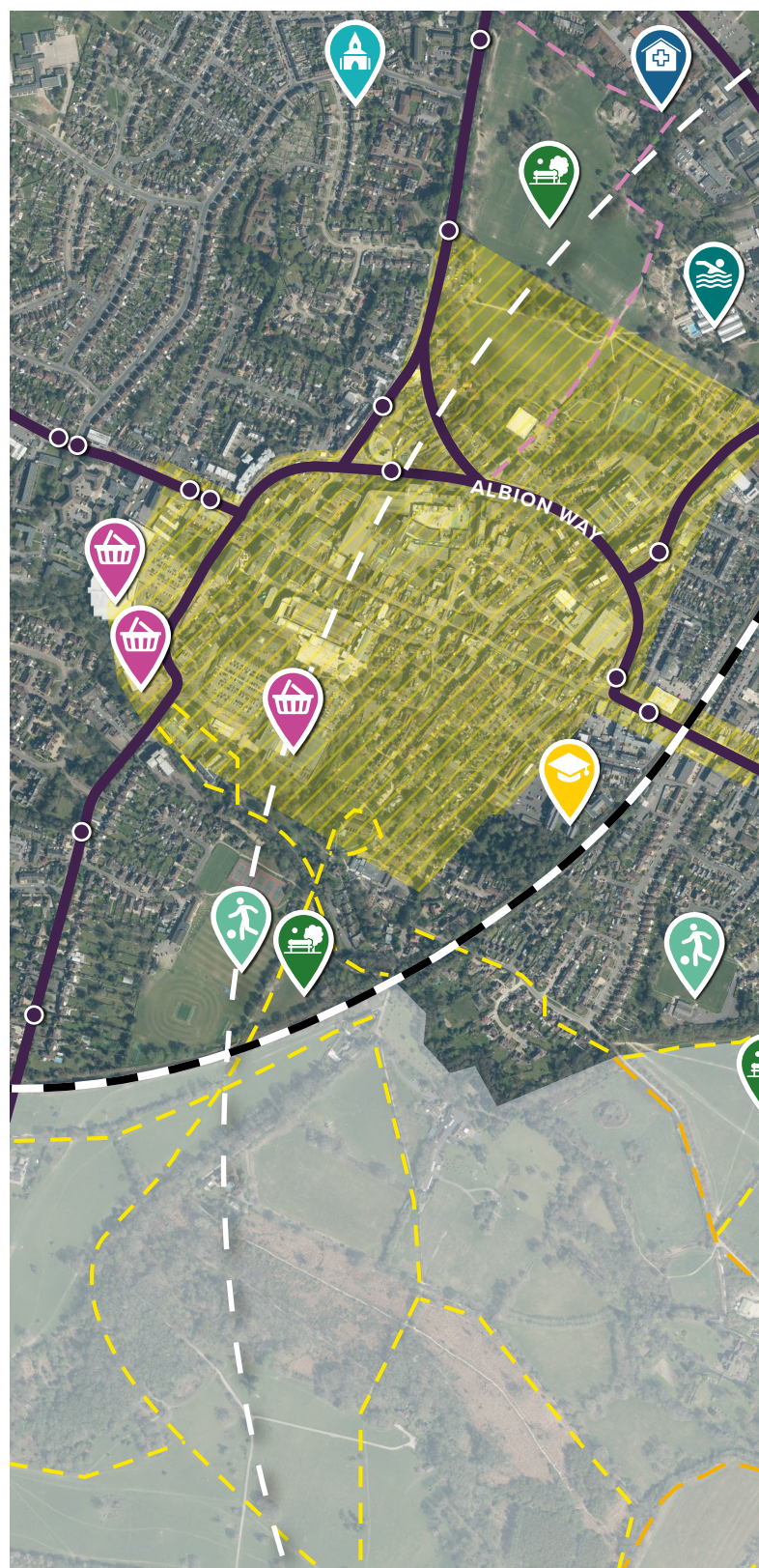
2.5 EXISTING FACILITIES

Horsham Town is the main town in the District. It is a vibrant market town with a welcoming, lively atmosphere. It offers a good range of places to eat and drink, alongside a selection of well-known High Street shops and supermarkets. Traditional twice-weekly markets continue to take place in Carfax, helping to maintain the town's long-established market character.

The town centre also provides a variety of leisure and cultural attractions, including a cinema, a theatre, and the REC Rooms, which hosts live music and entertainment. Horsham's main railway station is located to the north of the town centre, providing convenient access for commuters and visitors alike.

Nearby educational facilities include The Forest School, Millais Secondary School and Heron Way Primary School. Additionally, Horsham Montessori Nursery is located just to the north of the Site on Higgins Way.

Horsham is also home to variety of recreational amenities and clubs, including several allotments, several golf courses, Horsham Rugby Football Club, Horsham Sports Club, and a leisure centre, contributing to a well-rounded and active community environment.



Site Boundary: **9.23ha**



Horsham town centre including shops, restaurants, pubs, and Horsham Museum



Industrial estate / business park



Horsham Montessori Nursery



Public house



Supermarkets



Convenience stores



Educational facilities

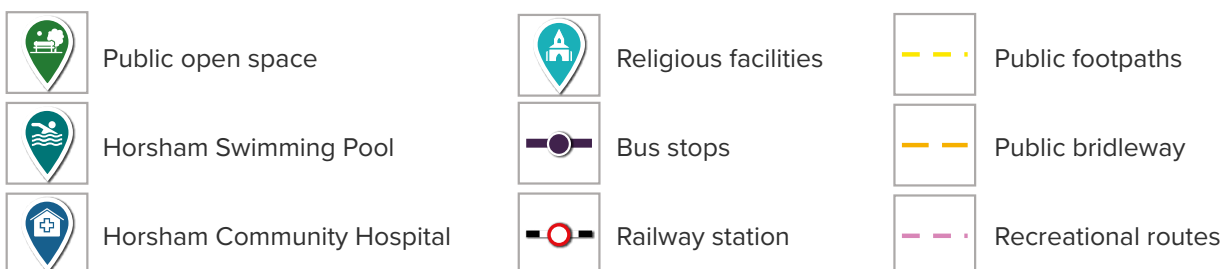
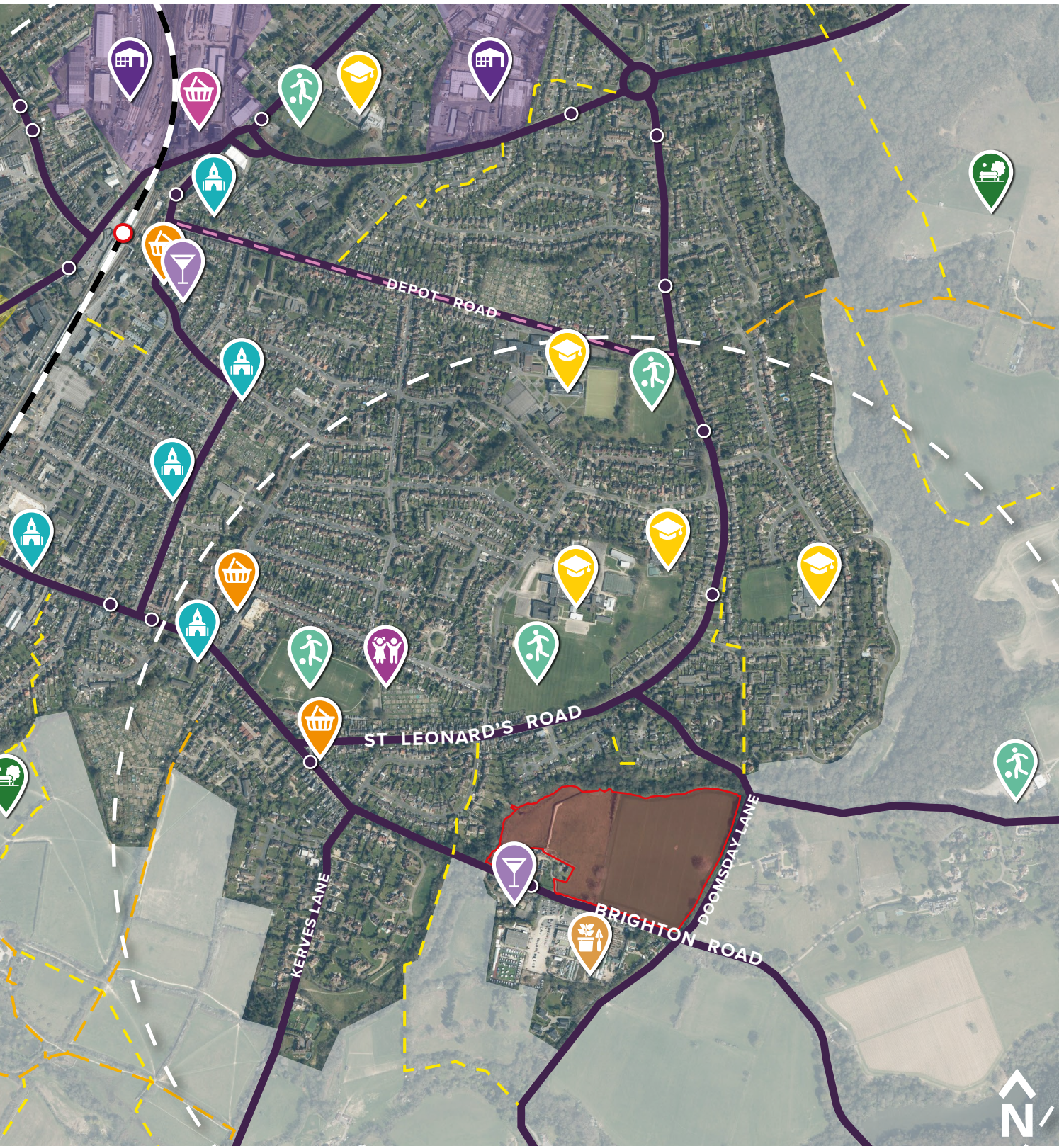


Hillier Garden Centre (incorporating farm shop/ cafe & homeware)



Sports facilities

Figure 2.6
Existing Facilities Plan.



2.6 HERITAGE

A Cultural Heritage Desk-Based Assessment has been prepared to support the planning application. The assessment reviewed designated heritage assets within a 1 km radius of the Site and identified several Listed Buildings and a Scheduled Monument. The closest of these is the Grade II Listed Magpie House, located approximately 30m south of the Site on Sedgwick Lane. The assessment concludes that the proposed development would have a neutral or no impact on the significance or setting of these heritage assets.

The Assessment also finds that no World Heritage Sites, Registered Parks and Gardens, Historic Battlefields, Protected Wreck Sites, or Conservation Areas fall within the study area. The proposals will not affect any locally listed or non-designated built heritage assets. The Site is also not situated within an area of designated archaeological priority.

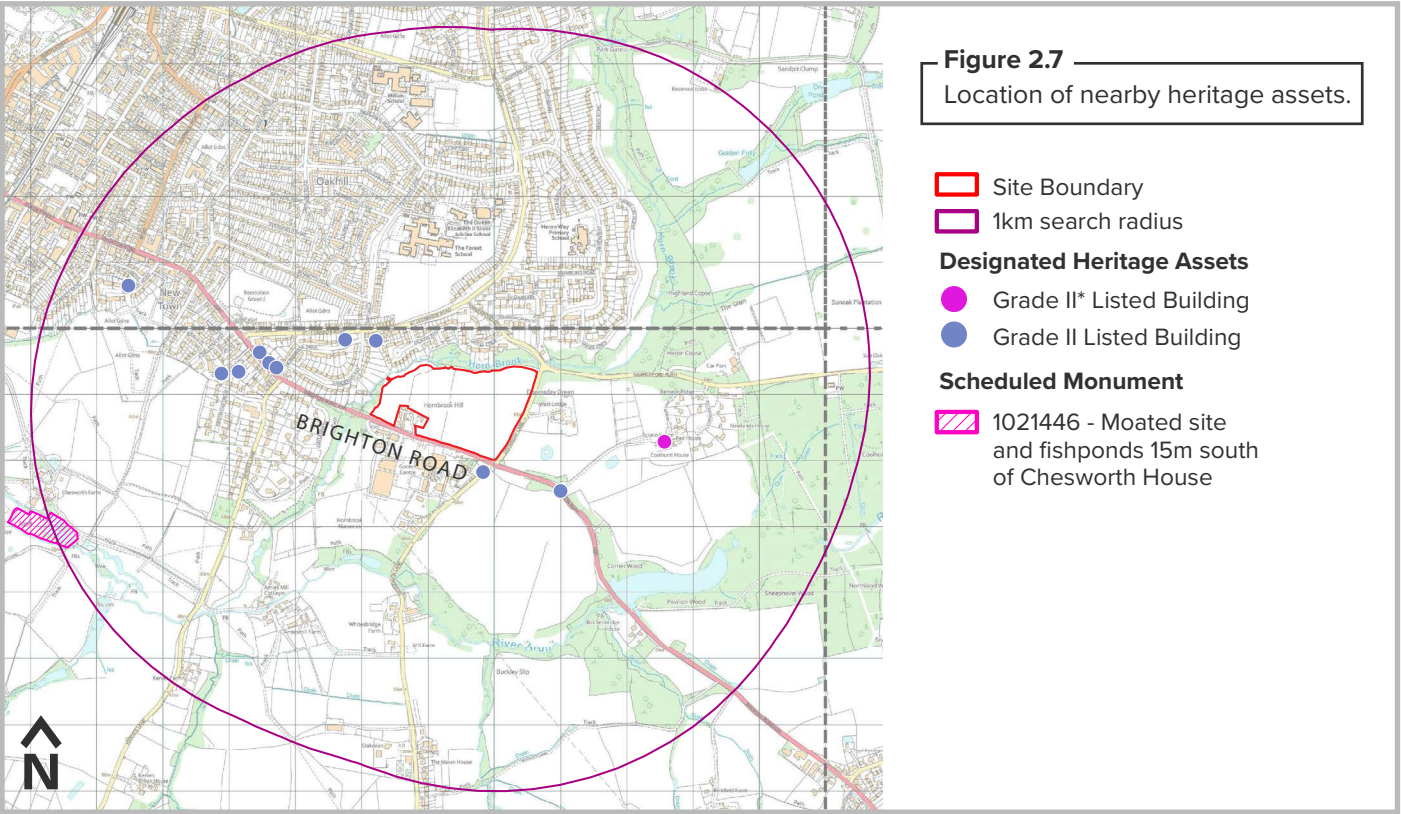
A geophysical survey undertaken in February 2025 identified anomalies attributable to historic and

modern agricultural activity, natural features, and minor indeterminate disturbances. No anomalies of definitive archaeological origin were recorded.

Historic agricultural practices from the Post-Medieval period onwards are likely to have caused moderate but widespread disturbance to any below-ground archaeology. Overall, the Site is assessed as having a low potential for archaeological remains of any period, with any such remains likely to be of no more than local significance.

Existing on-site hedgerows are considered to have potential local historic value. The Assessment anticipates that impacts are limited to minor removals necessary for access, landscaping, and drainage works.

Given the low archaeological potential and the results of the geophysical survey, any required archaeological trial trenching could be appropriately secured through a planning condition attached to a future planning permission.



2.7 FLOOD RISK

A Flood Risk Assessment (FRA) has been prepared to support this planning application and should be consulted for detailed information on the potential flood risks to the Site, including the implications of climate change and the proposed drainage strategy.

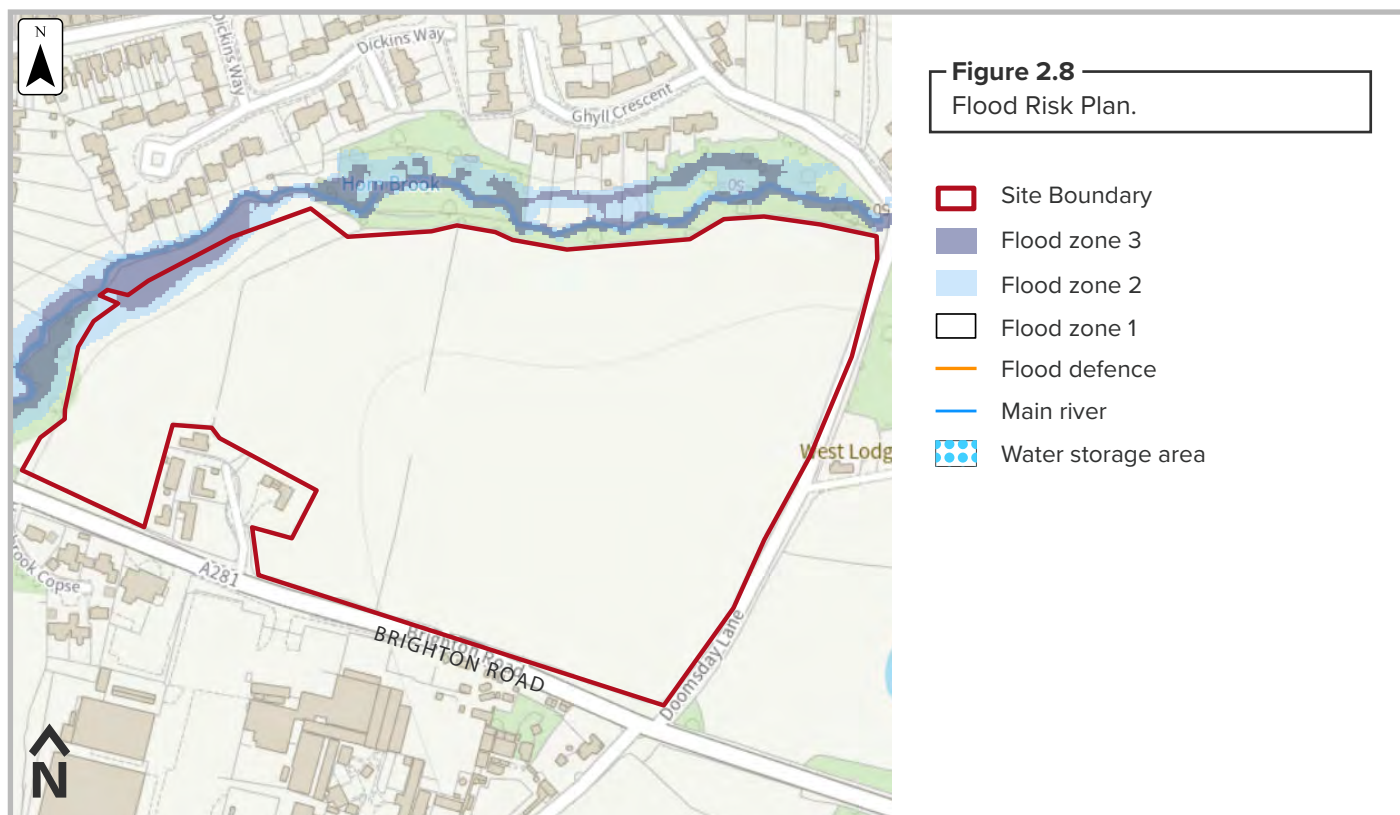
The FRA demonstrates how the vast majority of the Site is not in an area of fluvial flood risk (i.e. from rivers), and that all of the land within the residential developable area is located within Flood Zone 1 (lowest probability of flooding).

