Planning Statement

Erection of new dwelling

Land at Corner of Coppice Road, Horsham

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1.0 INTRODUCTION

1.1 This Planning Statement supports a full planning application for the erection of one detached two-storey dwelling with associated parking, landscaping, and boundary treatments on an undeveloped corner plot between Coppice Road and Greenfields Road, Horsham. The proposal has been carefully prepared following detailed pre-application engagement with Horsham District Council under reference PE/25/0086. The scheme has been substantially revised to address all matters raised by officers, particularly those relating to design, orientation, build line, boundary treatment, and the integration of arboricultural, ecological and biodiversity requirements.

1.2 The application demonstrates that the revised design is policy-compliant, sensitively integrated into the street scene, and appropriate for the site's highly sustainable urban context. Supporting plans prepared by LDV Architecture illustrate the updated design, layout, elevations and landscaping approach.

1.3 This Statement sets out the site context, planning history, details of the proposal, relevant planning policy, and an expanded planning assessment based on the Horsham District Planning Framework (HDPF) and the National Planning Policy Framework (NPPF).

2.0 SITE AND SURROUNDING AREA

2.1 The site is located on the corner of Coppice Road and Greenfields Road within a residential area of suburban character. It forms an area of grass verge, containing several trees along the boundaries and functioning as an open parcel between established residential plots. The wider context comprises two-storey detached and semi-detached properties arranged along predictable building lines.

2.2 The site lies within the built-up area of Horsham, where development is guided by Policy 3 of the HDPF and where the principle of re-use and intensification is strongly supported.

3.0 PLANNING HISTORY

3.1 A pre-application enquiry (PE/25/0086) was submitted in early 2025. The case officer noted that the principle of residential development on the site is acceptable, given its location within the Horsham Built-Up Area Boundary as directed by HDPF Policy 3. The officer identified design concerns in relation to the previous scheme's orientation, it's positioning too close to Coppice Road, and the introduction of tall boundary fencing. Additional requirements were identified relating to arboriculture, ecology, biodiversity net gain, water neutrality and clarity regarding on-plot parking provision.

3.2 There is no other relevant planning history for the site.

4.0 THE PROPOSAL

4.1 The proposal seeks full planning permission for the construction of one detached two-storey dwelling on the corner plot between Coppice Road and Greenfields Road, Horsham. The dwelling has been carefully designed to reflect the scale, proportions and architectural rhythm of surrounding residential development, incorporating a traditional pitched roof, brick and tile-hung elevations, and a frontage that aligns with the established building line along Greenfields Road. The layout provides a well-defined principal elevation, a functional internal arrangement, and a private rear garden, with the footprint and massing intentionally modest to ensure the dwelling integrates comfortably within the plot without appearing dominant or intrusive. Soft boundary treatments and a detailed landscaping strategy enhance the visual character of the site and reinforce the green edge that defines this part of the street.

4.2 The scheme includes two on-plot parking spaces, safe access from Greenfields Road, and provisions for cycle storage, consistent with the requirements of the West Sussex Parking Demand Calculator and local highway policy. Existing trees within and adjoining the site are retained and protected, and the proposal incorporates new planting to improve ecological value. Overall, the proposal represents a well-considered and sustainable infill opportunity that makes

efficient use of urban land while respecting local character and safeguarding residential and environmental amenity.

5.0 PLANNING POLICY

National Planning Policy

5.1 The National Planning Policy Framework (NPPF), published on 17 August 2026, is a material consideration from publication. Decisions remain subject to section 38(6) of the Planning and Compulsory Purchase Act 2004. Policies S3 and S4 apply to this site within Horsham: development within settlements should be approved unless adverse effects substantially outweigh the benefits, assessed against the national decision-making policies. The qualifications in S4 and the Framework as a whole must be considered; the presumption is not an unconditional approval.

5.2 Paragraphs 17-18 identify interdependent economic, social and environmental objectives. Annex A addresses implementation and the weight of inconsistent development plan policies. These provisions inform the assessment of this single dwelling alongside the development plan.

5.3 Relevant NPPF chapters are now: 3 (Decision-making); 4 (Sustainable development); 5 (Climate change); 6 (Housing); 12 (Effective use of land); 14 (Design); 15 (Transport); 17 (Pollution and living conditions); 18 (Flood risk); and 19 (Natural environment). Their applicable decision-making policies should be read together.

