



# **PLANNING COMMITTEE REPORT**

**TO:** Planning Committee South

**BY:** Head of Development

**DATE:** 19th November 2019

**DEVELOPMENT:** Erection of a two storey building to provide 8.No. apartments, erection of extension to existing building to create additional dwelling, provision of new access and parking to serve existing and proposed dwellings and erection of bin/cycle store.

**SITE:** Rambledown House Common Hill West Chiltington West Sussex RH20 2NL

**WARD:** West Chiltington, Thakeham and Ashington

**APPLICATION:** DC/19/1226

**APPLICANT:** **Name:** Mr A Harrison **Address:** 104 Alinora Crescent Goring-by-Sea BN12 4HJ

**REASON FOR INCLUSION ON THE AGENDA:** More than eight persons in different households have made written representations raising material planning considerations that are inconsistent with the recommendation of the Head of Development.

**RECOMMENDATION:** To refuse planning permission.

## **1. THE PURPOSE OF THIS REPORT**

To consider the planning application.

### **DESCRIPTION OF THE APPLICATION**

This application seeks planning permission for the provision of 9 no. new residential units on this site formed by the erection of a new building on land to the south of Rambledown House to provide 8 x 2 bedroom apartments, and the extension of the existing building (currently containing 3 no. dwellings) to create 1 additional apartment. A total of 12 x 2 bedroom apartments would be provided on site (3 of which already currently sit within Rambledown House).

A new vehicular access would be created from Common Hill to the east and a new central access drive would be formed across the length of the site with 16 parking spaces provided within the site. The existing garages that currently front onto Common Hill would be demolished.

The new apartment building would incorporate a Gross External Area of 426sq.m, with a larger footprint at the eastern end of the building narrowing to a smaller footprint at the western end. The building would have a total length of 28m and a maximum depth of 17m.

The two storey building would measure 5.3m to the eaves level and 9.3m at its maximum ridge height.

The proposed extension to Rambledown House would be formed at the western end of the existing building. This would involve the demolition of an existing conservatory and the erection of a replacement two storey extension on the western side of the existing building. The extension would measure 3.5 in length, 4.4m in depth and 7.3m in ridge height. The extension has been designed to mimic the height and pitched roof form of the existing building.

Amended plans have been received during the consideration of this application which have reduced the western part of the new apartment block, stepping it in and down 0.8m in height from the larger part of the building. The design of the new apartment building has been amended so the overall appearance is less symmetrical and balconies have been removed from the northern elevation. The access road has been narrowed to 3.8m and re-aligned. The car parking spaces in front of Rambledown House have been reduced to 3 spaces with one re-located to the rear with the pergola removed.

The originally proposed cycle/bin store has been reduced in size and would be only for storage of bikes and mobility scooters. The bin storage areas are now proposed in two separate locations, adjacent to the proposed cycle store for Rambledown House and towards the southern frontage of the site for the new apartment building.

## DESCRIPTION OF THE SITE

The application site is located on the western side of Common Hill and comprises an area of approximately 0.4ha. The topography of the site falls from north to south with a difference of around 3m across the site.

The site is currently occupied by a large building, known as Rambledown House, which is located close to the northern boundary of the site with a large expanse of formal shared garden space to the south. The existing building is sub-divided into three apartments, comprising 1 x 2 bedroom apartment and 2 x 2 bedroom apartments.

The only existing vehicular access and driveway to the site is from Rambledown Lane to the west of the site where there is a single garage and timber building close to the entrance. There are two large flat roofed garages on the frontage of Common Hill which are accessed from the public highway.

The site includes an overgrown area of land to the south of the rear access drive, which was formerly part of the garden to the neighbouring property, Hideaway, but now forms part of the curtilage to Rambledown House. Trees and mature shrubs bound the perimeters of the site, the most prominent being the large oak tree on the frontage of the site which is the subject of tree preservation order, TPO/0541. Several other trees on the northern boundary are also protected by tree preservation order, TPO/0397.

Part of the front boundary of the site, adjacent to Common Hill, has close boarded fencing. The remainder of the sites frontage is set back behind a paved area with the existing garages forming the frontage with stone walling in between them and an arched pedestrian entrance.

The surrounding area of West Chilmington Common is characterised by its tree lined lanes and semi-rural character, dominated by low density housing comprising sizable detached properties set within a mix of large and medium sized plots. The development pattern is generally informal served by private roads off the main highway. Residential properties are

typically set back from the road, and are mostly screened from the street scene perspective by a landscaped or fenced frontages.