The Site is also not at flood risk from reservoirs or manmade sources. Whilst there is one limited area of surface water (overland flow) flooding within the Site, this can be managed through the design process to ensure surface water is appropriately managed.

Except for a small, isolated ponded area observed along the central western boundary near the watercourse bank and the Site's low point, likely attributable to minor topographical variations within the watercourse corridor, the Site is not considered to be at any significant risk of surface water flooding.

OPPORTUNITY

New SuDS features should be seamlessly integrated into the neighbourhood's green infrastructure, serving both functional and ecological purposes. Their placement will not only support habitat creation and biodiversity but also play a defining role in shaping the masterplan, contributing to a distinctive and cohesive sense of place. Furthermore, it is considered the opportunity exists for an innovative SuDS design solution to be used that integrates the new SuDS features with a riverside walk.



2.8 LANDSCAPE & VISUAL CHARACTER

A Landscape and Visual Impact Assessment (LVIA) has been prepared in support of the outline planning application. The assessment describes the existing landscape character and quality of the Site and surrounding area, evaluates the Site's capacity to accommodate the proposed development, and identifies the potential landscape and visual effects on the wider setting.

The LVIA confirms that the Site is not subject to any statutory or non-statutory landscape designations. However, it notes that the edge of the High Weald National Landscape forms a strong, wooded backdrop to this part of Horsham, representing the edge of St Leonard's Forest, and extends directly to the town's eastern built boundary. The designation follows the line of Domesday Lane, forming the eastern boundary of the Site. As the Site lies outside the designated landscape, the LVIA concludes that the proposed development will result in No Effect on the physical fabric of the National Landscape (NL).

The LVIA describes the edge of St Leonard's Forest as comprising wooded ghylls and ponds that feed tributaries such as Horn Brook. The brook wraps around the eastern fringes of Horsham, skirting the Site's northern and western boundaries, before flowing south into the River Arun. The Site itself occupies a well-contained parcel of land on Horsham's south-eastern edge, enclosed by residential development to the north and west, existing built form along Brighton Road to the south, and Domesday Lane marking the wooded edge to the east.

The assessment finds that the Site has a relatively limited relationship with the wider open agricultural landscape, owing to the surrounding residential and commercial development and the presence of woodland and tree belts at its boundaries. These features contribute to a sense of containment, in contrast to the more open and panoramic qualities of the broader farmland and ridgeline landscape.

The LVIA acknowledges that some change to the setting of the National Landscape (NL) is likely as a result of new built form at the settlement edge, including the introduction of lighting and the further domestication of the landscape. However, it also notes that existing uses along Brighton Road already influence the NL setting to some extent, and that there are no identified views from public rights of way or open spaces within St Leonard's Forest in which the proposed dwellings would be visible or cause an adverse visual effect.

To minimise effects on the NL setting, the LVIA recommends that the proposed new homes should be set well back from Domesday Lane, with a substantial area of open space and landscaping forming a buffer. This should include new tree canopy planting and species-rich grassland with heathland characteristics, reflecting the attributes of the St Leonard's Forest Landscape Character Area (LCA) on whose fringes the Site sits.

Additionally, the LVIA advises that the eastern edge of the development should comprise lower-density, single-storey bungalows designed in the traditional local vernacular to create an appropriate rural transition fronting the open space. It further suggests incorporating private gravel tertiary lanes and metal railings along this boundary to evoke a parkland-style character.

OPPORTUNITY

To respond appropriately to the Site's relationship with the High Weald National Landscape (NL), the development should incorporate a generous offset along its eastern boundary. This should take the form of high-quality green space, broadening towards the south eastern corner of the Site to align with the local high point. This key design principle should be reinforced through the use of lower-density bungalows overlooking these spaces, helping to create a sensitive transition between the High Weald landscape and the proposed new homes.



Figure 2.9
Photo Location Plan.

← Approximate extent of Site →

Residential properties on
A281 Brighton Road



Photograph 1: View from Brighton Road looking north at the southern boundary of the Site, with existing buildings within Hornbrook Farm beyond.

← Approximate extent of Site →

Falcon Lodge

Residential properties on
A281 Brighton Road



Photograph 2: View from junction of Brighton Road / Doomsday Lane / Sedgwick Lane, looking north west towards the Site.

← Approximate extent of Site →

Falcon Lodge

Hillier Garden Centre
Horsham

Residential properties on
A281 Brighton Road

Residential properties
on Ghyll Crescent



Photograph 3: View from Doomsday Lane looking west across the Site.

← Approximate extent of Site →



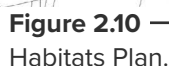
Photograph 4: View from junction of Hammerpond Road / Doomsday Lane looking south west towards the Site.

An Ecological Impact Assessment (EclA) has been prepared and submitted in support of the planning application. It finds that a large proportion of the Site is of low ecological value. However, habitats of greater value are present at the edge of the field compartments, including woodland, mature trees and hedgerows of high ecological value. Further ecological surveys and impact assessments have been carried out in relation to great crested newt, breeding birds, roosting bats, foraging/commuting bats, hazel dormouse and reptiles.

These ecological sensitivities have informed the layout, with higher-value boundary habitats retained and buffered to maintain connectivity and reduce disturbance. A 10m buffer to Horn Brook will protect the riparian corridor, and hedgerow losses have been minimised, with compensatory planting integrated into the green infrastructure strategy.

Construction and operational measures are targeted to species needs. A dark-corridor lighting strategy protects bat activity; vegetation clearance is timed to avoid the bird-nesting season; precautionary checks for otter and water vole are required near Horn Brook; and reptile-sensitive clearance overseen by an Ecological Clerk of Works will avoid impacts to the small common lizard population.

The EcIA concludes that, with embedded and additional mitigation secured through the CEMP, BMEP and LEMP, construction impacts reduce to negligible or minor levels, with no significant residual effects. In the long term, new hedgerows, scrub, grassland and tree planting will enhance connectivity and deliver measurable biodiversity gains.



2.10 ARBORICULTURE

A Tree Survey and Arboricultural Implications Assessment has been undertaken to support the planning application, evaluating the impact of the proposed development on trees and hedgerows across the Site. The survey covered both the Site, and for the purposes of completeness, some of the trees just beyond the western and northern boundaries.

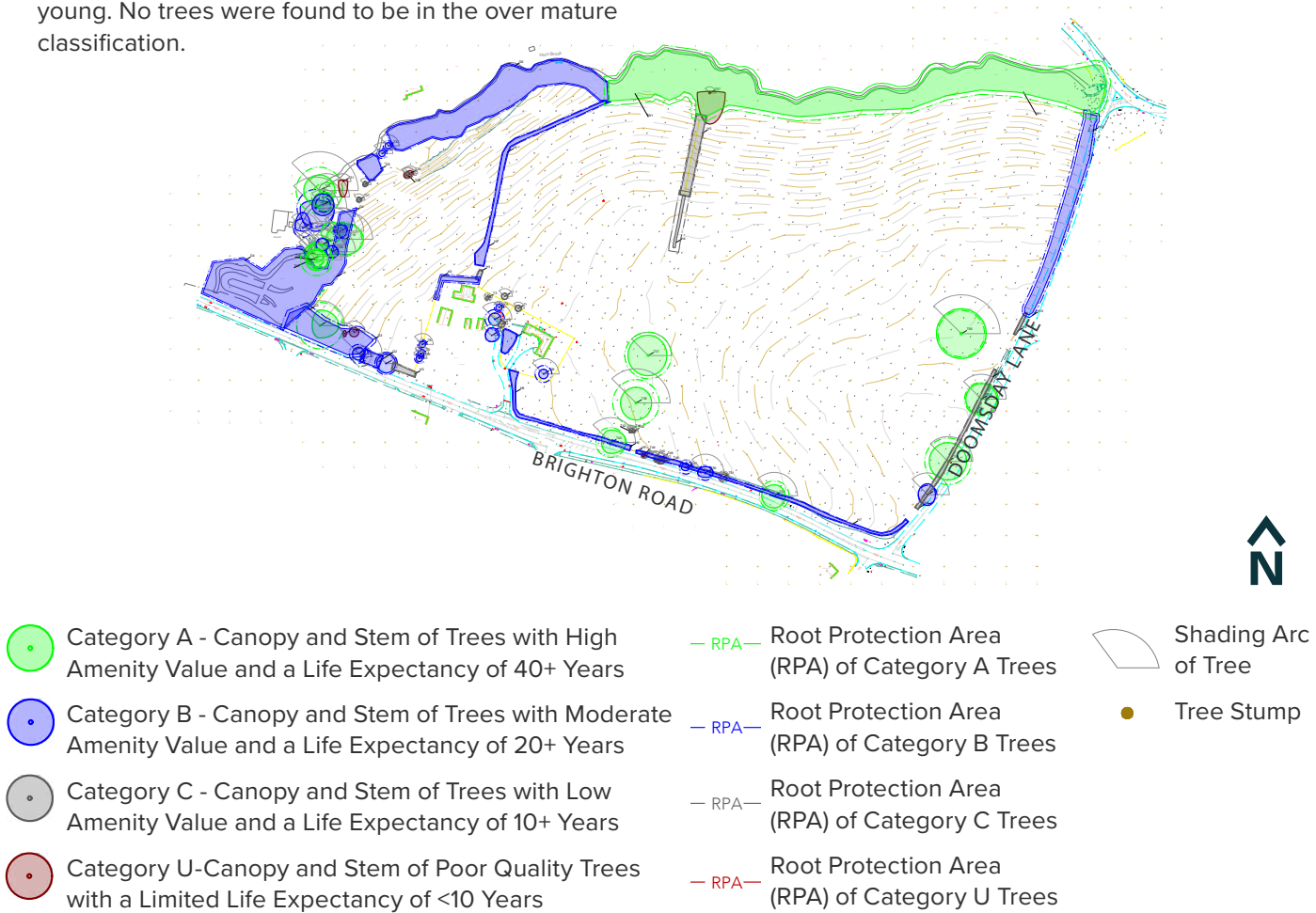
Key findings include:

- A total of 57 individual trees, ten hedgerows, six groups and one woodland were surveyed and recorded.
- The majority of the trees surveyed on-site were attributed category B status (19 individuals, six groups and seven hedgerows). A further 17 individuals and three hedgerows were assigned category C status. 15 individuals and one woodland were attributed category A status, whilst six individuals were attributed category U status.
- Of the trees surveyed, 20 individuals, eight hedgerows and one woodland were classified to be at a mature life stage. 27 individuals, four groups and two hedgerows were classified as early mature and three individuals and two groups were found to be semi-mature. A further seven individuals were classified as young. No trees were found to be in the over mature classification.

OPPORTUNITY

The Site’s existing landscape features should be largely retained and celebrated where practical, helping to shape the masterplan so that new homes are sensitively embedded within their existing setting. Their integration is fundamental to delivering a landscape-led approach to placemaking. In particular, the opportunity exists to strengthen the existing hedgerows along the Site’s eastern and southern boundaries, particularly where the hedgerow is gappy along the southern part of the eastern boundary.

Figure 2.11
Tree Constraints Plan.



2.11 UTILITIES

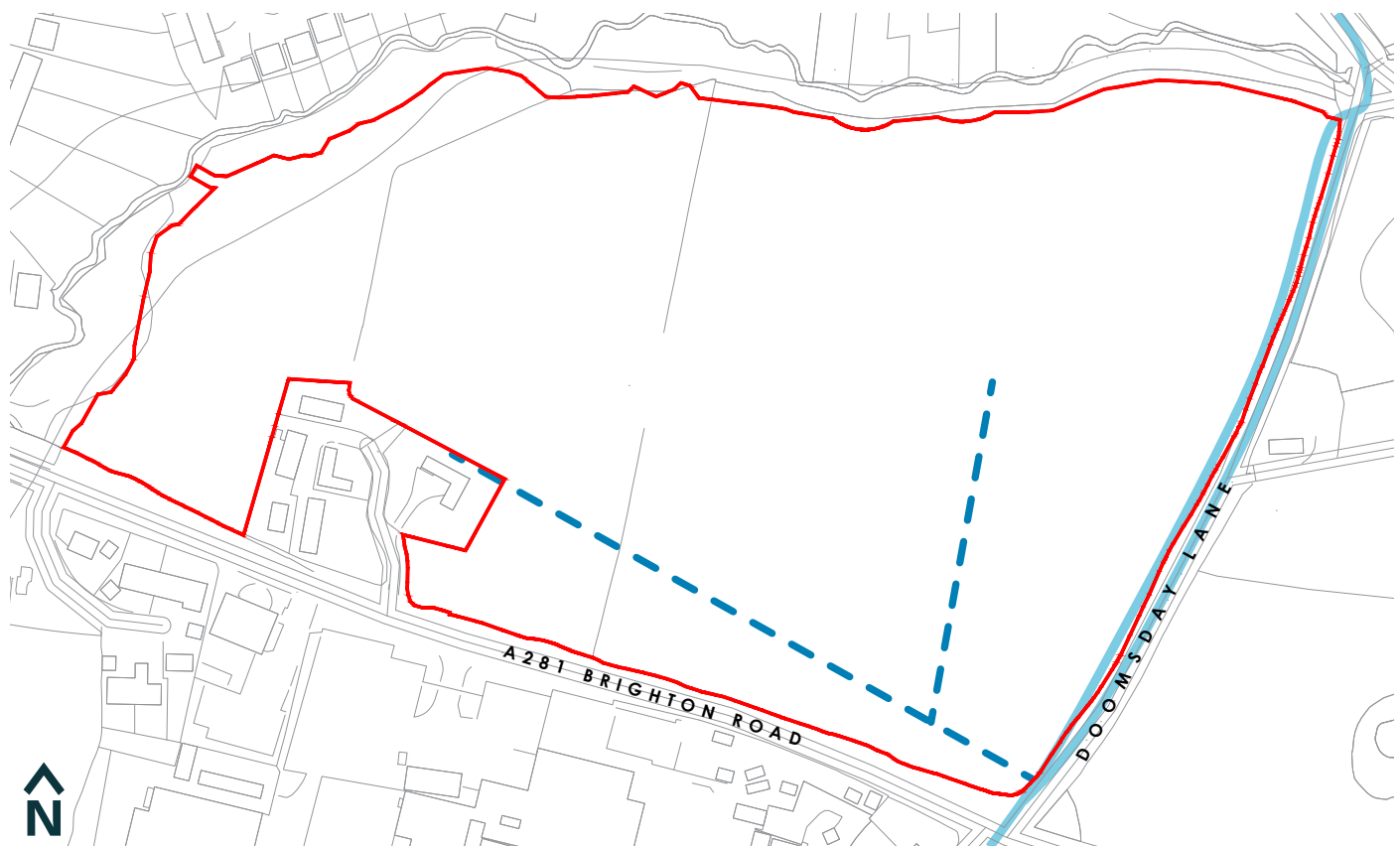
The Site is crossed by several utilities, as follows:

- **A 21-inch (500mm) diameter strategic trunk water main runs parallel to the Site's eastern boundary.** This strategic pipeline is subject to a 6m statutory easement (3m either side). A further potable water main runs parallel to this water main underneath Domesday Lane.
- A private water main crosses the Site in the south and east, which previously served Hornbrook Farmhouse and a former cattle trough. This water main was disconnected some years ago so does not present a constraint to development.

Figure 2.12

Location of utilities.

	Site Boundary
	Abandoned Private Water Mains
	Adopted Potable Main



2.12 NOISE

A Noise Impact Assessment has been prepared and submitted in support of the outline planning application. The assessment, prepared by Cass Allen, evaluates noise impacts on the proposed development.