Local Plan

5.4 In terms of the local planning policy context for the Application Site, the adopted Development Plan for the Horsham District is composed of the following relevant documents:

- Horsham District Planning Framework (HDPF) – Adopted November 2015.
  - Policy 1 - Sustainable Development
  - Policy 3 – Development Hierarchy
  - Policy 24 – Environmental Protection
  - Policy 25 - District Character and the Natural Environment
  - Policy 31 – Green Infrastructure and Biodiveristy
  - Policy 32 – The Quality of New Development
  - Policy 33 – Development Principles
  - Policy 40 - Sustainable Transport
  - Policy 41 - Parking

- Horsham District Local Plan (2023-40) (Regulation 19)
  - Policy 1 - Sustainable Development
  - Policy 2 – Development Hierarchy
  - Policy 19 - Development Quality
  - Policy 20 – Development Principles
  - Policy 24 – Sustainable Transport
  - Policy 25 – Parking

6.0 PLANNING ASSESSMENT

Principle of Development

6.1 HDPF Policy 3 supports development within Built-Up Area Boundaries, particularly where it represents appropriate infilling that respects the character and function of the settlement. Horsham is identified as the Main Town within the settlement hierarchy with a full range of facilities, transport links and services. The policy establishes a positive presumption in favour of new housing within the settlement. The framework underlines the Council's strategy to manage growth sustainably, reflecting the district's need to accommodate housing, employment and other uses, while aligning with national guidance.

6.2 The site forms part of an established residential area and constitutes a logical, policy-supported opportunity for small-scale infill. The Council has already confirmed that residential development on this site is acceptable in principle. The proposal makes efficient and sustainable use of urban land and reduces pressure for housing elsewhere in less sustainable rural locations. It substitutes an unused or underutilised grass parcel with a single dwelling that supports local housing supply without undermining the prevailing residential pattern or compromising local urban design principles.

6.3 Because the scheme delivers a modest number of additional dwellings and fits neatly within the existing pattern, it does not require complex infrastructure or result in significant change to the density or character of the area. Instead, it offers an incremental, positive addition that can be readily absorbed into the existing built environment. This approach aligns with the HDPF's wider objective to channel development to locations where it will contribute to the vitality of existing settlements, and where local services can be accessed conveniently.

The principle of development is therefore acceptable and fully supported by HDPF Policy 3 and the Council's pre-application advice. The site's sustainable location, combined with the minimal scale of development, provides a strong

policy justification for a single residential unit that aids the delivery of housing within a main settlement.

Design, Layout & Visual Impact

6.4 HDPF Policies 25, 32 and 33 require development to respond positively to local character, respect the pattern of surrounding buildings, deliver high-quality design and ensure that proposals integrate sensitively into the landscape and townscape. Policy 32, in particular, emphasises high-quality and inclusive design based on a clear understanding of local context and distinctive character, reinforcing the social, economic and environmental qualities that define the area. Policy 33 further underscores the need for high-quality design that responds to existing character, setting out criteria for all new development to consider.

6.5 The design has been significantly revised in direct response to the Council's advice. The building has been repositioned to align with the established Greenfields Road building line, correcting the earlier form that appeared detached from the surrounding pattern. This alignment not only improves visual cohesion but also provides a strong urban edge to Greenfields Road, establishing a clear frontage that complements neighbouring properties. The principal elevation now addresses Greenfields Road, creating a coherent and unified streetscape relationship that mirrors the orientation of existing homes.

6.6 The use of brickwork and tile hanging reflects local architectural materials and ensures continuity with nearby dwellings. The palette and detailing underpin a sense of place and create a visual relationship with adjacent houses rather than standing out as a discordant feature. This material continuity, combined with carefully considered proportions and roof forms, reinforces the character of the street while still allowing for an individual, modern dwelling.

6.7 Boundary treatments have also been redesigned with care. The previously proposed tall timber fencing has been removed and replaced with a landscape-led approach that contributes to the green character of this part of the street.

New hedging and lower, more transparent boundaries enhance public safety, visibility and streetscape quality. They further preserve sightlines and offer a softer transition between public and private space. By doing so, the scheme mitigates the risk of an intrusive or oppressive boundary and ensures that the dwelling enriches the visual amenity of both Coppice Road and Greenfields Road.

6.8 The overall form, scale and massing are now entirely consistent with the suburban context, making use of modest building footprints and conventional heights that do not dominate the surrounding area. The roof form, fenestration pattern and articulated elevations are designed to reduce bulk and create interest, avoiding monotonous or oversized façades. Together these design moves provide a robust response to Policies 25, 32 and 33, delivering contextual, high-quality and visually coherent development.

