

Supporting Statement

Project Address:	Land to North East of Clyst Hayes, Brook Lane, Faygate, Horsham, RH12 4SB
Proposal:	2 new build detached dwellings with parking.
Prepared for:	Horsham District Council Full Planning application
Prepared by:	O Moune
Project number:	1785
Date:	21.07.26

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1.0 Introduction

This supporting statement has been prepared in support of a full planning application resubmission for the erection of two detached four-bedroom dwelling houses with associated parking, access, and landscaping on land to the north-west of Clyst Hayes, Brook Lane, Faygate.

This application follows the refusal of a previous scheme (LPA Ref: DC/26/0079) -1st April 2026.

The refusal reasons for the previous application were as follows:

1. *The proposed development would be sited within an inappropriate location in the countryside, outside of a defined built-up area boundary, and on a site not allocated for housing development within the Horsham District Planning Framework, or a made Neighbourhood Plan. Furthermore, the proposed development is not essential to its countryside location. Notwithstanding the absence of a five-year land housing supply, and the provisions of the National Planning Policy Framework (2024) at paragraph 11(d), it is not considered that there are any material considerations in this instance which would outweigh harm arising from conflict with Policies 1, 2, 3, 4 and 26 of the Horsham District Planning Framework (2015).*
2. *The absence of an Environmental Noise Survey to demonstrate that future occupiers would be adequately protected from noise generated by the adjacent Arun Valley railway line and the A264 dual carriageway. It has not been demonstrated that future occupants of the development would not be adversely affected by noise from the neighbouring railway line and road traffic noise from the A264. In the absence of information to indicate otherwise, the development would create inadequate living conditions for future occupants, to the detriment of their residential amenity and contrary to Policies 32 and 33 of the Horsham District Planning Framework (2015) and the National Planning Policy Framework*

The resubmission addresses the previous reasons for refusal with this written supporting statement, a comprehensive noise survey and report undertaken by Anderson Acoustics, with the recommended mitigation measures incorporated into the proposal design and a full drainage strategy by VKHP consultants (to address consultee concerns raised in the previous submission).

2.0 The Site and Context

The application site lies on the north side of Brook Lane, a private no-through lane to the north of the A264 Crawley Road, between Horsham and Faygate. Access to the lane is directly off the A264 Faygate railway station is situated a mile to the north-east of the site.

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Brook Lane leads to a small cluster of residential dwellings and outbuildings. Clyst-Hayes, the dwelling to the south of the applicant's land, is a Grade II listed building. Beyond the buildings the lane narrows to a public bridleway, which leads down to and across the railway line. There are further residential dwellings on the far side of the railway line.

The application site measures approximately 2500 sqm. It is the western section of a large residential plot comprising an area of mown grass surrounded by trees, fencing and hedgerow.

- **Boundaries:** The site is physically enclosed and visually screened. It is bordered to the north by the main Arun Valley railway line and wrapped to the south and west by extensive, mature tree lines and evergreen hedgerows.
- **Heritage Setting:** The site falls within the wider historic curtilage of Clyst Hayes, a Grade II Listed 17th-century timber-framed building. However, as confirmed by the HDC Conservation Officer during the previous application, the historic visual and functional link between the field and the listed asset has been substantially diluted by modern outbuildings and hard landscaping. The development site is completely visually obscured from Clyst Hayes by existing structures and dense vegetation.
- **Current Status:** There is an existing outbuilding alongside a shingled vehicle parking forecourt. The site would be classed as previously developed land (brownfield) within a rural/suburban fringe.

3.0 The Proposed Development

The proposal seeks planning permission to subdivide the plot and erect two high-quality, detached family dwellings.

- **Design and Scale:** Each dwelling provides a Gross Internal Area (GIA) of 230 sqm over an L-shaped footprint of 108 sqm with a generous rear garden plot size. The front entrance provides a large covered porch area with parking space alongside. The accommodation is distributed across three floors, with three double sized bedrooms to the first floor and the master bedroom suite maximising the roof space.
- **Architectural Language:** The design is a contemporary interpretation of the traditional Sussex cottage vernacular. The material palette incorporates locally sourced red/brown facing bricks to the ground storey level, natural vertical timber cladding to the first floor, and pitched, traditional clay tiled gabled roofs.
- **Layout:** The dwellings are positioned facing south-east in a staggered configuration, creating a loose courtyard layout that naturally mitigates internal overlooking while optimising private rear garden space.
- **Access & Parking:** The layout retains the existing gated vehicle crossover from Brook Lane. Each dwelling has an independent gate leading to a shared access drive and private parking, with space for 3 cars and a secure cycle store.