The primary source of noise was identified as road traffic from Brighton Road (A281). The assessment finds that the development is acceptable under Professional Practice Guidance on Planning and Noise, provided certain mitigation measures are implemented. These include the adoption of acoustically upgraded glazing and ventilation where required, as well as acoustic screening for gardens near the Site boundaries, such as 1.8m high close-boarded timber fencing. Compliance with Building Regulations Part O was also considered, noting that some bedrooms may require designs allowing windows to remain closed at night without overheating. Overall, the Site is deemed suitable for development, with planning permission recommended subject to appropriate noise-related conditions.

2.13 AIR QUALITY

An Air Quality Assessment (AQA), prepared by Cass Allen, has been undertaken to support the planning application. The assessment evaluates the potential air quality impacts associated with the proposed development. It considers relevant national and local planning policies and guidance.

The AQA finds that the Site is not within or near an Air Quality Management Area (AQMA), suggesting that local air quality is generally acceptable, with pollutant levels mainly influenced by traffic emissions from Brighton Road and surrounding roads.

The AQA assessed construction-phase dust and particulate matter (PM10) risks, identifying Medium and Low Risk levels without mitigation. It finds that recommended best-practice measures are expected to prevent significant residual impacts. Operational-phase modelling predicts nitrogen dioxide (NO₂) and particulate concentrations at sensitive receptors to remain below Air Quality Objectives (AQOs), with no additional mitigation required. Development-related traffic is not anticipated to cause significant air quality effects, and overall impacts are considered 'not significant.' A damage cost calculation was also completed to quantify environmental costs and inform mitigation.

In conclusion, the Site is deemed suitable for development with no air quality constraints to planning permission.

2.14 SITE INFLUENCES & OPPORTUNITIES

The Influences and Opportunities Plan represents a summary of the key influences and opportunities that should be considered in the design of the masterplan proposals, as identified in the preceding sections, these are as follows:

Access and Connectivity

Vehicular access to the Site should be taken from Brighton Road, with the opportunity to provide an emergency only access from Doomsday Lane at the location of the existing gated field entrance. In line with Policy HOR1 of the Emerging Local Plan, a new pedestrian crossing point should also be delivered on Brighton Road in order to maximise connectivity.

Relationship with the High Weald NL

The south eastern parts of the Site should remain as open space in order to create a sensitive transition between the proposed development and the NL to the east of Doomsday Lane. This open space should include new tree canopy cover and species rich grassland, including heathland characteristics in line with the LCA. Lower density bungalows should front this open space in order to mark the transition in character as a 'rural edge'.

Existing landscape framework

The majority of the Site's existing landscape features are located along its boundaries, with there being only limited tree and hedgerow cover within the interior of the Site. The Site's existing trees and hedgerows should be retained and thoughtfully integrated into the masterplan (save for where removal is required to facilitate the Site access, riverside walk and associated ground/drainage works and access between the parcels), ensuring that new homes are harmoniously embedded within their landscape setting. Their retention is essential to delivering a landscape-led approach to placemaking and the creation of high-quality public open spaces.

View to St Mary's Church

Responding to feedback from HDC in their pre application letter, a view corridor to the spire of St Mary's Church should be retained to preserve this key view from the eastern part of the Site.

Drainage – SuDS

To help manage flood risk, new Sustainable Drainage Systems (SuDS) features should be provided as integral and distinctive parts of the Site's green and blue infrastructure.

Respecting the Local Vernacular

At the detailed design stage, the new homes, particularly those overlooking the open spaces in the eastern part of the Site, should be carefully designed to respect the distinctive local vernacular, ensuring architectural harmony with the local area.

Riverside Walk

As per Policy HOR1 of the Emerging Local Plan, the masterplan should deliver a riverside walk alongside Horn Brook, forming an integral and seamless component of a wider network of recreational footways threaded throughout the development's green spaces.



Site boundary: **Aprx. 9.23ha**

OPPORTUNITIES



Potential vehicular/pedestrian/cycle access



Potential developable area



Opportunity for bungalows/lower height/density & gradual transition to AONB



Potential pedestrian/cycle link



Potential emergency access



Potential frontage orientation



Opportunity for children's play area



Potential riverside walk and recreational route



Opportunity to strengthen boundary vegetation and provide new hedgerows



Opportunity to relocate east-bound bus stop along A281 Brighton Road



Green gateway



Potential location for SuDS swales

INFLUENCES



Contours and spot heights (AOD=Above Ordnance Datum)



Fluvial flood zone



Sensitive residential edge



Existing vegetation (and RPAs) and trees incorporated into the design



Existing water main and 6m easement

CONTEXT



Bus route and stops



Local facilities



Water bodies and courses



High Weald National Landscape



Public Rights of Way (Bridleway)



Public Rights of Way (Footpath)



Grade II Listed Building



Existing field access points



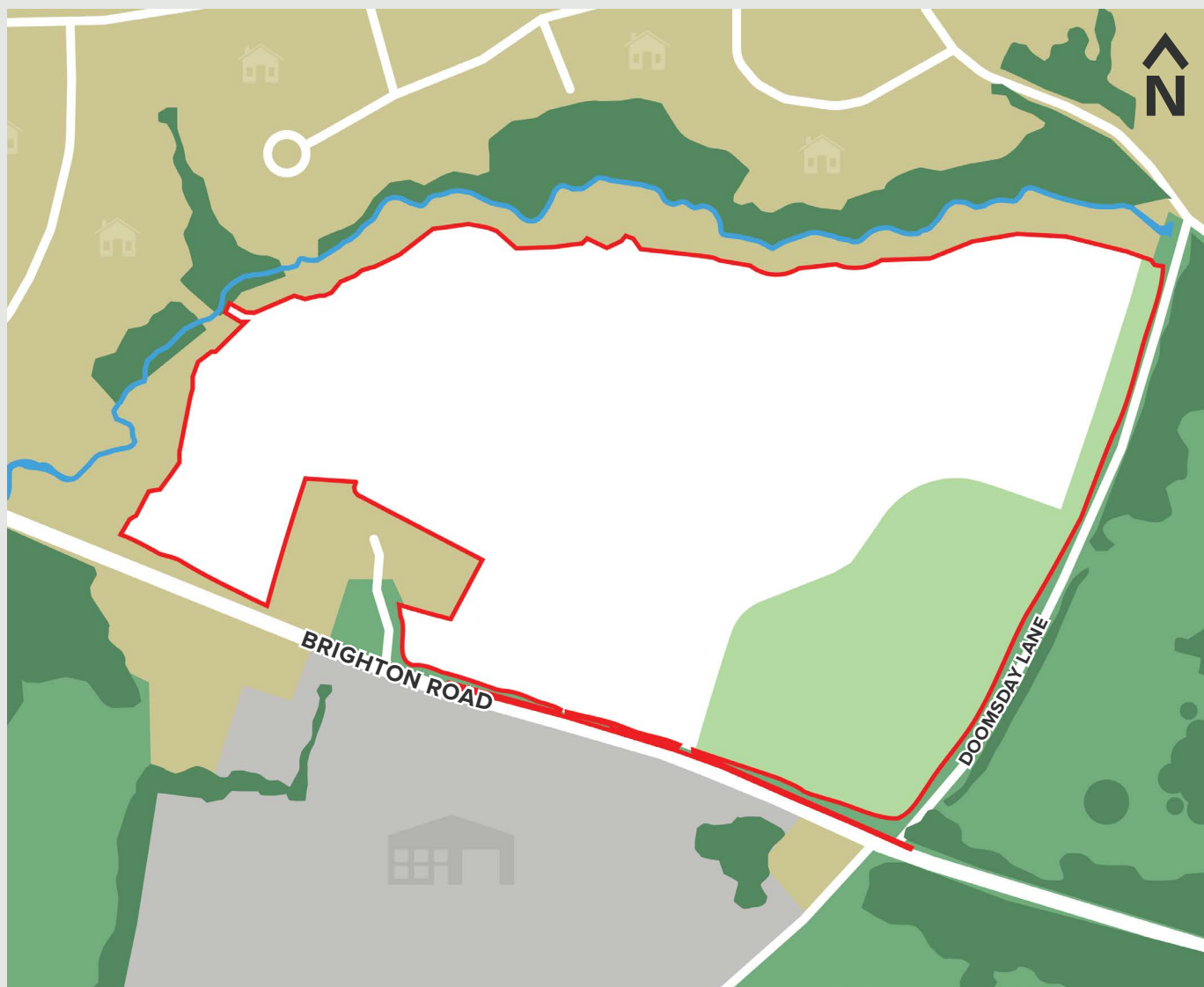
Non-designated heritage asset of local importance



Masterplan Concept.

This chapter establishes the overall masterplanning concept for the proposed development.

3.1 LAYOUT PRINCIPLES



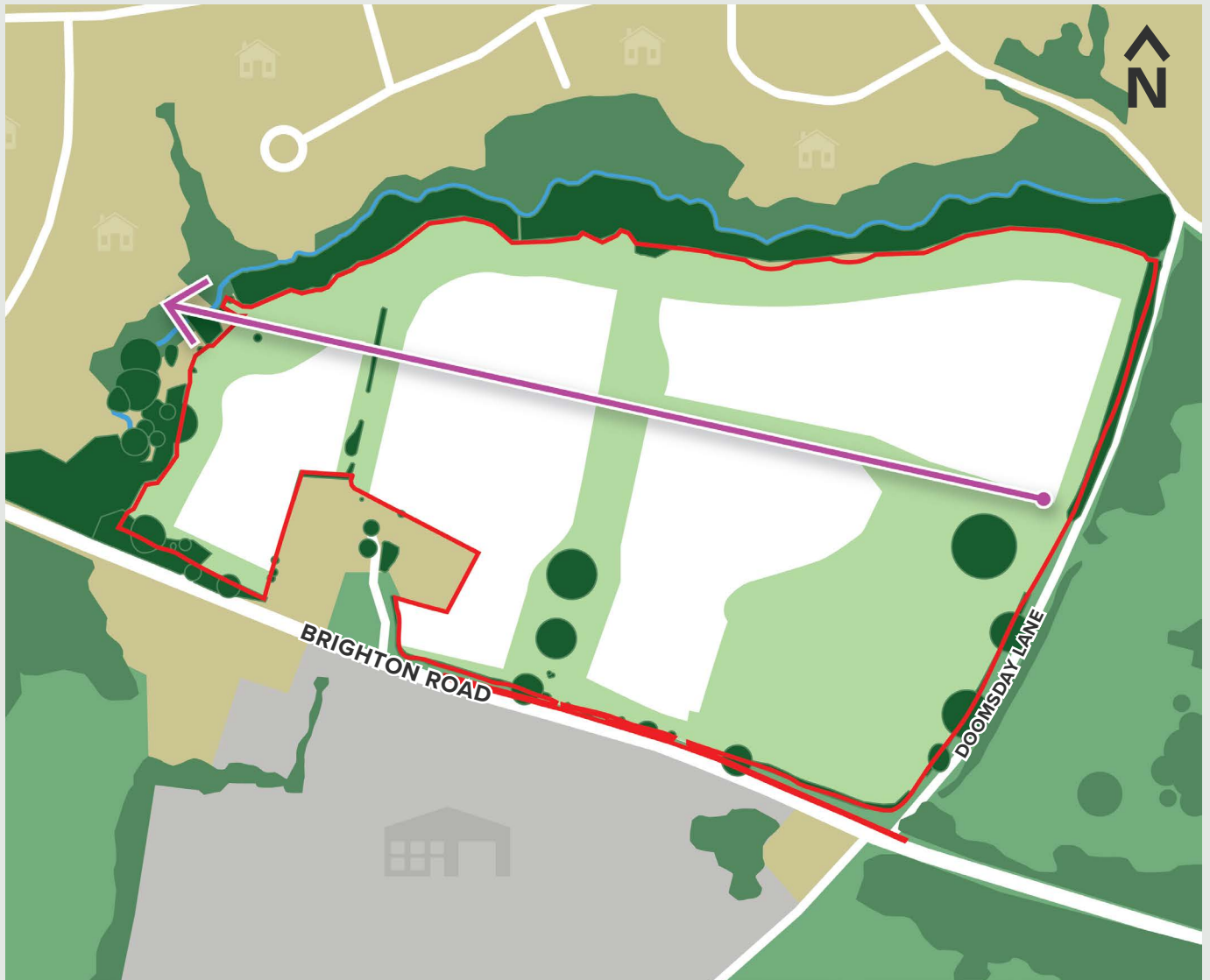
1. PROTECT THE SETTING OF THE HIGH WEALD NATIONAL LANDSCAPE

In response to the Site's relationship with the adjacent High Weald NL, the south / eastern areas of the Site are proposed to be retained as open space. This will create a sensitive and legible transition between the proposed new homes and the NL to the east. The widening of the open space in the south eastern part of the Site coincides with the highest part of the Site.

This open space will include new tree planting and species-rich grassland, with areas incorporating heathland characteristics. These elements reflect the principles set out within the LCA and reinforce the local landscape character.

New homes addressing this open space will be limited to lower-density bungalow forms, creating a gentle transition in scale and built form, and clearly articulating a 'rural edge' to the settlement. Retaining open space in the south eastern part of the Site is also important in safeguarding the setting of the Grade II listed Hillier Cottage and Falcon Lodge on Sedgwick Lane.

Figure 3.1 - 3.2
Layout Principles Plans.



2. WORK WITH EXISTING LANDSCAPE FRAMEWORK & RETAIN VIEW TO ST. MARY'S CHURCH

The existing trees and hedgerows across the Site will be retained for the most part and incorporated into the development's green infrastructure, forming a key structural element of the masterplan. Their retention will help shape a layout in which new homes are sensitively integrated into the context of the Site.

In addition, a view corridor towards the spire of St Mary's Church to the west can be maintained, partly through a green corridor within the eastern part of the Site and partly via an area of green space in the west of the Site, with a street running between them.

This principle is fundamental to delivering a landscape-led approach and aligns strongly with Layout Principle 1.

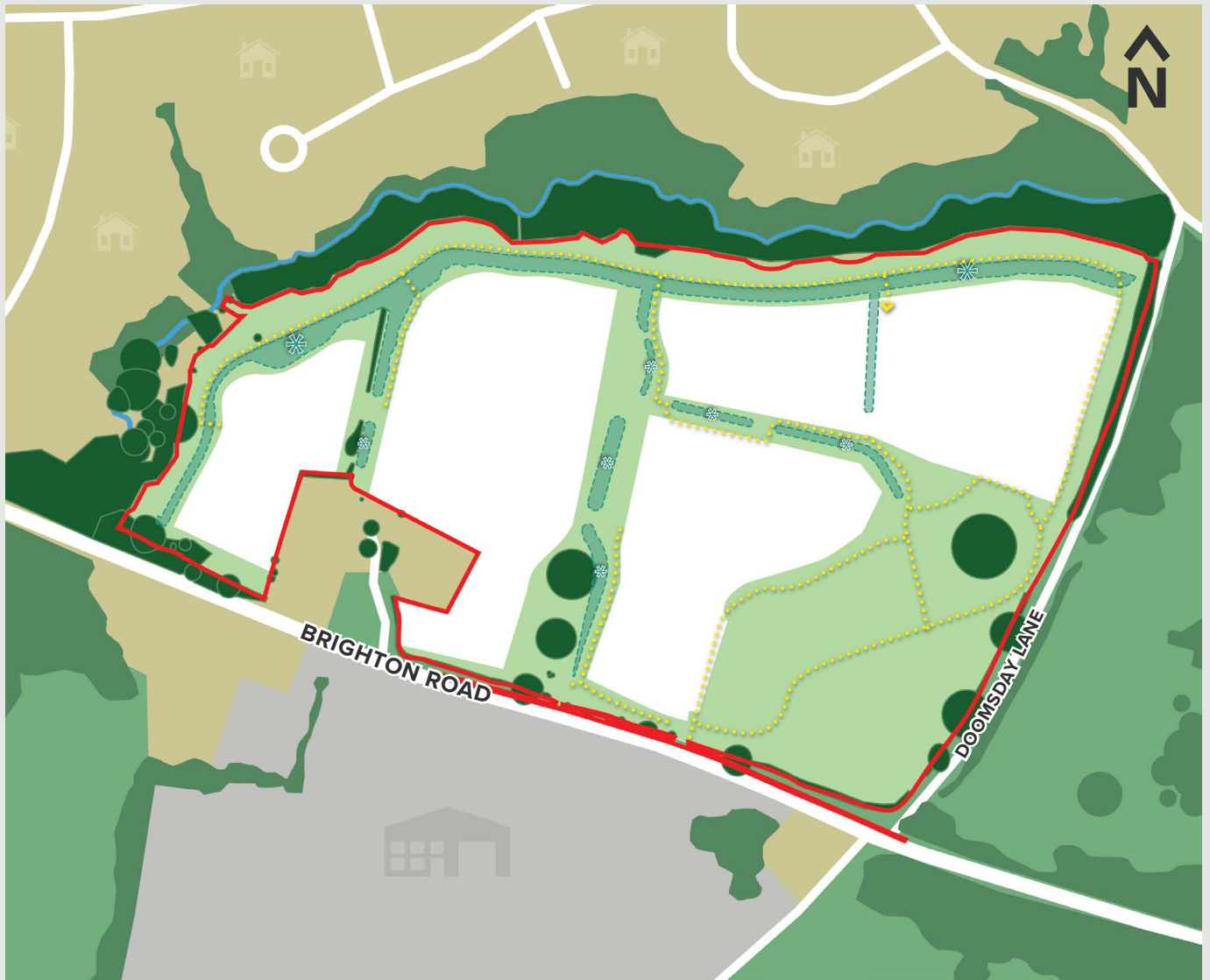


3. RIVERSIDE WALK

In line with Policy HOR1 of the Emerging Local Plan, a new riverside walk will be delivered alongside Horn Brook. As part of an innovative approach to integrating the SuDS features, the riverside walk will run along the top of an embankment that forms the northern edge of a new linear swale following the natural contours in this part of the Site.