## **2. INTRODUCTION**

### STATUTORY BACKGROUND

#### 2.1 The Town and Country Planning Act 1990.

### RELEVANT PLANNING POLICIES

The following Policies are considered to be relevant to the assessment of this application:

#### **National Planning Policy Framework**

##### **Horsham District Planning Framework (HDPF 2015)**

Policy 1 - Strategic Policy: Sustainable Development  
Policy 2 - Strategic Policy: Strategic Development  
Policy 3 - Strategic Policy: Development Hierarchy  
Policy 15 - Strategic Policy: Housing Provision  
Policy 16 - Strategic Policy: Meeting Local Housing Needs  
Policy 31 - Green Infrastructure and Biodiversity  
Policy 32 - Strategic Policy: The Quality of New Development  
Policy 33 - Development Principles  
Policy 37 - Sustainable Construction  
Policy 41 - Parking

### RELEVANT NEIGHBOURHOOD PLAN

West Chiltington Parish submitted their Submission Draft Neighbourhood Plan to Horsham District Council on 19 November 2018. In accordance with legislation, the Council is in the process of considering whether the plan meets the Basic Conditions and can progress to Regulation 16 consultation and formal examination.

As the Draft Neighbourhood Plan is not yet 'made', the relevant policies listed below hold limited weight in the consideration of this application.

- Policy H2 Quality of Design
- Policy H3 Housing Mix
- Policy H4 Housing Density
- Policy H6 Windfall Sites
- Policy H7 Outdoor Space
- Policy H8 Attention to Detail
- EH1 Built up Area Boundary
- EH5 Protection of Trees & Hedgerows
- GA3 Parking & New Development

## PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/10/0280	Erection of 1 x 4-bed dwelling on land to the south of Rambledown House (Approval of Reserved Matters)	Application Permitted on 02.06.2010
DC/07/0970	Erection of 1 dwelling on land to the south of Rambledown House (Approval of Reserved Matters)	Application Permitted on 27.07.2007
DC/04/0291	Erection of 1 dwelling on land to the south of Rambledown House (Outline)	Application Permitted on 21.03.2005
WC/49/92	Renewal of un-implemented permission to erect 1 dwelling & garage (outline)	Application Permitted on 21.08.1992
WC/75/89	Erection of 1 dwelling and garage on land to the south of Rambledown House	Application Permitted on 01.08.1989
WC/50/86	Erection of a dwelling and garage on land to the south of Rambledown House	Application Permitted on 30.07.1986
WC/17/86	Erection of a dwelling and garage on land to the south of Rambledown House	Application Refused on 24.04.1986

### 3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at [www.horsham.gov.uk](http://www.horsham.gov.uk)

#### INTERNAL CONSULTATION

**HDC Landscape Architect:** No Objection.

A lack of amenity space has been left around the block of flats which seems a little cramped. Recommended that footprint of new building reduced. Scale of the building in relation to the settlement pattern is satisfactory and the addition of biodiversity enhancements is welcomed.

**HDC Arboricultural Officer:** No Objection.

The footprint of the proposed apartment block registers some small encroachment into the root protection area of the protected Oak tree. However, the degree of encroachment appears reasonable and minor, and in compliance with BS 5837. Some additional encroachment is shown in regard to the creation of a new access off Common Hill, though within the northern quadrant of the root protection area of the tree there is an abundance of hard surfacing, walls, and ancillary buildings. Hence the creation of this new access does not represent a problem to the tree.

The submitted details regarding the protection of retained trees on the site through the development process is also in compliance with BS 5837 and is satisfactory.

**HDC Drainage Engineer:** No Objection.

Condition recommended to secure foul and surface water drainage.

## OUTSIDE AGENCIES

### **WSCC Highways:** Comment.

[Summary of Initial Comments]: The proposed development is forecasted to generate a small increase in the number of vehicular movements than has been generated historically by the site. These movements will be spread across the day, with peaks of approximately 30 vehicle movements occurring during the hours of 0800-0900 and 1700-1800. A review of the proposed access Common Hill junction indicates that, while visibility is restricted, there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the restricted visibility has been detrimental to highway safety. Based on an assessment of the TS the LHA does not consider that the proposed would have 'severe' impact on the operation of the highway network. Recommends conditions to secure access prior to occupation and visibility splays of 2.4 metres by 54 metres to the north and 52 metres to the south.

[Summary of Subsequent Comments]: There has been some small changes to parking arrangements but these changes would not result in any highway related concerns.