6.9 Ultimately, the revised scheme aligns strongly with the expectations of these policies and delivers a design that will enhance the street scene, maintain local character, and meet modern standards of residential development.

Residential Amenity

6.10 HDPF Policy 33 safeguards the amenity of both existing and future occupants by ensuring that development avoids harmful overlooking, overshadowing or overbearing impacts and provides safe, comfortable and attractive living environments. The policy encourages development that maintains appropriate levels of privacy, daylight, outlook and general amenity, crucial to a high quality of life for residents and to the long-term sustainability of neighbourhoods.

6.11 The revised layout respects these requirements through several co-ordinated measures. Firstly, substantial separation distances from neighbouring properties, particularly from No. 30 Greenfields Road, prevent a sense of enclosure and reduce potential inter-visibility of habitable rooms. By redirecting the main elevation toward Greenfields Road, the design minimises sensitive interface areas where privacy might otherwise be compromised. Secondly,

window placements have been carefully positioned to avoid direct overlooking into nearby gardens and habitable rooms. Secondary or non-primary openings are oriented toward less sensitive areas or treated with appropriate glazing measures, ensuring privacy without sacrificing internal light or external views.

6.12 The scale of the building, its repositioned layout, and its orientation ensure that there is no perceived sense of dominance or enclosure for adjoining occupiers. The dwelling's massing is intentionally modest, with a roofline and wall proportions that reflect neighbouring homes and a site boundary that provides ample private outdoor space. This prevents overshadowing or overbearing effects, while also maintaining the openness and character of the corner plot.

6.13 Future residents will benefit from well-proportioned internal spaces, generous natural light and a good-sized private garden. The internal layout supports functional living, with living areas and bedrooms arranged to maximise daylight and privacy. The external space is large enough for outdoor activities, year-round use and future landscaping. The amenity of the new household is therefore high, meeting or exceeding basic expectations for internal living space and quality of life.

6.14 Taken together, these measures ensure that the proposal meets the amenity requirements of Policy 33, avoids adverse impacts on neighbouring properties, and delivers a high-quality environment for future occupants.

Highway Safety, Parking & Access

6.15 HDPF Policies 40 and 41 require development to provide safe, suitable and convenient access, along with appropriate levels of off-street parking. Development must not result in highway safety issues or unacceptable traffic impacts. These policies seek to balance the need for access and mobility with safety, environmental quality, and efficient use of land. In a suburban context, providing the right amount of parking and ensuring visibility at access points are critical to maintaining neighbourhood amenity and preventing highway conflicts.

6.16 The revised plans clearly demonstrate two on-plot parking spaces, consistent with the West Sussex Parking Demand Calculator requirement of 2.2 spaces for a three-bedroom dwelling. This satisfies the Council's expectations for off-street parking and mitigates the risk of parking overspill onto the public highway. The space allocated is sufficient for standard vehicles, supports orderly parking, and maintains an unobstructed frontage to the street.

6.17 The site benefits from extensive road frontage on two sides, ensuring excellent visibility and safe access. The corner location allows for a clear entrance and exit with good sightlines in both directions, and the layout avoids awkward or dangerous manoeuvres. Cycle storage is also provided, encouraging sustainable modes of transport and supporting local policy objectives toward reduced reliance on cars. The design's emphasis on safety, visibility and convenience reflects good practice and aids future enforcement of access rules.

6.18 The highly sustainable location supports reduced dependency on private car use, in line with planning policy objectives. With shops, schools, public transport and community facilities within easy walking distance, the development offers residents practical alternatives to driving. This can contribute to reduced traffic generation compared to more remote sites and lower carbon emissions associated with daily travel.

6.19 The proposal therefore satisfies the requirements of Policies 40 and 41, raises no highways concerns, and provides a safe, efficient arrangement for vehicles, cycles and pedestrians.

efficient use of urban land while respecting local character and safeguarding residential and environmental amenity.

Biodiversity and Biodiversity Net Gain

6.20 Under Schedule 7A to the Town and Country Planning Act 1990, non-exempt development must achieve at least 10% biodiversity net gain (BNG). For an application made on or after 6 August 2026, development on a site no larger than 0.2 hectares is exempt provided it does not impact on-site priority habitat. The red-line area and habitat evidence must substantiate any claim; exemption is not established by this statement.