The riverside walk will become a key element of a wider network of connected pedestrian routes running through the development's green spaces.

Figure 3.3 - 3.4
Layout Principles Plans.



4. INTEGRATED SUDS FEATURES

A network of swales will form an integral component of the development's open spaces, serving both functional and aesthetic roles within the development's multifunctional open spaces. In addition to contributing to visual amenity, the swales will promote health and wellbeing, enhance the development's sense of place, and provide everyday opportunities for residents and visitors to engage with nature.

Designed with biodiversity at their core, these features will also strengthen the Site's wider habitat network, supporting ecological connectivity across the Site.

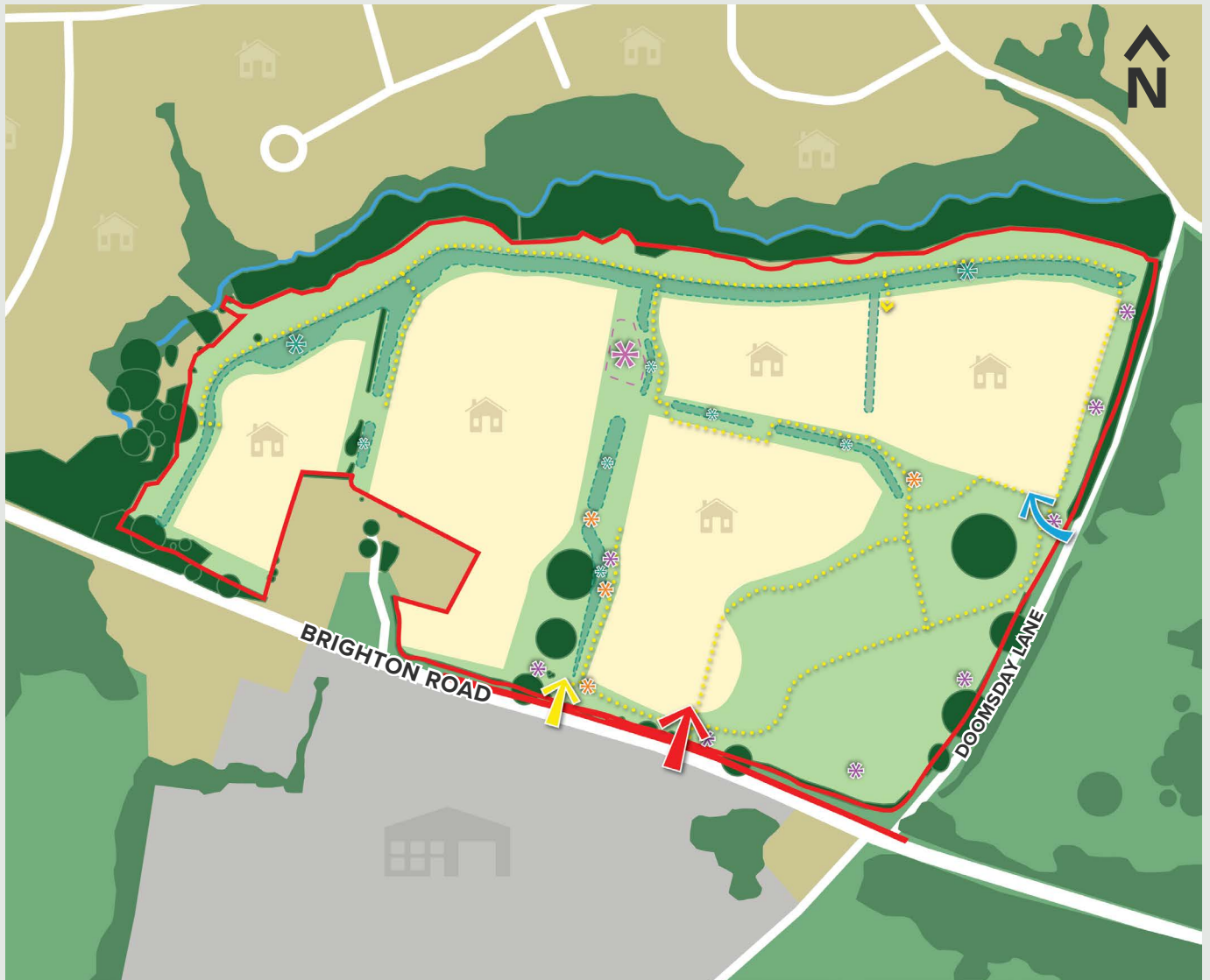


5. ACCESS & CONNECTIVITY

A vehicular access point and a separate pedestrian access point will be taken from Brighton Road. A relocated eastbound bus stop (northern side of Brighton Road), located close to the new pedestrian access point, will deliver a safer, more accessible bus stop. This will be supported by a new signalised pedestrian crossing point on Brighton Road which will connect with the existing pedestrian infrastructure on Brighton Road to maximise the development's connectivity with the surrounding area.

An emergency access point serving the development is to be provided from Doomsday Lane.

Figure 3.5 - 3.6
Layout Principles Plans.



6. A LOGICAL LOCATION FOR NEW HOMES

Through a careful assessment of the Site's opportunities and influences, logical locations for the new homes are identified through the thoughtful application of landscape-led design. By prioritising the retention of the Site's existing trees and hedgerows, and locating areas of green space in the areas of the Site closest to the High Weald NL, the masterplan proposals embed green infrastructure into the design narrative, and in turn the fabric of the development.

The Illustrative Masterplan.

This chapter presents the proposed Illustrative masterplan.

4.1 LAND USE & ACCESS PARAMETER PLAN

The overarching parameters for the proposed development of up to 180 homes are set out in the Land Use and Access Parameter Plan (Figure 4.1). The Plan is guided by the robust design principles outlined in the previous chapter, ensuring the delivery of a genuinely landscape-led masterplan. It responds sensitively to the Site's relationship with the High Weald NL, its existing landscape features, and the wider contextual setting.

A key design principle is the creation of a substantial area of public open space in the south eastern corner of the Site, set back from Doomsday Lane by up to 115m. This space connects seamlessly to a green corridor running north along the eastern boundary, forming a central component of the landscape framework. Together, these areas will soften the visual transition between the rural landscape to the east and the new development, whilst establishing an informal parkland character through extensive tree and hedgerow planting.

This green space will also respect the setting of nearby listed buildings and create a distinctive green gateway to Horsham along Brighton Road.

More broadly, the landscape-led approach embedded within the Land Use and Access Parameters Plan shapes the entire masterplan. It prioritises the retention of existing trees and hedgerows within public open spaces, the strengthening of established hedgerow networks, and the provision of extensive areas of accessible open space. These layered landscape elements are woven together to form a connected network of green spaces that will support daily interaction with nature, promote healthier lifestyles, and foster wellbeing and community cohesion. Together, these open spaces equate to 47% of the total Site area.

The Land Use and Access Parameter Plan also identifies a new primary access for vehicles, pedestrians, and cyclists from Brighton Road, along with an emergency access from Doomsday Lane.

Residential Development Area – Up to 180 homes (4.83 hectares)

The outline planning application makes provision for up to 180 new homes within a residential development area measuring 4.83 hectares. Of these, 35% will be delivered as affordable housing.

In accordance with Policy HB2 (Meeting Local Housing Needs) of the HBNP, the detailed design stage will ensure that the housing mix responds directly to identified local needs, with particular emphasis on providing homes suitable for first time buyers and young families wishing to move into or remain in the area.

Equally, reflecting another key objective of Policy HB2, the inclusion of new bungalows located in the eastern and south eastern parts of the Site (see Section 4.2) will offer suitable downsizing opportunities for older residents.

The overall mix of homes will support the delivery of a sustainable, inclusive, and well-balanced new community.

Green Infrastructure – 4.31 hectares

A significant proportion of the Site will comprise green infrastructure to form a connected and accessible network of public spaces. The green infrastructure equates to 47% of the total Site area, and will provide a high quality and attractive setting for the new homes.

At 4.31 hectares, the amount of green infrastructure proposed far exceeds the quantity standards set out in HDC's Open Space, Sport and Recreation Review (June 2021). Further information on the amount, type and character of the proposed green infrastructure provision is provided in Chapter 6: Green Infrastructure.

Horsham District Council (HDC), in their pre application response, welcomed the positive refinements made to the Parameters Plan. They acknowledged that retaining open space in the south eastern corner “would assist in managing the transition between the development Site and the National Landscape to the east of Doomsday Lane”. HDC also supported the retention of existing vegetation, noting that “the submitted land use / parameter plan retains the existing field boundaries and arranges the developable parcels within these areas, which is encouraged”.

Figure 4.1
Land Use and Access Parameter Plan.



KEY	GREEN INFRASTRUCTURE	MOVEMENT
Site boundary: 9.23ha	Proposed public open space (including open space, landscaping, play facilities, SuDS features and recreational routes)	Proposed vehicular access
DEVELOPMENT	Existing on-site vegetation	Proposed signalised crossing and pedestrian access
Developable area: 4.83ha	Opportunity for natural play-on-the-way and trim trail features along the recreational routes	Indicative street connections between parcels
CONTEXT	Opportunity for children's play area	Potential emergency access
Horn Brook	Proposed SuDS features	Opportunity to relocate east-bound bus stop along A281 Brighton Road
		Proposed riverside walk
		Indicative recreational routes



Figure 4.2
Building Heights Parameter Plan.



4.2 BUILDING HEIGHTS PARAMETER PLAN

The Building Heights Parameter Plan outlines the proposed upper height limits for buildings across the Site. Most of the proposed homes will be no more than 2 storeys in height, reflecting the prevailing scale and character of the adjacent residential areas. However, it is considered there is scope for some 2½ storey homes within the central parts of the Site, where slightly taller buildings can be accommodated without affecting existing properties to the north, northwest, or those that indenting the Site at Hornbrook Farm.

Given the Site's proximity to the High Weald NL, the Building Heights Parameter Plan proposes bungalows along the edges of the open spaces in the eastern and south eastern parts of the residential development area. Together with existing and proposed landscaping, this will help to create a gentle and sensitive transition between the new development and the NL to the east.

The open space in the south eastern part of the Site coincides with its highest point, at around 65m Above Ordnance Datum (AOD). Positioning bungalows away from this high point ensures they sit comfortably within the proposed parkland setting, reducing their visibility. These areas will also feature the lowest housing densities, further softening the development's relationship with the NL.

HDC, in their pre application response, are in agreement to the use of bungalows as described above, noting "As officers, we would support this approach as a starting point. The final layout and design of these properties would benefit from a low-density traditional design with hipped roof-forms and chimneys to create visual interest".



 Site Boundary: Aprx. 9.23ha

 Proposed new homes: Up to 180 homes

① Proposed vehicular access point

② Proposed emergency access

③ Proposed signalised crossing and pedestrian access

 Existing vegetation

 Proposed new landscaping - refer to Landscape Strategy Plan for more details

 Recreation routes (inc. riverside walk)

④ Children's Play Space
LEAP | 'Local Equipped Area for Play'

 Proposed Play-on-the-Way

 Proposed Trim Trail

⑤ Proposed SuDS Basins/ Swales

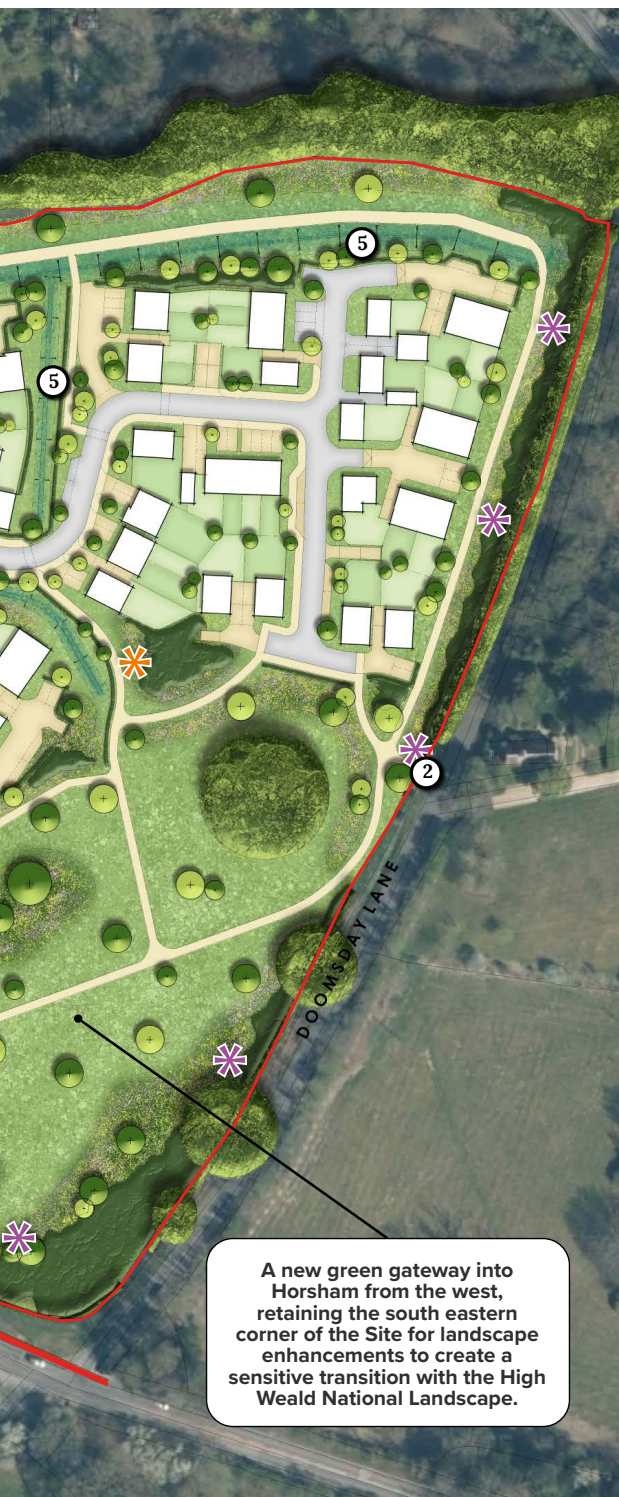


Figure 4.3
Illustrative Masterplan.

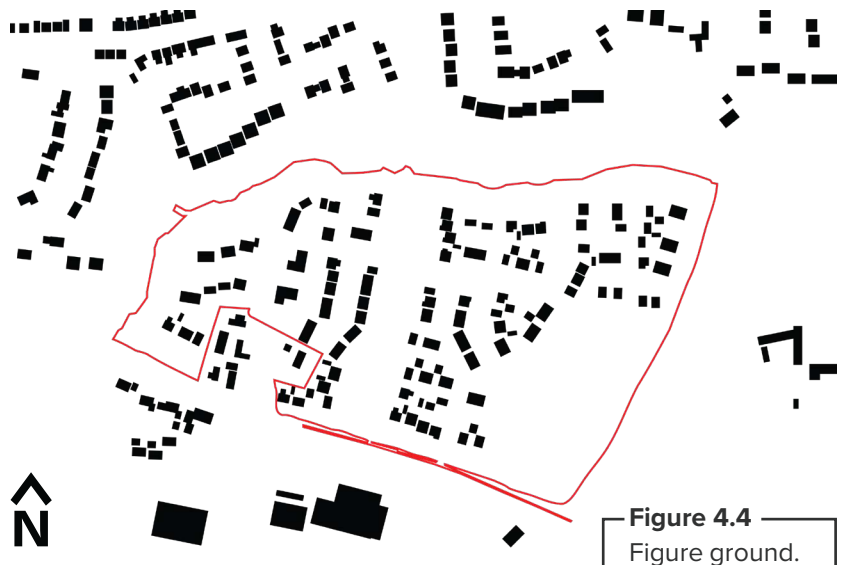
4.3 ILLUSTRATIVE MASTERPLAN

The Illustrative Masterplan (Figure 4.3) develops the two parameter plans further and provides greater detail on the overarching design principles that will guide the Site's development. Although layout is a reserved matter, the Illustrative Masterplan, together with the wider content of this DAS, sets out the key principles that any future reserved matters application will be expected to follow.

The Illustrative Masterplan, supported by the Figure-ground diagram (Figure 4.4), shows how the proposed development will form a logical and integrated extension to the existing settlement. The new homes will have a clear and coherent relationship with the built development to the north, south and west, whilst the strong physical boundaries created by Brighton Road and Doomsday Lane provide clear enclosure to the east and south east.

The large area of public open space in the south eastern part of the Site, anchored by the prominent existing oak tree, will create a distinctive gateway for the development and for people approaching Horsham from the east. The proposed bungalows overlooking this space will contribute to an attractive, well-used and welcoming environment that celebrates the Site's existing landscape features.

The Illustrative Masterplan also demonstrates how a view corridor towards the spire of St Mary's Church to the west will be preserved. This view, accessible from the eastern part of the Site, will be maintained through the careful alignment of streets and green spaces to the west. Retaining this view will help to root the proposals within their wider setting and will contribute positively to the development's strong overall sense of place.



3D Bird's Eye Illustration

The Illustrative Bird's Eye Visual highlights that 47% of the Site will remain as green space, including the substantial public open space in the south eastern part of the Site, the green corridors that structure and frame the housing parcels, and the new riverside walk running alongside the northern and north western boundaries.