### **Ecology Consultant:** Comment.

[Summary of Initial Comments]: Emergence surveys relating to bats are required to be submitted. In addition, clarification on the rating of Building 2 as Low is required. Further survey and assessment of all trees to be removed is also required as there is potential for them to support roosting bats. Confirmation of the mitigation for the 'important linear corridor' for bats is also required prior to determination and this should include a buffer as well as lighting restrictions.

[Summary of Subsequent Comments]: The ecological information to be sufficient to assess impacts on protected species and habitats, in particular bats. Recommends conditions to secure ecological appraisal mitigation and enhancement measures, reptile mitigation strategy, wildlife sensitive lighting scheme and biodiversity enhancement layout.

### **Southern Water:** No Objection

### **West Chiltington Parish Council:** No objection

[Summary of Initial Comments]: Objection

- Further ecological studies should be completed
- The first-floor balconies overlook surrounding single storey properties
- Concerns over the bin storage location and the operation of the collection system
- Inadequate number of parking spaces
- Concerned with the watercourse and drainage
- The vehicle access drive is in close proximity to the existing and proposed new buildings

[Summary of Subsequent Comments]: Support  
The Parish Council raises no objection.

## PUBLIC CONSULTATIONS

A total of 60 representations have been received in connection with this application.

20 representations object to the proposed development. 37 representations support the proposed development and 2 representations neither objecting nor supporting the application.

The following summarises the main reasons for objection:

- Highway safety concerns relating to new access and additional traffic
- Out of keeping with the character and appearance of the area
- Overdevelopment
- Insufficient parking provision for no. of flats
- Impact on wildlife and trees
- Inadequate surface water drainage
- No affordable housing provision

The following summarises the main reasons for support:

- Need for smaller dwellings in the village for older people downsizing and for younger people
- Well-designed development, fits in well with landscape
- Sustainable location, well placed for local amenities
- Highway safety and parking improvements
- Removal of unattractive garaging to site frontage

The following summarises the additional comments made by letters of representation neither objecting nor supporting the application:

- Proposed vehicular access should be formed prior to construction of apartment building and construction traffic should use Common Hill access and not existing Rambledown Lane access
- Adequate surface water drainage should be provided

#### **4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS**

- 4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

#### **5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER**

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

#### **6. PLANNING ASSESSMENTS**

##### **Principle of Development**

Policy 3 of the Horsham District Planning Framework (HDPF) states that development will be permitted within towns and villages which have defined built up areas. Any infilling will be required to demonstrate that it is of appropriate nature and scale to maintain characteristics and function of the settlement, in accordance with the settlement hierarchy.

The application site lies within the defined built up area boundary of West Chiltington Common, which is categorised as a 'medium village' within policy 3 of the HDPF. These are settlements with a moderate range of services and facilities, together with some access to public transport. These settlements provide some day to day needs for residents, but rely on small market towns and larger settlements to meet a number of their requirements.

Given the location of the site within the defined built up area boundary, it is considered that the principal of infill development would be acceptable in terms of its sustainable location. It is also acknowledged that planning permission has previously been granted under several different applications for the subdivision of the existing plot to provide one additional detached dwelling on land to the south of Rambledown House. Taking into account the planning history of the site and the large expanse of land to the south of Rambledown House, it is considered that the site is capable of accommodating a level of infill development.

## **Housing Need**

The Applicant states within the Supporting Statement that the proposed scheme responds to the locally identified housing needs within West Chiltington and considers that this should weigh heavily in favour of the current proposal.

The Draft Submission West Chiltington Neighbourhood Plan is at the Regulation 15 stage and has been submitted to Horsham District Council (HDC) for further consultation ahead of independent examination. As the Draft Neighbourhood Plan is not yet 'made', the relevant policies listed below hold limited weight in the consideration of this application. The Draft Neighbourhood Plan however provides useful information relating to the housing aspirations of the Parish in response to an evidence base of documents. The primary document relates to a Local Housing Needs Survey commissioned by the Parish of West Chiltington and undertaken by Action in Rural Sussex (AIRS) in April 2014. This study identified a need for affordable houses in the Parish and a need for smaller units to enable older people to downsize.

The Draft Neighbourhood Plan considers the Parish's strengths and weaknesses and its existing community profile to assist in ensuring that its Plan meets the needs of its residents in the future. It shows that just over a third of the population in the Parish is over 65 and that housing stock is mostly detached dwellings (85%) with only 4% comprising a flat or maisonette.