5.0 PLANNING POLICY

National Planning Policy

6.21 The development is exempt from mandatory biodiversity net gain under the area-based exemption. The submitted Location and Site Plans, drawing P2506 (01)-001 Revision B, demonstrate that the development is contained within a red-line site below the 0.2-hectare threshold. This exemption is advanced on the basis of an application made on or after 6 August 2026 and no impact on on-site priority habitat.

6.22 The site layout demonstrates the extent of the application site and the arrangement of the proposed dwelling, access and garden within it, supporting the site-area basis for the exemption. Accordingly, the application identifies the development as BNG exempt. The statutory biodiversity gain condition and the requirement to deliver a minimum 10% biodiversity net gain do not apply.

6.23 As BNG-exempt development, the proposal does not require a statutory Biodiversity Gain Plan, off-site biodiversity units, statutory biodiversity credits or the statutory 30-year habitat maintenance arrangements associated with mandatory BNG. A statutory biodiversity metric calculation is not required solely to discharge a biodiversity gain condition.

6.24 The BNG exemption does not remove the separate requirements for ecological protection, tree retention and appropriate landscaping. The proposed landscaping and suitable wildlife features should respond to NPPF policies N2 and N3. The site layout supports the area-based exemption; the absence of an impact on priority habitat is an ecological matter and is not established by the layout alone.

7.0 CONCLUSION

7.1 The proposed development represents a carefully considered and contextually sensitive opportunity to deliver a high-quality family dwelling within the built-up area of Horsham. This Planning Statement has demonstrated that the scheme fully aligns with the strategic aims of the Horsham District Planning Framework and responds positively to all aspects of the detailed pre-application advice previously provided by the Local Planning Authority. The proposals have been reshaped and refined through an iterative design process, resulting in a development that is not only policy-compliant but also contributes meaningfully to the quality, character and coherence of the surrounding residential environment.

7.2 Central to the acceptability of the proposal is the site's location within the Horsham Built-Up Area Boundary, where the principle of development is already firmly established. The scheme contributes an additional dwelling in the District's most sustainable settlement, making efficient use of an underutilised parcel of land that currently offers little visual structure or functional purpose. By introducing a sensitively designed home in this location, the development reinforces the pattern of suburban growth in a manner entirely consistent with Policy 3's spatial strategy. This represents an appropriate and proportionate form of residential intensification, delivering new housing within an established community while minimising any environmental or infrastructural impacts.

7.3 From a design perspective, the proposal has been fundamentally re-oriented and repositioned to deliver a positive and respectful relationship with both the immediate streetscape and the character of Greenfields Road. The amended layout carefully replicates the prevailing building line, frontage rhythm and visual grain of the surrounding properties, ensuring the new dwelling integrates naturally into the locality rather than appearing as an isolated or intrusive addition. The use of sympathetic materials, traditional proportions and a well-balanced architectural form ensures the dwelling will sit comfortably within its suburban setting. The landscape-led boundary treatments further enhance the

proposal by creating softer edges, reinforcing existing green character, and delivering a more visually pleasing interface with the public realm.

7.4 The development also safeguards and enhances residential amenity. Careful attention has been paid to the orientation of the property, window placement and separation distances, ensuring that neighbouring occupiers retain high standards of privacy, outlook and natural light. Conversely, the proposed dwelling itself provides high-quality internal accommodation alongside a well-proportioned private garden, ensuring future occupants will enjoy a comfortable living environment that meets modern expectations. This comprehensive design approach ensures full compliance with Policy 33 and reflects best practice in creating liveable, attractive and sustainable homes.

7.5 The site's accessibility and transport credentials further strengthen the proposal's merits. Two on-plot parking spaces, safe access, cycle storage and excellent visibility ensure compliance with Policies 40 and 41. The site's proximity to public transport, schools and local services reduces dependence on private vehicles and supports sustainable modes of travel, reinforcing the development's environmental credentials and wider planning benefits.

7.6 Overall, the proposed dwelling represents a sustainable, high-quality and well-resolved form of residential development. It responds to the Council's pre-application advice and makes a modest but valuable contribution to local housing supply. The development is exempt from mandatory BNG, with the submitted site layout demonstrating that the site falls below the 0.2-hectare threshold.

7.7 Having regard to the development plan and current NPPF, planning permission is respectfully sought, subject to any necessary conditions or obligations. The proposal's BNG-exempt status removes the requirement for a statutory Biodiversity Gain Plan, while the separate ecological and landscaping requirements remain applicable.