The Visual also demonstrates how the retained hedgerows and mature trees, combined with new landscaping throughout the green spaces, will provide a strong landscape framework for the development. This will help to contain the new homes and minimise landscape and visual impacts on the wider area, including the High Weald NL. The interconnected network of green spaces can be clearly seen to integrate the proposed homes into the Site's landscape context and its surroundings.

Importantly, the Bird's Eye Visual shows that the proposals should be understood within the broader built context of this part of Horsham. As set out in the submitted LVIA, the Site's relationship with existing development to the north, south and west, together with the road infrastructure of Brighton Road and Doomsday Lane, and the established wooded area to the east, all contribute to providing a strong sense of containment for the new homes and reinforce their connection with the existing settlement edge.

With such a significant proportion of the Site remaining as public open space, the new homes will be set within an attractive and well-defined green framework. Enhanced by new landscaping, these spaces will promote wellbeing, support interaction with nature, and deliver a high-quality landscape setting. The homes will overlook



these areas of green space to provide strong levels of natural surveillance and attractive aspects, creating the basis for a safe and well-used public realm.

At the detailed design stage, a variety of house types and designs, unified by a consistent style, will be used to enhance the sense of place. Bay windows and design features on building sides, especially at key corners, will highlight important areas.

Doorway and porch details will contribute to variety and vitality within the streetscene. Where appropriate, homes with integral garages will be used, whilst still having habitable rooms at ground level to contribute to activity along these frontages.

At the detailed design stage, it is envisaged a mix of house type styles will be used, which could include the

selective use of apartments and short terraces to help increase the frontage along the development's principal streets.

A careful selection of materials, facade treatments and features, including red and brown brick shades together with the careful use of buff brick to create visual interest, render, tile hanging and white timber boarding/cladding, hipped roof-forms, and chimneys will be used for their harmony with the local architectural style. The combination of diverse house types, will be tied together by a restrained palette of material choices and architectural detailing to ensure that the new development has a strong and cohesive character that take clear and respectful inspiration from the traditional local vernacular.



Figure 4.5
Bird's Eye Visual.

4.4 OPEN SPACE CORRIDORS & THE RIVERSIDE WALK

Open Space Corridors

As outlined above, a key design principle underpinning the masterplan proposals is the network of open space corridors, which provide structure and logic to the proposed housing parcels. These corridors are conceived as multi-functional spaces accommodating new and existing landscaping, children's play, SuDS swales, and new recreational routes.

In response to pre-application feedback from HDC, the Illustrative Masterplan (Figure 4.3) and Landscape Strategy Plan (Figure 6.1) have been prepared to demonstrate how the open space corridors will function as meaningful landscape spaces that retain existing features whilst providing space for new planting to supplement and reinforce the landscape framework.

Notwithstanding that layout is a reserved matter, both the Illustrative Masterplan and Landscape Strategy Plan show that careful consideration has been given to maintaining the integrity of the open space corridors.

Importantly, the plans take full account of the relationship between these corridors and the adjacent street spaces, including on-street parking. Together, they demonstrate that the design of the open space corridors has been robustly tested and can be delivered as high-quality, meaningful open spaces at the reserved matters stage.

The Land Use and Access Parameter Plan (Figure 4.1) also identifies the location and extent of the open space corridors alongside the wider open space network. These areas align with those shown on the Illustrative Masterplan and Landscape Strategy Plan. As such, the Land Use and Access Parameter Plan can be secured by a suitably worded planning condition to ensure that the extent of the open space corridors is protected at the reserved matters stage.

Figure 4.6

Extracts of the Illustrative Masterplan showing the green corridors.



Riverside Walk

In accordance with Policy HOR1 of the Emerging Local Plan, a new riverside walk is proposed along Horn Brook. This route forms an integral part of the interconnected open space network. As part of an innovative approach to integrating SuDS features, the riverside walk is positioned along the top of an embankment forming the northern edge of a new linear swale that follows the natural contours of this part of the Site.

The earthworks associated with the swale and embankment are located where the existing topography is steepest, tying into ground levels along the northern and north western boundaries before the land falls more sharply into the steep-sided ghyll containing the Horn Brook. This approach ensures that built development is positioned away from the steepest parts of the Site. As with the other green corridors, the Illustrative Masterplan and Landscape Strategy Plan, together with the Land Use and Access Parameter Plan, demonstrate that the riverside walk can be delivered without compromising its intended character at the reserved matters stage.



4.5 DENSITY

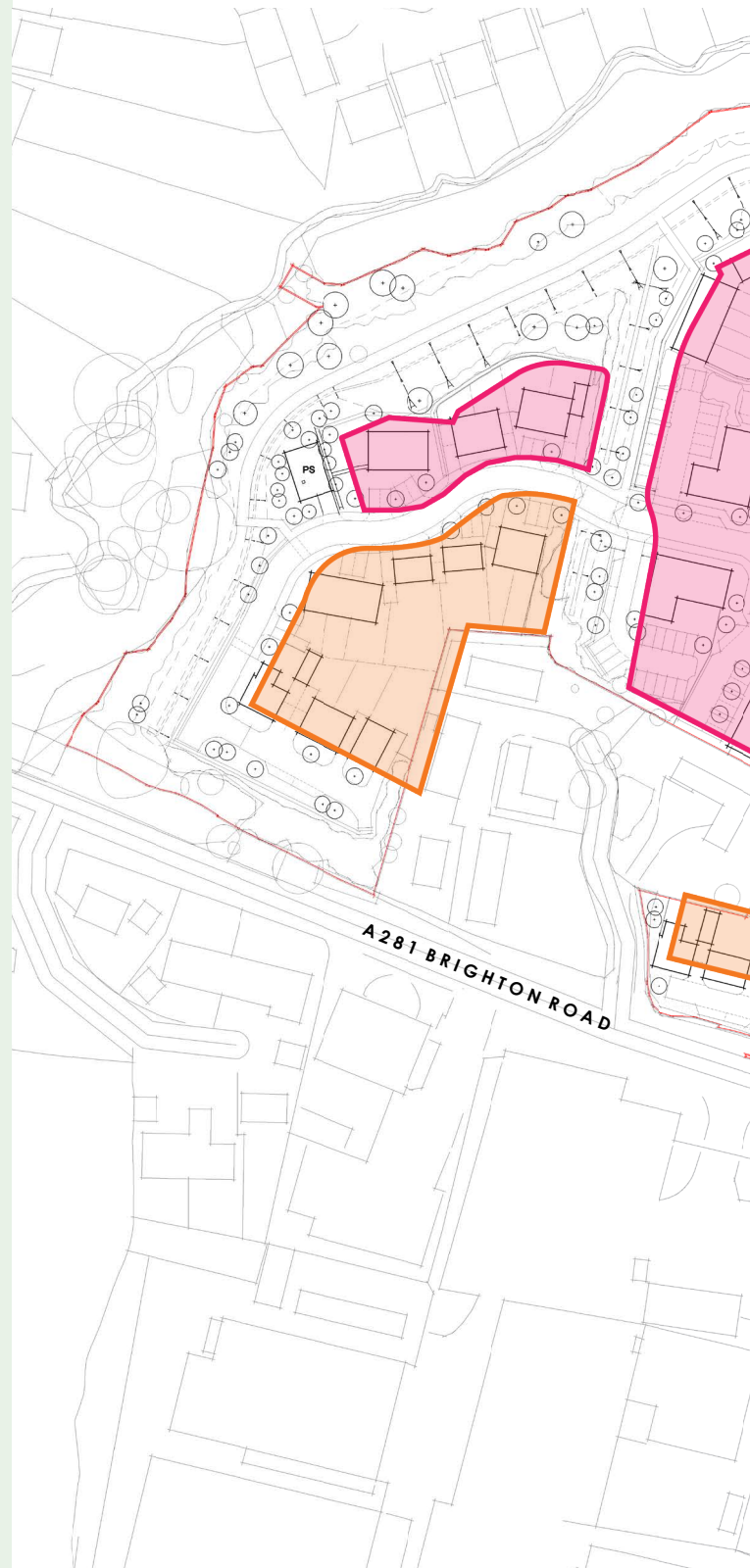
The development achieves an average density of 37 dwellings per hectare (dph). It is considered that this density makes an efficient use of the Site, whilst respecting existing densities within the local area and being sensitive to the Site's existing landscape characteristics. The gross density (total Site area divided by the proposed number of homes) of the proposed development equates to 20 dph. This reinforces that the proposed quantum of development is appropriate.

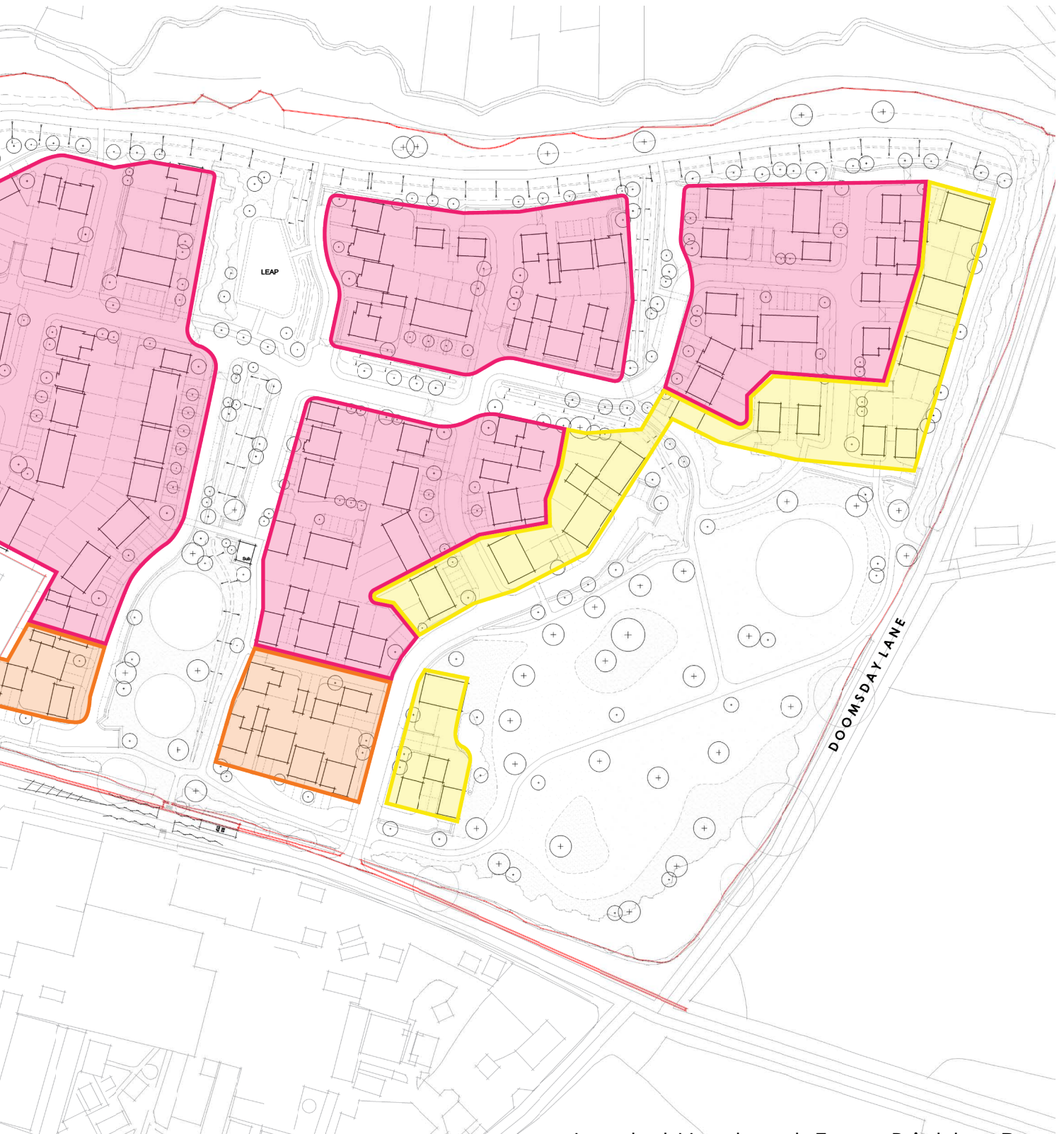
In common with the proposed building heights shown on the Building Heights Parameter Plan (Section 4.2), the lowest densities will comprise the bungalows overlooking the open spaces in the eastern and south eastern parts of the Site in order to create a gentle and sensitive transition with the High Weald NL. Similarly, the new homes fronting Brighton Road will comprise lower densities in order to create a more informal character that appropriately addresses the entrance to Horsham.

Elsewhere, slightly higher densities will assist in marking the importance of the main street running through the development, and to provide a mix of house types and styles in accordance with the principles of providing a mix of housing as per the provision of Policy HB2 of the HBNP.

Figure 4.7
Density Plan.

-  Low Density (Bungalows)
-  Medium Density
-  Higher Density





Access.

This chapter illustrates the proposed access and movement strategy for vehicular and non-vehicular movements. It also outlines the parking strategy.

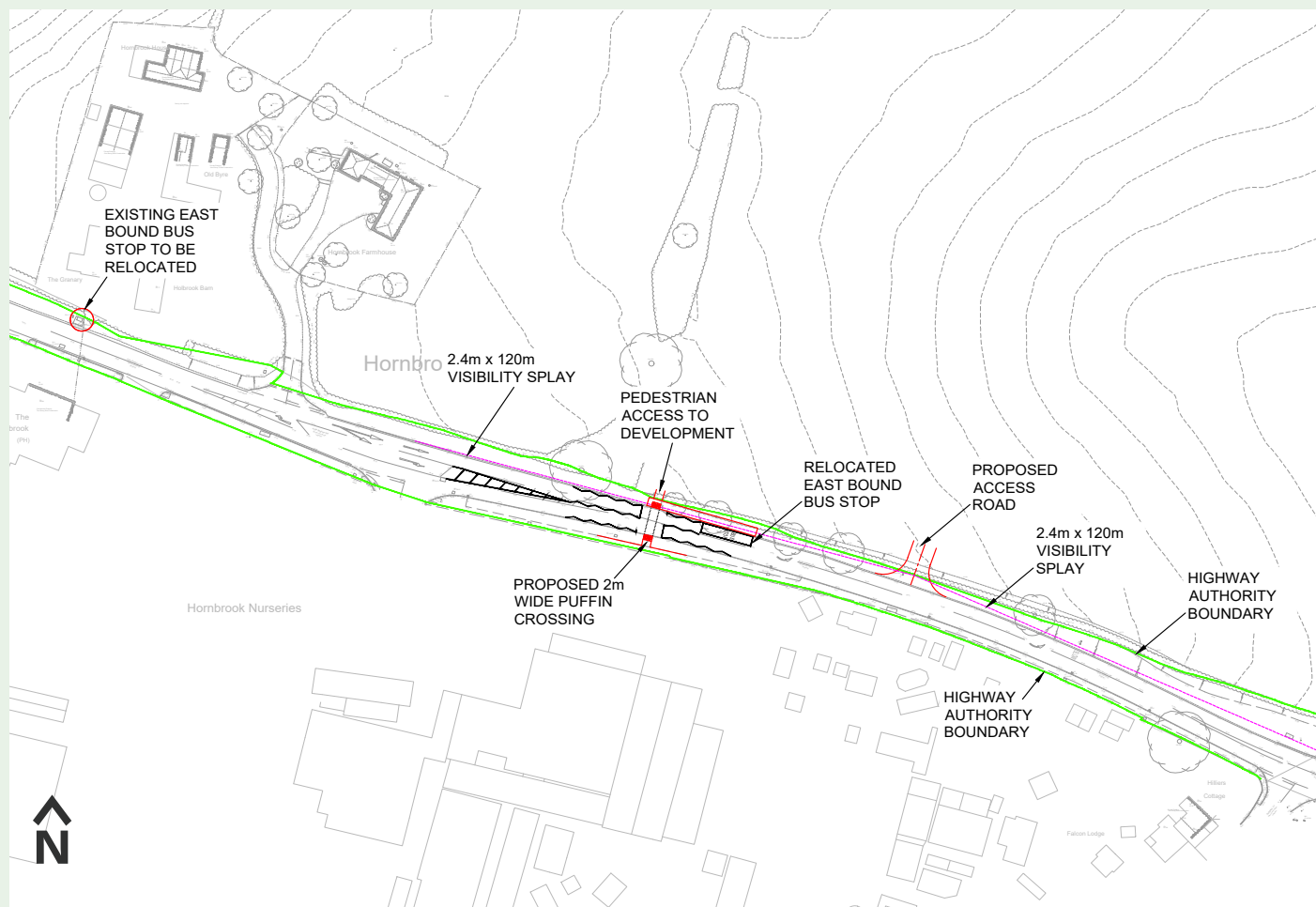
5.1 VEHICULAR ACCESS (INCLUDING RELOCATED BUS STOP)

Access to the Site will be provided via a simple priority junction from Brighton Road, complemented by a separate pedestrian access located to the west. The proposals also include the relocation of the eastbound bus stop and the introduction of a new signal-controlled pedestrian crossing on Brighton Road, ensuring safe and convenient access to the existing footway on its southern side.

The development would additionally support a reduction in the existing 40mph speed limit to 30mph. This would be subject to the preferences of the highway authority and whilst desirable, the proposed development and access arrangements are not dependant upon it.

Figure 5.1

Proposed vehicular access point from Brighton Road.