One of the main objectives of the Draft Neighbourhood Plan is that housing should be well designed to meet local needs and respects the current character, local distinctiveness and cultural heritage of the Parish. Policy H1.1 of the Draft Neighbourhood Plan reiterates the findings of the 2014 housing needs study which identifies a need in the Parish for a range of affordable housing, mid-range housing and downsizing housing for the elderly.

The proposal would provide 9 additional 2 bedroom apartments on the site which would provide additional housing provision for local people to downsize from larger detached dwellings which dominate the Parish. It is however noted that no provisions have been put forward by the Applicant within this proposal to state that the units would be exclusively restricted to local people living within the Parish. It is therefore presumed that the proposed apartments would be available for sale on the open market.

The provision of 9 additional 2 bed apartments would contribute towards meeting a local housing need within the Parish, and this needs to be considered carefully within the planning balance in relation to other planning considerations such as the retention of the unique character and local distinctiveness of West Chiltington Common and all other material planning considerations.

## **Design, Layout and Appearance:**

Policy 32 and 33 promote development which is of high quality design, and is sympathetic to the distinctiveness of the dwelling and surroundings. Development should protect, conserve and enhance the natural and built environment, making efficient use of land, and prioritise the use of previously developed land and buildings whilst respecting any

constraints that existing. The scale, massing and appearance of development should be of a high standard of design and layout which relates sympathetically with the built surroundings, open spaces and routes within and adjoining the site.

The proposed development would be located in an area which is characterised by its tree lined lanes and semi-rural character. West Chilton Common is dominated by low density housing comprising sizable detached properties set within a mix of large and medium sized plots. The existing building on the site benefits from a large expanse of communal garden space to the south and there is considered to be some scope for infill residential development to the south of the existing building.

The proposal seeks permission for a two storey extension to the existing building and a new apartment building to the south of the existing building. The proposed apartment building would be substantial in size, measuring 28m in length, 17m in depth, and with a maximum ridge height of 9.3m. A new access driveway would also be formed between the existing building and the proposed apartment building which would extend the entire length of the site with groupings of parking spaces located adjacent to the access driveway. The combination of the scale of the apartment building, extension to the existing building and associated vehicular and parking infrastructure to serve the proposed 9 additional apartments would create a cramped form of development which would significantly reduce the spacing around the existing building, Rambledown House.

The amended plans submitted have sought to increase the spacing around the existing building and proposed apartment building by re-aligning and reducing the width of the access driveway and reducing the scale of part of the new apartment building. However, these would provide relatively minor changes to the overall spacing and layout of the proposed development, which is considered to appear cramped in comparison to the character and spaciousness of the nearby surrounding housing.

The proposed apartment building would comprise a substantial building that would comprise 8 apartments and a footprint of 426sq.m. The scale, massing and design of the proposed building comprises that of an substantial apartment building which does not reflect the proportions of a large detached dwelling set within spacious surroundings which typically characterises the area. It is acknowledged that the submitted amended plans have sought to address Officers concerns in this respect, by staggering the western part of the apartment building back from the larger part of the building so that it appears as a smaller addition to a large dwelling when viewed from Common Hill. It is noted that features of the building's built form reflects that of a rural vernacular and improvements have been made to break up the massing of the building. It is however, considered that the new apartment building would still incorporate a considerable scale, bulk and mass, which would not reflect the distinctive semi-rural spacious character of residential development within the area. This impact would be compounded by the significant areas of hardstanding required to form the access drive and necessary parking bays, such that the site would appear predominantly one of built structures and hardstanding rather than the open largely green environment that characterises the area.

The topography of the site is set down from the road level to the west and this would minimise some of the perceived bulk and scale of the apartment building when viewed from Common Hill. The Oak tree to the eastern road frontage and planting along the eastern and southern boundaries of the site would also provide screening of the proposed development. The bulk and scale of the apartment building would however still be apparent from the street scene perspective when viewed through the new access driveway that serves the development.

The proposed scheme would comprise overdevelopment of this infill site and a cramped layout of the development that would be at variance to the prevailing verdant open

character and pattern of the surrounding development. The proposal is considered to conflict with policies 32 and 33 of the HDPF.

### **Amenity Impact**

Policy 33 states that development should consider the scale, massing and orientation between buildings, respecting the amenities and sensitivities of neighbouring properties.