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- Landscaping : A 3.0m high acoustic fence is proposed to the railway boundary to ensure acceptable levels of noise to any future occupiers. The fence will be behind a tall screen of existing evergreen trees and the railway line with mature deciduous trees on the embankment. The fence is therefore barely visible and would not cause harm to the wider landscape character. Please refer to the submitted noise survey report prepared by Anderson Acoustics. It is worth noting at this juncture that the existing site is part of the residential garden area of Clyst Hayes and therefore the use of the site does not change. The proposed noise conditions can therefore not be said to be any different to the existing condition for future occupiers.

4.0 Planning Policy

The development plan for the area comprises the Horsham District Planning Framework (HDPF). The Facilitating Appropriate Development SPD (2022) provides guidance on the interpretation of policy. The site is outside any defined Built Up Area Boundary (BUAB), within the countryside.

Clyst Hayes, approximately 30 metres east of the application site, is a Grade II listed building.

4.1 Response to Reason for Refusal 1: Principle of Development & Tilted Balance

Whilst the site sits outside the BUAB, the Council is currently unable to demonstrate a five year supply of deliverable housing sites, with the supply currently calculated as being 1 year, as stated in the delegated report for the previous submission. The presumption in favour of development within paragraph 11d) of the NPPF therefore applies in the consideration of all applications for housing development within the District.

As Horsham Council Horsham District Council is currently in the process of reviewing its development plan which is now over 5 years old, the policies relevant to determining the application (HDPF Policies 2, 4, 15, and 26) are legally out-of-date and under Paragraph 11(d)(ii) of the National Planning Policy Framework (NPPF) planning permission must be granted unless any adverse impacts significantly and demonstrably outweigh the benefits.

"any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination." (NPPF, 11d)

Notwithstanding the fact that the relevant policies are out of date, the HDPF spatial strategy does not preclude any new housing development in the countryside, and the Facilitating Appropriate Development SPD (2022) provides guidance for housing development outside BUABs. The SPD lists criteria that are used to assess the suitability of sites that come forward outside the BUAB for housing, and includes:

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- The impact of the development individually or cumulatively does not prejudice comprehensive long-term development; and
- *The development is contained within an existing defensible boundary and the landscape character features are maintained and enhanced.*

The proposed development will not prejudice long-term development of the site. The driveway to the far northern end of the applicant's land ensures that the wider site remains accessible in the longer term.

The site benefits from mature and dense tree and hedge screening to the boundaries and has a natural defensible boundary with the Arun Valley railway line and existing fenced and planted boundaries. The landscape character is unaffected by the proposal due to the mature screening that is present on the existing site. The visually contained nature of the site counts strongly in its favour as a suitable site for housing.

The addition of two premium family homes delivers a vital, immediate injection into a critically undersupplied local baseline and meets the SPD criteria listed above.

4.2 Context of adjacent Non-BUAB Strategic Developments

The assertion that the application site is "isolated" or "unsustainable" because it sits outside the BUAB completely ignores the reality of the surrounding planning landscape. Immediately adjacent to the site, major developments have been permitted and are currently being delivered entirely outside the historical BUAB:

- The Mowbray Masterplan (Land North of Horsham): Outline Planning Permission has been granted for this large mixed-use, community masterplan located immediately north of the A264 and west of the site. This future development is a short walk from the proposal site with Mowbray masterplan eastern edge being less than 500m away, along Wimland Road.
- Infrastructure Connectivity: The Mowbray development is actively implementing a new primary estate road network, new cycleways, and has safeguarded land for a future Parkway Train Station.

This nearby strategic activity establishes a powerful planning precedent: the LPA has already recognised that the corridor north of the A264 is highly sustainable, suitable for high-density development, and is the primary vehicle for meeting the district's housing and community needs. Denying a micro-windfall of two dwellings on sustainable transport grounds directly contradicts the LPA's own active support for extensive urban expansion in this exact corridor.

Other recently consented developments outside the BUAB include:

- 18 residential dwellings on land north of East Street, Rusper (DC/25/0523) illustrates the Council's application of the presumption in favour of sustainable development and that residential development can be considered

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acceptable where the planning balance is favourable, notwithstanding policy constraints and heritage considerations such as being within Rusper Conservation Area. It should be noted that the current application site is not within a Conservation Area.