5.2 PEDESTRIAN, CYCLE AND EMERGENCY ACCESS

The proposed vehicular access point includes a separate pedestrian access located to the west. This access point corresponds with the relocated bus stop and the introduction of a new signal-controlled pedestrian crossing on Brighton Road, which will provide safe and convenient access to the existing footway on its southern side, together with the Hillier Garden Centre, the nearby public house, and the westbound bus stop.

An emergency access point is proposed from Doomsday Lane. The vehicular access point on Brighton Road and the emergency access point will provide cycle access to the development.

In line with Active Travel principles, the network of recreational path, including the riverside walk (Figure 5.2), will promote increased physical activity, supporting the health and wellbeing of both existing and new residents. At the detailed design stage, some of the proposed traffic-free paths within the Site will be surfaced so that they can be used all year round and be usable by wheelchair users and people with pushchairs.

It should be noted that the feasibility for creating a pedestrian link from the north eastern boundary of the Site to Doomsday Lane and the public right of way network to the north was explored. The applicant's professional team, including highways, drainage and utilities engineers, together with the project ecologist, undertook a detailed feasibility assessment. This concluded that pedestrian connectivity in this location is not viable due to several significant constraints, as follows:

- **Presence of a strategic trunk water main:** A 21-inch (500mm) diameter strategic trunk water main, with a 6m statutory easement, runs along the entire eastern boundary of the Site. Southern Water were consulted regarding the potential diversion of this asset, which sits more than 2 metres above the level of Doomsday Lane. In January 2026, following their Diversion Complexity Review, Southern Water confirmed that, due to the strategic importance of the main and the associated operational risks, they would not support any diversion.
- **Unacceptable ecological harm:** The project ecologist advised that the north eastern corner of the Site should be avoided to protect existing sensitive habitats. The hedgerow along this boundary (H4) functions as a key commuting corridor for species such as bats [REDACTED], enabling movement between the northern woodland and the wider landscape. Any removal of vegetation or introduction of lighting would sever this dark corridor, directly impacting wildlife behaviour.

The woodland and Horn Brook, which converge toward the north eastern corner, form the Site's highest value habitats. Even minor disturbance is considered unacceptable. Creating a formal pedestrian access would require cutting into the slope to address the 2–3m level change to Doomsday Lane and introducing substantial structural interventions. This would significantly urbanise the area, degrade priority habitats, and lead to unacceptable ecological impacts.

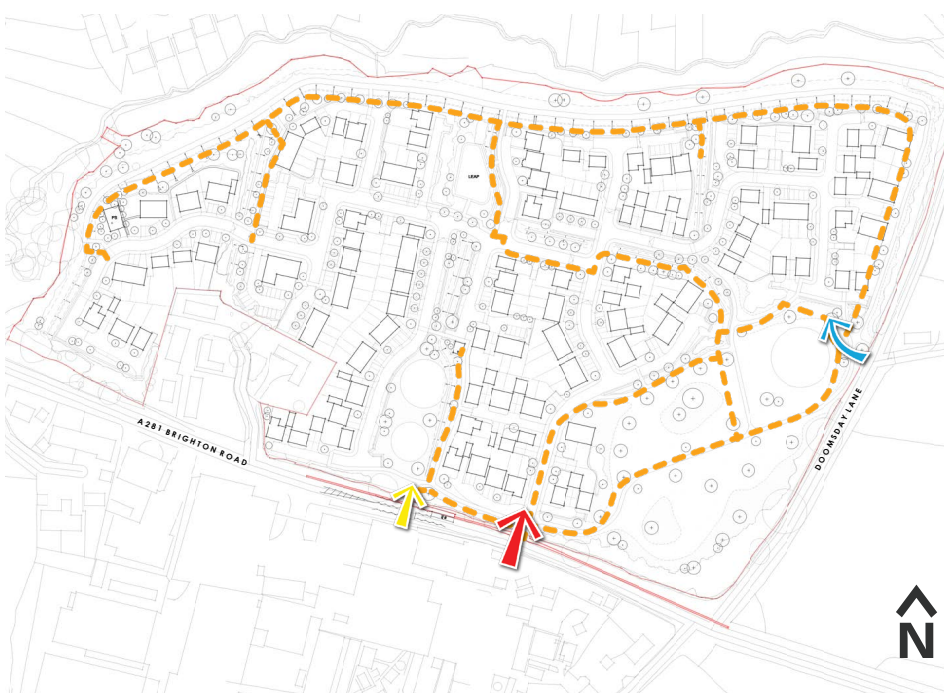


Figure 5.2

Proposed access points, and the indicative alignment of the recreational paths running through the Site.

- Recreational routes
- ➔ Proposed vehicular access point
- ➔ Proposed signalised crossing and pedestrian access
- ➔ Proposed emergency access

5.3 CAR AND CYCLE PARKING

Car Park Strategy

At the detailed design stage, an appropriate mix of car parking arrangements will be provided to ensure flexibility and convenience for residents and visitors. Parking will be integrated positively into the development to achieve the following aims:

- ✓ **Minimise the visual impact of parked vehicles on the streetscene.**
- ✓ **Provide safe, convenient access to vehicles for both residents and visitors.**
- ✓ **Ensure that parked cars do not obstruct pedestrian or cycle routes.**
- ✓ **Ensure that any garages are well-related to the homes they serve and sized appropriately to accommodate modern vehicles.**

Car parking provision will accord with West Sussex County Council's (WSCC) Guidance on Parking at New Developments (September 2020). The WSCC residential standards use Parking Behaviour Zones (PBZs) to reflect local parking demand, with the Site located within PBZ 2.

Across the development, this is expected to result in the following parking requirements:

Dwelling Size	Typical Car Parking Provision
1 bedroom	1.4 car parking spaces
2 bedrooms	1.7 car parking spaces
3 bedrooms	2.1 car parking spaces
4 bedrooms	2.7 car parking spaces

Garages will count as 0.5 parking spaces, subject to minimum internal dimensions of 6m x 3m.

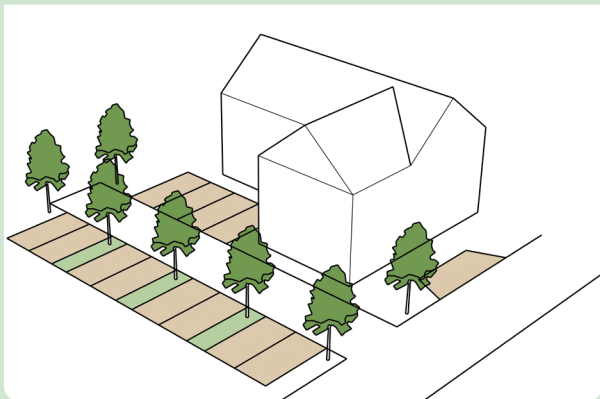
Visitor parking will typically be provided at 0.2 spaces per dwelling.

Electric vehicle (EV) charging infrastructure will be delivered in accordance with Part S of the Building Regulations, which requires at least one active charge point per home. For communal parking areas, WSCC guidance requires 20% of spaces to be equipped with active charging facilities, with ducting provided for all remaining spaces to enable future installation.

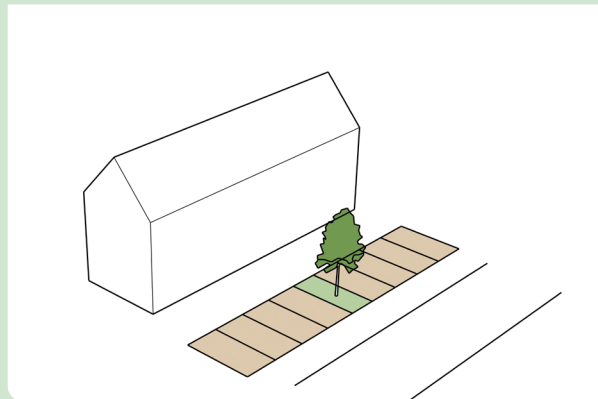
Cycle Parking

At the detailed design stage, cycle parking is to be provided at 1 space per 1 or 2 bedroom house, and 2 spaces per 3+ bedroom house. Apartments will have either 0.5 spaces for up to 2 bedroom if shared or otherwise 1 space per apartment is required.

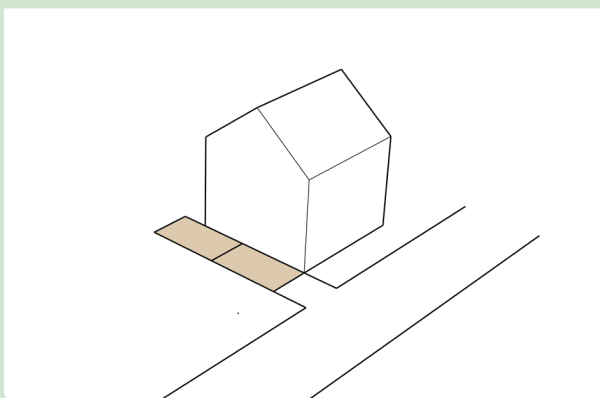
PARKING MEWS



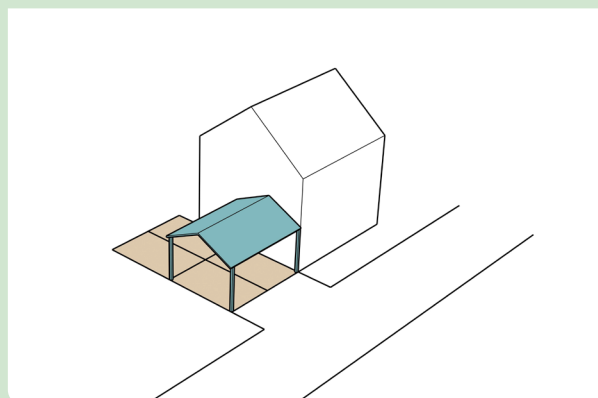
PERPENDICULAR BAY PARKING



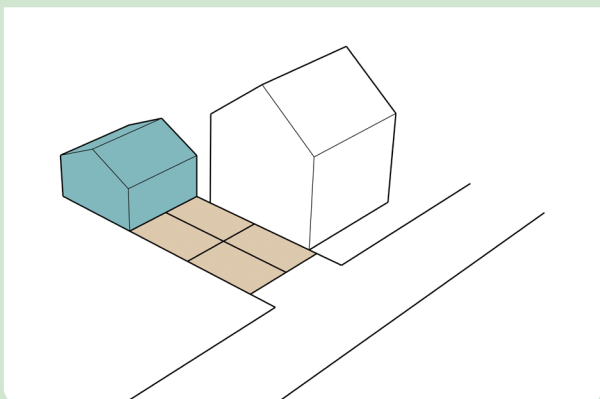
DRIVEWAY



DRIVE THROUGH CAR PORT



DRIVEWAY AND GARAGE



INTEGRAL GARAGE

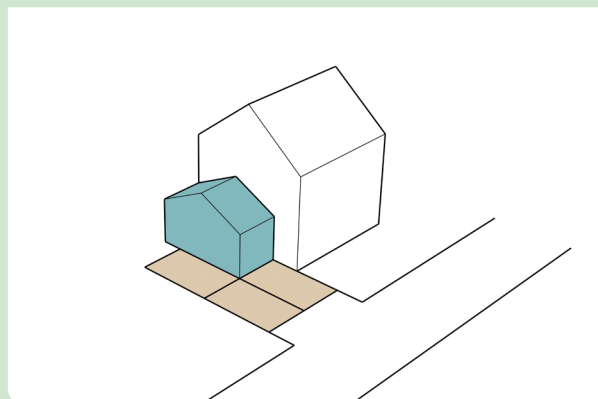


Figure 5.3
Examples of different parking typologies.

Green Infrastructure.

This chapter illustrates the proposed green infrastructure provision and summarises the approach to promoting biodiversity.

6.1 GREEN INFRASTRUCTURE & DESIGN STRATEGY

The overall green infrastructure strategy has been developed to deliver a cohesive, multi-functional landscape that enhances biodiversity, supports community wellbeing, and reinforces the distinct character of the Site. The key components of the strategy are outlined below:

✓ **Relationship with the High Weald National Landscape:**

The more elevated south eastern part of the Site has been set well back from Doomsday Lane to protect the setting of the National Landscape to the east. This area will accommodate a substantial area of public open space and landscape, forming a buffer that incorporates new tree canopy cover, wood-pasture characteristics, and species-rich grassland with heathland qualities. The new homes will also be set back from the northern section of the eastern boundary, allowing space for additional scrub and tree planting to reinforce the existing vegetation along Doomsday Lane.

✓ **Brighton Road Frontage:** The more elevated south eastern part of the Site has been set well back from Doomsday Lane to protect the setting of the National Landscape to the east. This area will accommodate a substantial area of public open space and landscape, forming a buffer that incorporates new tree canopy cover, wood-pasture characteristics, and species-rich grassland with heathland qualities. The new homes will also be set back from the northern section of the eastern boundary, allowing space for additional scrub and tree planting to reinforce the existing vegetation along Doomsday Lane.

✓ **Open Space Corridors:** A network of multi-functional, interconnected green corridors will extend through the development, ensuring that all new homes are within easy reach of high-quality open space. These corridors will act as the “green lungs” of the development by supporting wildlife movement, offering daily opportunities for residents to experience nature, and promoting health and wellbeing. The corridors will incorporate a diverse mix of new and existing landscaping, new children’s play areas, and a series of drainage swales forming part of the site-wide SuDS strategy.

✓ **Open Space Corridors:** A new riverside walk will be created alongside Horn Brook. In an innovative approach to integrating SuDS, the route will follow the top of an embankment that defines the northern edge of a new linear swale aligned with the natural contours of this part of the Site. This feature will provide an attractive, accessible riverside environment while contributing to sustainable surface-water management.

Key Landscape Objectives:

The green infrastructure proposals have been shaped by the following core objectives:

✓ **Retain and Enhance Existing Landscape**

Features: Maximise the retention of the Site’s existing landscape assets, integrating them as defining elements of the green infrastructure network and enhancing them where appropriate.

✓ **Establish a High Quality Landscape**

Framework: Create generous, well-connected areas of public open space supported by a diverse planting palette to enrich visual amenity, reinforce local character, and increase ecological value.

✓ **Deliver Multi functional Green Infrastructure:**

Design and manage green spaces to provide long term, multi benefit outcomes, supporting biodiversity, strengthening landscape character, promoting public health and recreation, and improving climate resilience.

✓ **Make Space for Girls:** In line with the

principles of the Make Space for Girls initiative, ensure that play and public spaces are inclusive, welcoming, and designed to make teenage girls feel valued, comfortable, and represented, whilst fostering environments in which everyone feels included.

✓ **Apply Best Practice Design Principles:**

Employ a landscape led design approach that respects the Site’s context, minimises adverse effects on local landscape character and visual amenity, and contributes positively to placemaking.



Figure 6.1
Landscape Strategy.

	Site boundary		Proposed Macadam Footpath
	Existing Trees and Vegetation		Proposed Bound Gravel Footpath
	Proposed Trees		Proposed Play-on-the-Way
	Proposed Mixed Native Hedgerow		Proposed Trim Trail
	Proposed Scrub		Proposed Local Equipped Area of Play (LEAP)
	Proposed Wet Meadow		Proposed Parkland with Species Rich Heath Grassland Mix
	Proposed Species Rich Heath Grassland		Proposed National Landscape Buffer with Mixed Native Scrub and Trees
	Proposed Ornamental Planting		Proposed Wet Meadow Planting along River Corridor
	Proposed Amenity Grassland		Proposed Swales with Wet Meadow Planting
	Proposed Rear Garden Grass		Proposed Mixed Native Scrub, Infill Hedgerow and Trees
	Proposed SUDs with Wetland Planting		Proposed Parkland edge with Mixed Native Scrub and Trees
	Proposed Asphalt Primary Road		
	Proposed Block Paving to Secondary Roads/ Parking		

6.2 OPEN SPACE STRATEGY

The masterplan has been designed to provide a generous amount of public open space, offering opportunities for socialising, play, and recreation within easy reach of the proposed new homes. These varied open spaces will foster social interaction, promote physical activity, and support public health, helping to address issues such as loneliness and social isolation.

The development will deliver the various open space typologies in line with the recommendations set out in HDC's Open Space, Sport and Recreation Review (June 2021). The development's allotments requirement of 0.08 hectares, together with its sports pitch requirements, will be met by way of a financial contribution in lieu of on-site provision in accordance with the provisions of the Open Space, Sport and Recreation Review.

The development's open space provision is summarised in the table below.