The submitted Tree Surveys and Planting Masterplan show that most of the existing planting to the southern and western boundaries would be retained with additional planting strengthening the coverage to these boundaries. This would predominantly screen the apartment building from the neighbouring properties which surround the application site. The first floor windows within the southern elevation of the apartment building would be distanced 7.6m to the rear garden of Little Rambles and 26m to the north facing windows within this neighbouring property. To the west the first floor windows within the apartment building would be distanced 11m to the rear garden of Glenmore and 28m to the nearest rear facing windows within this neighbouring property.

The first floor balcony on the south-west corner of the apartment building would be located 21m to the neighbouring property to the south-west, Heronscroft. The first floor balcony on the south-west corner of the apartment building has also been carefully positioned within an area of denser planting to avoid any loss of amenity to the neighbouring properties to the south-west. Taking into account the separation distances between the proposed apartment building and the neighbouring properties, together with proposed landscaping scheme submitted, it is considered that the proposed apartment building would not cause any harmful loss of amenity to the occupiers of existing neighbouring properties to the south and west.

To the north, the proposed two storey extension to Rambledown House would be predominantly screened to the neighbouring property, Red Gables, 1 Chilmington Close by the existing trees within the neighbour's rear garden. One new first floor window would be inserted in the northern elevation of Rambledown House. As this window would serve a bathroom, if other aspects of the development were considered to be acceptable this window could be required by condition to be obscure glazed to avoid any loss of amenity to the neighbouring property to the north.

The creation of the 9 additional apartments, a new access driveway and 16 formal parking spaces would create an increase in general activity and vehicular movements within the site. The Transport Statement estimates that the proposed development would create 28 additional movements within a 12 hour day period. This would create a considerable increase in noise, activity and vehicular movements in what is currently a quiet and tranquil backland garden environment. It is considered that this would create a harmful degree of activity and noise disturbance to the neighbouring properties that surround the site, out of character with the peaceful backland garden character of the immediate area. The proposal falls contrary to Policy 33 on this basis.

### **Highways**

Policies 40 and 41 of the HDPF promote development that provides safe and adequate access, suitable for all users.

The application would be accessed via a new bellmouth arrangement onto Common Hill which proposes a 4.8m width with kerb radii of 6m. A Transport Statement has been submitted with this application which provides details of the achievable visibility splays, an indication of the number of vehicle trips associated with the proposed development and a speed survey to ascertain 85th percentile road speeds at the proposed point of access onto Common Hill.

The County Council Highways Authority have advised that the visibility splays for the proposed vehicular crossover onto Common Hill should be taken from a position 2.4m back from the centre of the access and to a point north and south of the access to an appropriate offset to from the kerb line, which is typically the nearside running line of the carriageway. The submitted plans show visibility to the south of the access is achievable to 52.5m to a 1m offset. Visibility to the north, due to the location of a brick pillar, is achievable to 54.7m to a 2.7m offset. The visibility splays recommended by the Highways Authority would not therefore be achieved.

The Highways Authority considers that the proposed access would provide a significant improvement to the current access arrangement which does not provide any turn on site facility. As the proposed vehicular access would only comprise a slight reduction in the recommended visibility splays and would provide a considerable improvement in relation to the existing access which requires vehicles to reverse onto Common Hill, it is considered that the achievable visibility splays would be acceptable in this instance.

The site provides a total of 16 parking spaces on site, including two disabled bays. One space is allocated per unit, with 4 unallocated spaces provided for additional resident and visitor parking. Secure cycle parking would be provided within the cycle store outbuilding adjacent to the frontage of the site. At present, car parking to serve the existing 3 flats appears to be informal with approximately 5 spaces provided within the two garages and hardstanding fronting the Common Hill and some parking capacity on the access driveway from Rambledown Lane to the west. The proposed development meets the requirement of 16 car parking spaces as set out within the County Council's Parking Demand for new developments (updated August 2019) and exceeds the cycle parking space requirements.

## **Landscape & Trees**

An Arboricultural Survey accompanies the application which identifies all the trees on the site, their categories in accordance with BS5837 2012 and their root protection zones. The Arboricultural Impact Assessment and Arboricultural Method Statement considers the impact of the development on the trees and the measures required to protect them during the course of construction.

The large Oak tree is covered by Tree Preservation Order 0541 and comprises a prominent tree within the street scene when viewed from Common Hill. Just beyond the northern site boundary are a range of trees protected under Tree Preservation Order 0397. Eleven individual trees and one small group of small Lawson's cypress are proposed for removal and of these trees, only 3 meet the category of 'C', as set out in BS 5837 'Trees in relation to design, demolition, and construction - Recommendations' (2012). None of the trees to be removed are considered to be of any especial merit, nor of exceptional amenity value.