- 3 bed detached residential dwelling on Kerves Lane (DC/24/1923) . A similar subdivided plot in a semi rural location with detached dwellings in a nearby cluster and therefore forming part of an established settlement pattern and also with an existing natural defensible boundary condition.
- Outline planning consent for detached 4 bed dwelling after appeal dismissal and resubmission (DC/25/1831). The Inspector found that, notwithstanding the conflict with settlement boundary policies, the site represented a sustainable and acceptable location for housing, having regard to: The site's containment between existing dwellings and designated land; its previously developed status; its accessibility to services and public transport; the absence of countryside, landscape or settlement character harm; and the contribution to housing supply in a severe shortfall context.
- 2 new detached self-build dwellings at Former Longfield House, East Street, Rusper - DC/24/1300. These dwellings are outside the BUAB and within Rusper Conservation Area and are another example of HDC applying the tilted balance in favour of development.

4.3 Spatial Isolation and Sustainability

The Council has published the Shaping Development in Horsham District Planning Advice Note (SDPAN), which provides guidance on the assessment of residential development proposals particularly those located on the edge of existing settlements in light of the Council being unable to demonstrate a five year housing land supply. The SDPAN recognises that, in certain circumstances, development adjacent to existing built-up areas may be considered acceptable where it represents a logical and well-contained extension to the settlement, is well related to existing development, and would not result in significant harm to the character of the area or the surrounding countryside.

The application site is located within a cluster of established residential properties along Brook Lane and Rimland Road and is actually within the existing curtilage of Clyst Hayes, a residential plot that cannot be defined as isolated.

- It sits immediately adjacent to a designated residential cluster along Brook Lane and Wimland Road.
- The site is less than half a mile from the nearest Built-Up Area Boundary of Horsham, connecting users directly to major infrastructure.

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- Excellent public transport access is available within 1 km at the Faygate roundabout. Regular Metrobus services (Nos. 23, 23X, 200, and 398) operate multiple times per hour, linking the site directly to Horsham town centre, Crawley Bus Station, Gatwick Airport, and Worthing within a 20-minute journey window.

The site functions as a visually self-contained windfall brownfield plot, tightly bounded by defensible edges with the railway line and established trees, causing no outward encroachment into the landscape or causing harm to the character of the wider open countryside.

5.0 Conclusion

To conclude, due to a persistent, chronic under-supply of housing within the district over consecutive monitoring periods. :

1. The Tilted Balance is robustly engaged under Paragraph 11(d) of the National Planning Policy Framework (NPPF), which renders the restrictive spatial policies out-of-date and significantly reduces their weight.
2. The site is fundamentally non-isolated both physically and functionally, adjoining an established residential cluster of houses and outbuildings situated along Brook Lane and Wimland Road.
3. The location is highly sustainable, enjoying close proximity to high-frequency public transport links at Faygate roundabout as well as adjoining a major strategic growth corridor (The Mowbray allocation).
4. The site comprises previously modified, self-contained land within a distinct defensible boundary, causing no landscape encroachment or urbanising harm into the wider open countryside.

In the delegated report for the previous application, we would assert that the Council has not identified any adverse impacts that significantly and demonstrably outweigh the benefits of providing two units of housing to contribute to supply, at a time of chronic housing need. This would therefore trigger the presumption in favour of sustainable development. HDPF Policies 2, 3, 4, and 26—which collectively restrict housing delivery to specific settlement boundaries—are deemed **out-of-date** for the purposes of decision-making. While they remain part of the development plan, their weight is substantially diminished by the council's structural inability to meet its housing targets. The addition of two premium, deliverable family homes provides an immediate, positive contribution toward alleviating this deficit, which carries substantial weight in the planning balance.

Horsham District Council have recently approved a number of residential developments outside the BUAB, where there was conflict with settlement boundary policies and where the planning balance favoured permission. Landivar Architects would posit that in this instance the tilted balance should therefore also be in favour of development given that the proposal complies with SDPAN guidance and other concerns raised during the previous submission regarding drainage and amenity have now been satisfactorily addressed.

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The proposal meets the criteria listed in the SPD for Facilitating Appropriate Development and provides a high quality landscape-led design that incorporates a full drainage strategy and noise mitigation design to ensure the comfort and amenity of any future occupiers, as per the additional reports submitted, and therefore we would respectfully ask that the application now be consented.