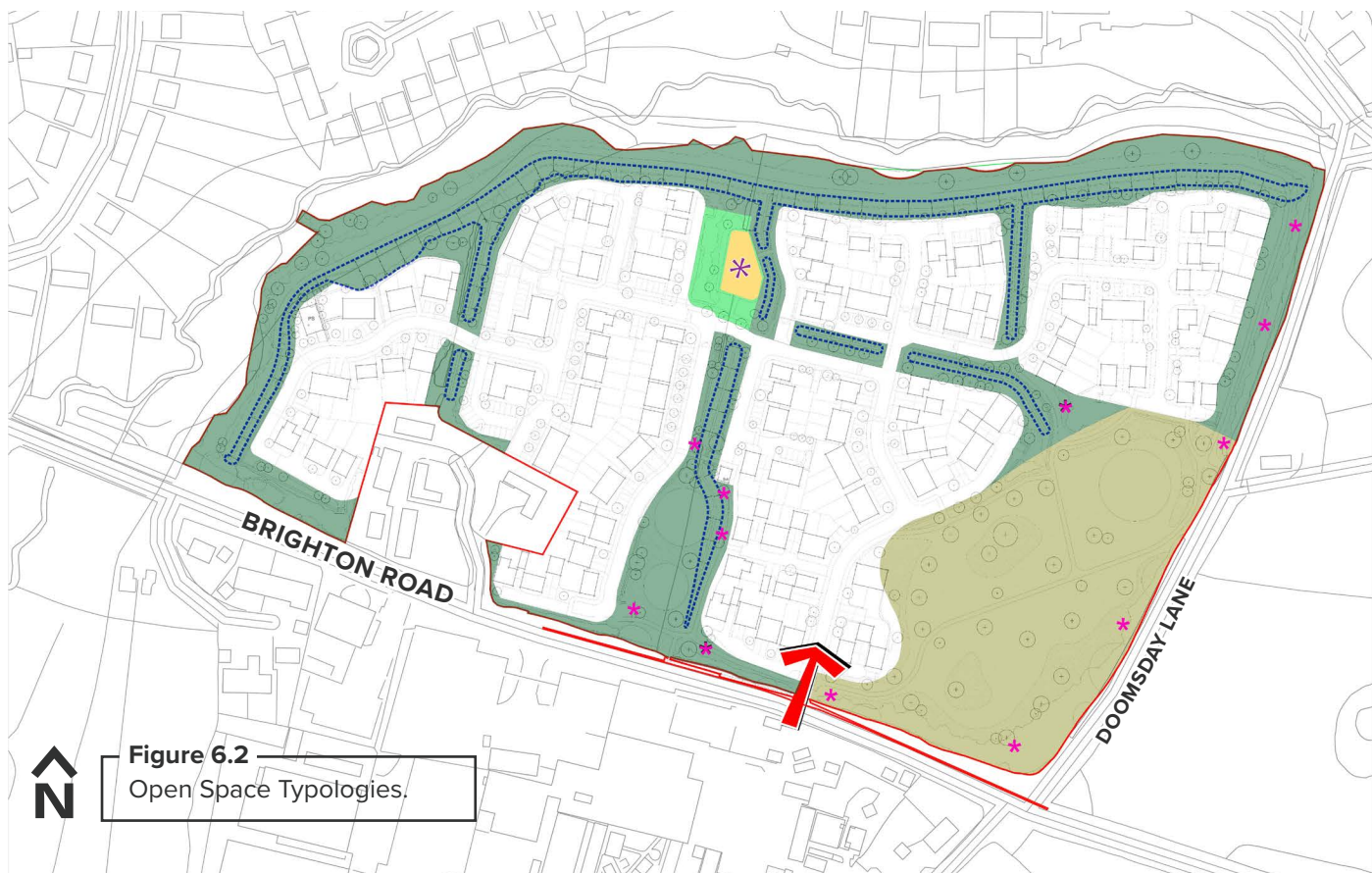
The masterplan proposals deliver a total of 4.31 hectares of green infrastructure across a range of open space typologies, meeting, and exceeding, HDC's quantity standards. Even discounting the SuDS features, which measure 0.58 hectares, the development exceeds the minimum open space standards. The SuDS features form part of the natural and semi-natural greenspace typology which is appropriate for this open space typology.

By exceeding the minimum open space standards, the development will provide accessible, high-quality public open spaces that go beyond local plan requirements. This will offer significant benefits to both existing and future residents through the creation of a valuable and well-integrated green infrastructure network.

Furthermore, the development's green spaces will be visually stimulating and attractive, well-designed and will meet the needs of existing and new residents alike.

Open Space Typology		Standard (ha/1,000 population)	Min. Requirements for 180 homes (ha)*	On-site provision (ha)	Notes
Multi-functional greenspace	Parks & gardens	1.37	0.59	1.58	
	Amenity greenspace	0.58	0.25	0.13	
	Natural & semi-natural greenspace	2.43	1.05	2.60	Includes 0.58ha of SuDS features
Provision for children & young people	Children	0.5	0.02	0.02	1 x LEAP
	Young people	0.04	0.017	0.06	Comprises a mix of 4no. 'play on the way' features and 8no. trim trail stations at approx 50sq.m each.
Allotments		0.18	0.08	0.00	To be met with a financial contribution in lieu of on-site provision
Total		-	2.007	4.31	

*Calculated on basis of average household occupancy rate of 2.4 as per the HDC Open Space, Sports and Recreation Review (June 2021)



 Application Site boundary: **9.23ha**

 Parks & Gardens: **1.58ha**

 Natural & Semi-Natural Green Space: **2.60ha**

 Sustainable Drainage Systems (Swales):
0.58ha

 Amenity Greenspace: **0.13ha**

 Locally Equipped Area of Play (LEAP) :
0.04ha / 400sqm.

 Natural Play-on-the-way features & Trim-trail stations



6.3 SUSTAINABLE DRAINAGE STRATEGY

The proposed development will manage surface water run-off attenuation and conveyance using a combination of attenuation structures, piped networks and SuDS features including, rain gardens, rainwater harvesting, swales, permeable paving, and other SuDS features. Each parcel will be responsible for providing surface water attenuation on-parcel, with a connection to the overall site-wide drainage network serving the main spine street for each catchment area.

The surface water drainage systems will also provide water treatment predominantly through the settlement of silts and suspended sediments. The swales will take the form of shallow depressions as integral elements of the development's green infrastructure and will be landscaped to provide aesthetic and amenity value.

The swales will form integral parts of the development's open spaces, and will be designed to have shallow sloping margins. The interior of the features will be sown with wet meadow planting, which will provide interest and new wildlife habitat.



Figure 6.3
Sustainable Drainage Plan.

6.4 CHILDREN/YOUNG PERSON'S PLAY AND TRIM TRAIL

The green infrastructure proposals include a Local Equipped Area for Play (LEAP) and a complementary natural play trail, which together exceed the development's minimum children's play space requirement of 0.037 ha.

The LEAP will provide a 400 sq.m activity zone and will be located at the heart of the development to maximise accessibility. A series of additional 'play on the way' features will be located throughout the open spaces to provide different play experiences to the LEAP. These informal elements will be integrated seamlessly into the landscape to encourage exploration, imaginative play, and everyday interaction with nature.

Both the LEAP and the play on the way features will incorporate a combination of timber play structures and natural features such as logs, boulders, and sculpted landforms, creating active, inclusive, and sensory rich play experiences.

All play spaces will be designed to ensure full accessibility, providing disabled children with the same play opportunities as all other children. The play areas and surrounding open spaces will also reflect the principles of the Make Space for Girls initiative, ensuring girls feel valued, included, and provided with spaces they will feel comfortable using.

The development's open spaces will additionally feature a series of trim trail stations to encourage healthy, active lifestyles and support wider wellbeing. Some of these stations will be located within the south eastern open space. To complement the character of this sensitive landscape area, and its role in protecting the setting of the High Weald NL to the east, the trim trail elements will be constructed exclusively from timber and other natural materials.





-  Proposed Locally Equipped Area of Play (LEAP)
-  Proposed trim trail
-  Proposed play-on-the-way

Figure 6.4
Children's Play Strategy.



6.5 SOUTH EASTERN PARK & DOOMSDAY LANE FRONTAGE

Character and Form

Situated in the more elevated south eastern part of the Site, this extensive area of public open space and new landscaping will play a key role in protecting the setting of the High Weald NL. The open space will be designed as a more enclosed landscape, reflecting the structure, pattern, and scale of the historic Wealden environment.

A framework of linear woodland and tree cover will wrap around a diverse mosaic of species-rich pasture, wooded heath, and grassland, punctuated by large, isolated trees, including the retained feature oak. New native woodland planting will strengthen the wooded edge of the Site, supporting long-term ecological resilience and aligning with the objectives of the High Weald National Landscape Management Plan (2024–2029).

The existing standalone oak will be retained as a focal point within the open space. Its isolated setting, characteristic of historic field patterns shown on 19th Century mapping, will be reinforced through careful spatial design. New views towards the oak will be created along a green corridor, through the street layout, and from within the new parkland area.



Function

- ✓ Protect the setting of the High Weald NL.
- ✓ Provide informal recreation and amenity space for residents and visitors.
- ✓ Forms a principal component of the development's green infrastructure network.

Features

- ✓ New tree canopy cover and a mosaic of wood-pasture characteristics.
- ✓ Species-rich grassland with heathland attributes, reflecting the St Leonard's Forest LCA.
- ✓ Unlit to preserve dark skies, maintain the rural setting of the NL, and avoid light pollution impacts on landscape and habitats.
- ✓ Edges framed by lower-density, single-storey bungalows constructed in locally distinctive, traditional materials to create a clear 'parkland edge' transition.
- ✓ New structural planting along Doomsday Lane and Brighton Road to define a coherent boundary to the parkland, enhance the well-treed landscape character, and create an attractive visual gateway on key approaches to the town, including views from the west along Brighton Road.
- ✓ Informal recreational paths as part of the development's wider network of paths running through the open space corridors to the west.
- ✓ Sensitively designed trim-trail stations.



Figure 6.5
Extract from Landscape Strategy Plan.



6.6 OPEN SPACE CORRIDORS

Character and Form

A series of interconnected and multi-functional green corridors running through the Site in both a north-south and east-west direction, incorporating the Site's existing interior trees and hedgerows.

Function

- ✓ Imaginatively designed children and young person's play.
- ✓ Mix of natural and semi-natural greenspace and amenity green space.
- ✓ Amenity - social meeting place and seating.
- ✓ Recreational paths.
- ✓ Green infrastructure connectivity
- ✓ Landscape and ecological corridors
- ✓ Protect the setting of the High Weald National Landscape.
- ✓ SuDs.
- ✓ Long view corridor to the spire of St Mary's Church (approx. 2km away to the west) along the combination of an open space corridor and well orientated street pattern.

Features

- ✓ Open space corridors will be multi-functional and incorporate informal green space, integrated swales, playable landscape features, ecological features and new recreational routes.
- ✓ Existing trees and hedgerows retained, and supplemented with mixed native scrub, infill hedgerow and trees.
- ✓ The LEAP and the play on the way features will incorporate timber and natural materials.
- ✓ LEAP is subject to buffer zones between the play provision and neighbouring residential property, in line with Fields in Trust standards.
- ✓ A high level of visual permeability into the green space shall be designed to create a safe and accessible environment.
- ✓ The swales will be planted with wet meadow species to provide a range of landscape and ecological benefits.





Figure 6.6
Extracts from Landscape Strategy Plan.



6.7 RIVERSIDE WALK/NORTHERN EDGE

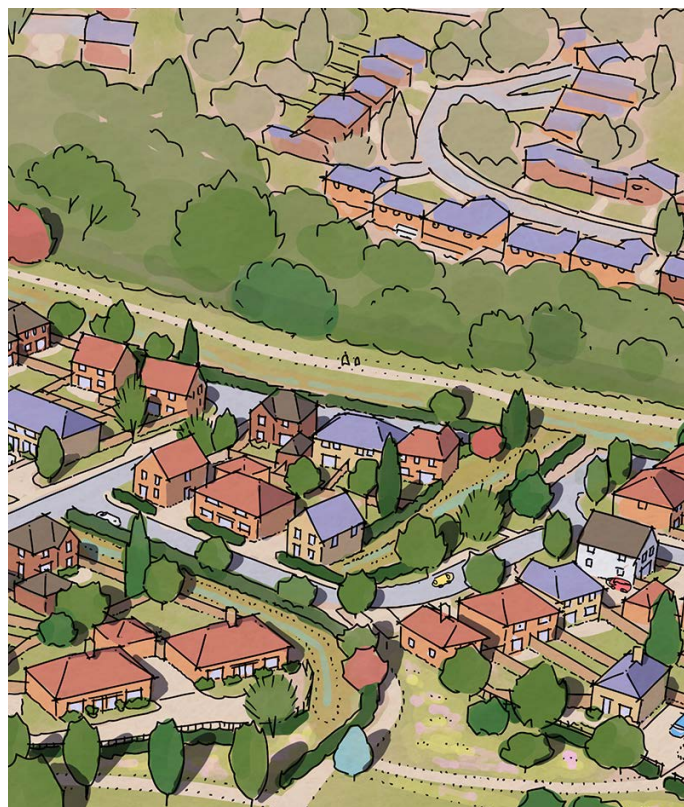
Character and Form

The northern edge of the Site will be retained and enhanced as a well-treed river corridor softening the new dwellings overlooking Horn Brook, in a similar way that it already does from Sandeman Way, Dickens Way and Ghyll Crescent.

The river corridor as a habitat zone will be widened and enhanced with a wet meadow grassland that enriches the character and quality of the river corridor, as well as its function in line with the Objectives of the HWNL.

This area includes a new riverside walk which provides greater access along the enhanced Horn Brook corridor (on what is currently private land) for recreational use, health and well-being, and is connected via other routes along the development's open space green corridors that provide permeability through the Site. As per the Illustrative Masterplan (Figure. 4.3) this will be a circular route.

As part of an innovative approach to integrating the SuDS features, the riverside walk will run along the top of an embankment that forms the northern edge of a new linear swale following the natural contours in this part of the Site.



Function

- ✓ Meets a key requirement of Policy HOR1 of the Emerging Local Plan.
- ✓ Natural and semi-natural greenspace.
- ✓ Recreational path.
- ✓ Green infrastructure connectivity.
- ✓ Landscape and ecological corridor.
- ✓ SuDs.

Features

- ✓ New tree planting will fill existing gaps along the brook corridor, particularly in between the Site and Dickens Way.
- ✓ The swale will be planted with wet meadow species to provide a range of landscape and ecological benefits.
- ✓ Species rich grassland along the southern side of the bund to present a rich and colourful aspect for properties facing onto the riverside walk.
- ✓ Fencing to be provided along the southern edge of the Ghyll to stop public access.

Figure 6.7

Extracts from Landscape Strategy Plan.



Building for a Healthy Life / Assessment Against HDPF Policies 32 and 33

This chapter assesses the masterplan proposals utilising Building for a Healthy Life principles and provides an assessment of the proposals against Policies 32 and 33 of the Horsham District Planning Framework.

7.1 INTRODUCTION

Healthy placemaking has become an increasingly important consideration in the planning and design of new developments, arguably even more so in the wake of the COVID-19 pandemic. Well-designed places can promote healthier lifestyles by making it easier and more attractive for people to incorporate physical activity into their daily routines, such as walking or cycling to local services, schools, and workplaces. In addition, they help foster stronger connections with nature, which is proven to support both physical and mental wellbeing.

The proposals for Land at Hornbrook Farm, Brighton Road, Horsham have been guided by the Building for a Healthy Life (BHL) design tool. The assessment on the following pages demonstrates how the scheme has been shaped to deliver meaningful, long-term benefits for both people and nature.

In addition, the principles of BHL align closely with the objectives of Policy 32 (The Quality of New Development) and Policy 33 (Development Principles) of the Horsham District Planning Framework. For completeness, this chapter also evaluates the proposed development against the requirements of these two policies, illustrating a coherent and integrated approach to high-quality, health-led placemaking.



7.2 BUILDING FOR A HEALTHY LIFE ASSESSMENT

INTEGRATED NEIGHBOURHOODS

Natural Connections

- ✓ The development is based upon a pattern of perimeter blocks which ensures connectivity and permeability throughout the development.
- ✓ A network of attractive traffic-free paths are proposed running through the development's green spaces, including a new riverside walk running alongside Horn Brook.
- ✓ The principles of 'filtered permeability' are achieved whereby the streets create pleasant low traffic environments with traffic-free connections still allowing pedestrian and cycle movement from the built areas to the areas of public open space.
- ✓ A connected network of green spaces will link existing and new habitats, and safeguard existing wildlife corridors.
- ✓ The Site's existing trees and hedgerows will be retained within the public realm, safeguarding their future retention and management.
- ✓ The landscape framework of existing landscape features of note (including existing retained hedgerows and trees), are reinforced with additional habitats to create movement corridors for nature and people alike.



Walking, cycling and public transport	✓ The proposals include the relocation of the eastbound bus stop on Brighton Road meaning it will be both safer and more pleasant to use than the existing bus stop. The relocated bus stop will also be highly accessible to the proposed new homes. ✓ The vehicular access proposals incorporate a separate pedestrian entrance to the west, positioned next to the relocated bus stop and a new signal-controlled crossing on Brighton Road. Together, these improvements will provide safe and convenient access to the southern footway, Hillier Garden Centre, the nearby pub, and the westbound bus stop. ✓ The submitted Transport Assessment sets out that there are a number of opportunities for travel to local amenities/services on foot or by cycle with parts of the town centre being within 2.0km of the development with public transport options also available. The Site can, therefore, be considered as being in a sustainable location in terms of existing alternative transport infrastructure to that of the private car. ✓ The development will deliver attractive active travel routes as integral parts of its green infrastructure, making non-car travel more attractive, safe and convenient. ✓ At the detailed design stage, the streets will be designed to 20mph design speeds. ✓ At the detailed design stage, many of the streets will be designed to form shared surface streets.	
Facilities and services	✓ The Site is located adjacent to the Hillier Garden Centre and The Hornbrook public house. ✓ The design of the green spaces have been carefully considered to be multi-functional with the provision of a children's play area, play-on-the-way features, trim trail stations, and recreational routes in order to provide points of community activity for the new residents.	
Homes for everyone	✓ A range of house types, sizes and tenures, including bungalows, are to be provided to meet local needs and create a broad-based community. ✓ Provision will be made for 35% affordable homes. ✓ At the detailed design stage, affordable homes are to be distributed across the Site. ✓ At the detailed design stage, the new homes and streets will be designed so it is difficult to determine the tenure of properties through architectural, landscape or other differences. ✓ At the detailed design stage, innovative designs for homes will allow home working to reflect work from home trends.	

DISTINCTIVE PLACES

Making the most of what's there

- ✓ A thorough understanding of the Site and the local context has been gained by site visits, public consultation, our pre-application dialogue, and desktop research in order to understand the local area, and to understand how the Site's existing features can be positively and appropriately incorporated into the design proposals.
- ✓ One of principal influences to the masterplan proposals is the large area of public open space in the south eastern part of the Site in order to create a sensitive and legible transition between the proposed development and the High Weald NL to the east. New bungalows (single storey), designed to reflect the local vernacular, will overlook this open space to create a gentle transition in scale and building, clearly articulating a rural edge to the development.
- ✓ The Site's existing hedgerows and trees have been retained, where possible, as key elements of the development's green infrastructure. These are kept, not only as a landscape framework of habitat connectivity and biodiversity enhancement, but also to help structure and definition to the proposed built form, helping to break up any perceived massing of development from views toward the Site.
- ✓ The retained trees and hedgerows will create a logical, landscaped framework within which the new homes will harmoniously sit.
- ✓ A long view corridor to the spire of St Mary's Church to the west is retained along the combination of an open space corridor and well orientated street pattern.
- ✓ New tree and hedgerow planting will supplement the existing vegetation and mitigate for the loss of existing landscaping required to facilitate the access points on Brighton Road, and the facilitate access between development parcels.
- ✓ The new riverside walk celebrates the Site's relationship with Horn Brook and will form a memorable part of the development.
- ✓ The SuDs features form a key and integral part of the green infrastructure, delivering both landscape and ecological enhancements.

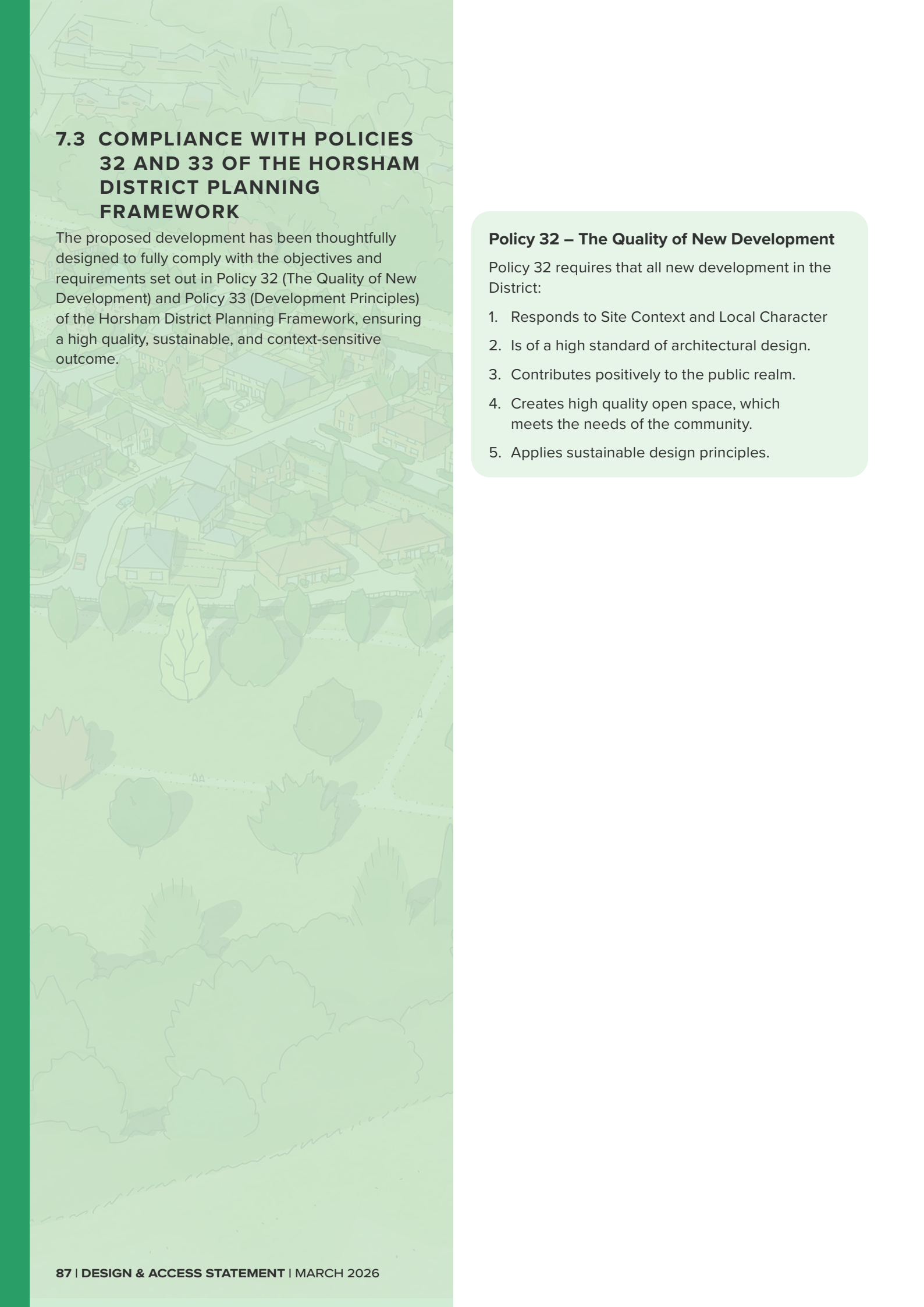


A memorable character	✓ The green infrastructure is based upon a ‘ground-up’ approach, where existing features of note are retained as a basis for a landscape framework into which built development is sensitively integrated. This will provide a link to the Site’s former use, as well as an instant maturity to the development. This landscape framework will be linked through the Site to the landscape beyond, such as the Horn Brook corridor, to maximise habitat, biodiversity, and landscape connectivity, as well as assimilating the development proposals into the landscape. ✓ Key to the development is the centrally located LEAP, which provides a community focal point to the development. The adjacent new homes will also enable activity and provide natural surveillance throughout the day and night to create a safe environment. ✓ The large area of public open space in the south eastern part of the Site will provide an extensive new park. It will comprise a framework of linear woodland and tree cover, which will wrap around a diverse mosaic of species-rich pasture, wooded heath, and grassland, punctuated by large, isolated trees, including the retained feature oak. New native woodland planting will strengthen the wooded edge of the Site. ✓ The DAS explains how, at the detailed design stage, the new homes will be designed to reflect the traditional local vernacular in a manner that will create a coherent and unified character. ✓ At the street naming stage, the opportunity exists to have names that have a connection to the locality. ✓ The DAS outlines how the public spaces will create the physical conditions for activity to happen, bringing the new development to life.	 
Well defined streets and spaces	✓ The urban design principles of using well-defined perimeter blocks follow best practice guidance. ✓ The arrangement of blocks will help provide an appropriate transition to the public realm (including streets, retained landscape features, recreational footways (inc. the riverside walk) and green spaces), and ensure that streets and blocks allow for appropriate housing densities. ✓ All streets will benefit from having active frontages. ✓ At the detailed design stage, the homes will be designed with front doors facing the streets and green spaces. ✓ At the detailed design stage, dual-aspect homes on street corners will have windows serving habitable rooms.	
Easy to find your way around	✓ The principal streets will be distinguishable from the more minor streets using existing and new tree planting. ✓ Signage along the recreational routes will aid waymarking. ✓ Vistas and focal points will aid orientation.	

STREETS FOR ALL

Healthy streets	✓ At the detailed design stage, many of the streets will be designed to have shared surface and low design speeds to encourage more social interaction and street life, bringing wider social benefits. ✓ At the detailed design stage, new and existing landscaping will provide layers that add sensory richness to the place – visual, scent and sound. ✓ The new homes will front the streets with active edges that will provide natural surveillance to create the basis for a safe new neighbourhood. ✓ Public greenspaces are incorporated into the scheme to provide places to sit and space to chat, play and exercise along the development's recreational paths.	
Cycle and car parking	✓ The emphasis will be on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner. ✓ The DAS sets out how adequate car parking will be provided to avoid the issue of parking overspilling onto the street. ✓ At the detailed design stage, the provision of electric vehicle charging points, will be provided and designed in accordance with adopted requirements.	
Green and blue infrastructure	✓ A strong landscape strategy has been designed from the outset. A 'ground-up' approach has been adopted, where existing features of note are retained as a basis for a landscape framework into which built development has been sensitively integrated. ✓ The development's connected network of green spaces will maintain movement and feeding corridors for wildlife. ✓ The character of the open spaces is identified using different functions and activities such as the children's play areas, the play-on-the-way features and trim trail station, the riverside walk, and the park in the south east of the Site, rather than just as 'public open space'. ✓ The network of connected traffic-free routes running through the green spaces will encourage physical activity, social interaction, and active travel. ✓ The SuDS features will capture and efficiently drain water close to where it falls. These features will form an integral part of the development's green spaces to deliver both landscape and ecological benefits. ✓ The masterplan proposals create a habitat network providing residents with opportunities to interact with nature on a day-to-day basis. ✓ Natural surveillance opportunities are maximised from the adjacent homes and new traffic-free routes for walking.	
Back of pavement, front of home	✓ At the detailed design stage, defensible spaces and strong boundary treatments will be used, with an emphasis on boundary treatments that add ecological value and/or reinforce distinctive local characteristics. ✓ At the detailed design stage, waste storage and utility boxes will be well integrated	





7.3 COMPLIANCE WITH POLICIES 32 AND 33 OF THE HORSHAM DISTRICT PLANNING FRAMEWORK

The proposed development has been thoughtfully designed to fully comply with the objectives and requirements set out in Policy 32 (The Quality of New Development) and Policy 33 (Development Principles) of the Horsham District Planning Framework, ensuring a high quality, sustainable, and context-sensitive outcome.

Policy 32 – The Quality of New Development

Policy 32 requires that all new development in the District:

1. Responds to Site Context and Local Character
2. Is of a high standard of architectural design.
3. Contributes positively to the public realm.
4. Creates high quality open space, which meets the needs of the community.
5. Applies sustainable design principles.

1. Responding to Site Context and Local Character

The DAS demonstrates a very strong contextual response:

- Landscape led masterplanning forms the foundation of the proposal, retaining major hedgerows, trees and the Horn Brook corridor, and shaping development parcels around these features.
- A large parkland area in the south east provides a sensitive transition to the High Weald National Landscape, in line with LVIA recommendations.
- Bungalows along Doomsday Lane and the eastern edge provide a low profile built form appropriate for a rural/National Landscape interface.

This is fully consistent with Policy 32's requirement for character led design.

2. High-Quality Architectural Design

Although detailed design is reserved, the DAS sets out:

- How a restrained vernacular inspired materials palette (red/brown brick, render, hanging tiles, white boarding) will be used at the detailed design stage.
- How chimneys and varied roof forms will create interest and local distinctiveness.
- How feature buildings at key locations will support legibility.

This satisfies Policy 32's requirements for high-quality architecture.

3. Placemaking and Public Realm Quality

The proposals incorporate:

- A coherent network of green corridors and walkable routes.
- A riverside walk along Horn Brook, providing public access to an area currently inaccessible to the public.
- A central LEAP and multiple 'play on the way' and trim trail elements.
- Good natural surveillance ensured through outward facing perimeter blocks

These measures collectively demonstrate compliance with Policy 32's placemaking expectations.

4. Landscaping and Green Infrastructure

The DAS places significant emphasis on:

- 47% of the Site being retained as green infrastructure, with the open spaces provide logic and structure to the location of the proposed new homes.
- Swales integrated as landscape and biodiversity features.
- Species rich grassland, heathland character areas, and strengthened boundary planting.
- Tree and hedgerow retention as structuring elements of the masterplan

These provisions meet Policy 32's requirement for strong, high-quality landscaping and biodiversity enhancement.

5. Sustainable Design Principles

The DAS demonstrates:

- SuDS-led water management.
- Habitat creation and ecological connectivity.
- Active Travel focused layout

These elements support Policy 32's environmental performance objectives.

Conclusion on Policy 32

The proposals demonstrate strong alignment with Policy 32 through a landscape led, contextually sensitive, well-designed and ecologically integrated masterplan that reflects the local vernacular and provides high-quality public realm and sustainable design features.



Policy 33 - Development Principles

Policy 33 requires development to:

1. Ensure appropriate scale, massing and layout.
2. Protect neighbouring amenity.
3. Provide safe access and parking.
4. Avoid landscape harm.
5. Deliver high quality design.

1. Scale, Massing and Layout

The proposals follow clear development principles:

- Mostly 2 storey built form with the selective use of 2½ storey away from the most sensitive parts of the Site.
- Bungalows overlooking eastern edges of the Site.
- Perimeter block structure giving clear definition to streets and spaces.
- Generous spacing between parcels through retained hedgerows and green corridors.

This meets Policy 33's requirement for appropriate scale and massing.

2. Protection of Residential Amenity

The DAS identifies:

- Retention and supplemental planting of mature vegetation along northern and western boundaries to protect amenity of Sandeman Way, Ghyll Crescent and Dickins Way.
- Layout ensures no overbearing impacts on existing homes.
- Noise mitigation (acoustic fencing and glazing upgrades) addressing Brighton Road impacts.
- Careful treatment of level changes.

These measures align with Policy 33's amenity protection requirements.

3. Safe Access, Movement and Parking

The proposed movement strategy includes:

- A new vehicular access point from Brighton Road.
- A relocated eastbound bus stop with improved pedestrian facilities.
- A signal-controlled pedestrian crossing on Brighton Road.
- Emergency access from Doomsday Lane.
- Filtered permeability principles.
- Parking provision to WSCC standards.

This demonstrates clear compliance with Policy 33's access and highway safety requirements.

4. Avoid Landscape Harm

Policy 33 requires development to avoid unacceptable landscape impacts.

The masterplan achieves this through:

- A larger open space buffer to the High Weald NL.
- Significant additional planting to soften views.
- SuDS and planting designed to mimic natural landscape patterns.

This shows full alignment with Policy 33's environmental criteria.

5. High Quality Design

Policy 33 requires careful attention to materials, detailing and boundary treatments.

The DAS sets out clear expectations for:

- Vernacular based materials.
- Low hedgerows and green frontages.
- Strong definition between public/private spaces.
- Avoidance of parking-dominated streets.

All of which demonstrate strong compliance.

Conclusion on Policy 33

The development satisfies Policy 33 by providing an appropriate scale and layout, protecting amenity, ensuring safe access, minimising landscape harm, and committing to high-quality detailing, green infrastructure, and heritage sensitivity.

Summary

In summary, the development demonstrates a comprehensive and well-considered approach to design context and implementation, fulfilling the expectations of Policies 32 and 33. It will deliver a high-quality, sustainable, and characterful development that enhances local identity, supports community wellbeing, and contributes positively to the environment and landscape of Horsham.

Conclusion.

This chapter summarises the masterplan and design proposals applied at Land at Hornbrook Farm, Brighton Road, Horsham.

8.1 CONCLUSION

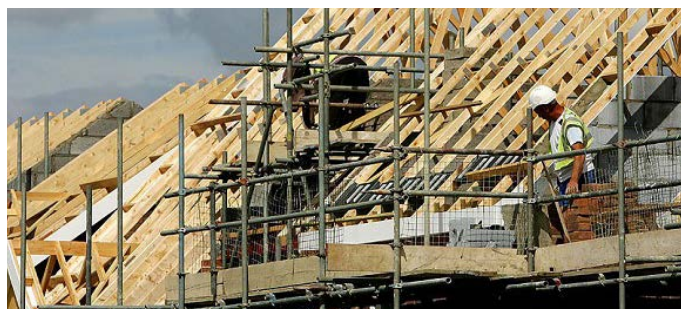
This planning application marks a major step forward in the exciting opportunity that the development of the Site at Land at Hornbrook Farm, Brighton Road, Horsham represents. This DAS has been created to demonstrate how the masterplan proposals for the Site embody a high-quality, sustainable, and dynamic new development.

HIGH QUALITY NEW HOMES



A well-considered and sensitively designed new neighbourhood for up to **180 high quality new homes**.

ECONOMIC GROWTH



Economic growth of the local area through the construction of up to 180 new homes and support for existing services and facilities.

AN ATTRACTIVE & DESIRABLE PLACE TO LIVE



An **attractive** and **desirable** place to live, and for recreation and leisure that positively responds to the Site's existing landscape structure and Site's relationship with its surrounding context.

HEALTH & WELLBEING



A place that encourages **healthy lifestyles** for existing and new residents through the provision of 3.73ha of accessible green spaces that are within easy walking distance of all homes.

A RANGE OF HOMES



A range of house types, sizes and tenures to create a balanced community.

A STRONG COMMUNITY



A range of high quality and multi-functional open spaces that encourage social interaction and healthy lifestyles.

INTEGRATED DEVELOPMENT



A place with a clear street hierarchy and provides a **new signal controlled pedestrian crossing on Brighton Road**.

DISTINCTIVE CHARACTER



A place that has its own distinctive character by sensitively relating to its context.

ACTIVE TRAVEL



A high quality, functional and connected network of traffic-free recreational paths to promote active travel and encourage healthy lifestyle choices.



Land at Hornbrook Farm, Brighton Road, Horsham