The footprint of the proposed apartment block encroaches slightly into the root protection area of the protected Oak tree along the sites roadside frontage. The Council's Arboricultural Officer considers this degree of encroachment to be minor and acceptable. Some additional encroachment is shown in regard to the creation of a new access off Common Hill, though within the northern quadrant of the root protection area of the tree there is currently an abundance of hard surfacing, walls, and ancillary buildings. It is therefore considered that the creation of this new access would not cause harm to the health of the preserved tree.

The proposed two storey extension to the western end of Rambledown House would replace an existing conservatory of a similar footprint. As the proposed two storey extension would not extend any further to the north than the existing extensions, it is considered that the proposed addition would cause no harm to the preserved trees to the north of the site.

A submitted landscape design strategy and planting masterplan sets out the intentions for the soft landscaping of the site. The loss of trees will be mitigated with new planting and the landscape design strategy proposes 11 no. new trees.

## **Ecology**

A Preliminary Ecological Appraisal, Phase 1 Habitat Survey and Bat Roost Assessment have been provided along with further Bat Emergence Surveys as requested by the Council's Ecological Consultant.

Based on the results of the Preliminary Bat Roost Assessment, three of the existing buildings on the site were considered to provide low potential for roosting bats and one building was considered to provide moderate potential for roosting bats. The Bat Emergence Surveys confirmed that no bat roosts were found within any of the buildings at the time of the assessments and so the likely absence of any bat roosts was confirmed. A moderate level of bat activity was however recorded on the site during the dusk emergence and activity surveys and a low level of activity was recorded during the dawn re-entry survey. The report therefore recommends precautionary working practices and habitat enhancements relating to bats. The Council's Ecological Consultant has confirmed the submitted Ecological Assessments provide certainty of likely impacts on protected species and with appropriate mitigation measures, the development can be made acceptable.

The Ecological Appraisal recommend a number of mitigation and enhancement measures which have been incorporated within the proposed development scheme. A wildlife pond is proposed within the western part of the site which would feature native aquatic and marginal planting. The proposal includes soft landscaping chosen to attract birds and insects and the measures proposed for bird boxes, bat boxes, bee bricks and wood piles, are aimed at enhancing ecology and biodiversity on the site. The biodiversity enhancements would therefore deliver a measurable net gain for biodiversity.

## **Conclusion**

The proposed development is in a sustainable location and would provide 9 additional 2 bedroom apartments on the site capable for local people to downsize to from larger detached dwellings which currently dominate the settlement. This would contribute to meeting an identified local housing need within the Parish, and needs to be considered carefully within the planning balance in particular relation to the retention of the unique character and local distinctiveness of West Chiltington Common. It is though noted that the applicants have not offered to secure these apartments for local occupiers in the first instance therefore any weigh to be attributed to this benefit is limited.

Notwithstanding this benefit, the combination of the scale of the apartment building, extension to the existing building, vehicular driveway and parking infrastructure to serve the proposed 9 additional apartments would create a cramped layout and form of development which would significantly reduce the spacing around the existing and proposed buildings within the site. The proposed development would not reflect the distinctive semi-rural spacious character of residential development within the area of West Chiltington Common. The creation of the 9 additional apartments, a new access driveway and 16 formal parking spaces would also generate a considerable increase in general activity and vehicular movements in a currently quiet and tranquil garden environment. It is considered that this would create a harmful degree of activity and noise disturbance to the neighbouring properties that surround the site.

Whilst it is appreciated that amendments have been made to the scheme which seek to address the issues raised by Officers, it is not considered that in this instance that the revisions overcome the harm caused to neighbouring amenity, the character and

appearance of the area, and the conflict with policies 32 and 33 of the Horsham District Planning Framework.

### COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1<sup>st</sup> October 2017.

**It is considered that this development constitutes CIL liable development.** At the time of drafting this report the proposal involves the following:

Use Description	Proposed	Existing	Net Gain
	905	525	380

**Total Gain**  
**Total Demolition**

Please note that exemptions and/or reliefs may be applied for up until the commencement of a chargeable development.

In the event that planning permission is granted, a CIL Liability Notice will be issued thereafter. CIL payments are payable on commencement of development.

## **7. RECOMMENDATIONS**

7.1 To refuse planning permission for the following reasons:

1. The combination of the scale of the apartment building, extension to the existing building, vehicular driveway and parking infrastructure to serve the proposed 9 additional apartments would create a cramped layout and form of development which would significantly reduce the spacing around the existing and proposed buildings within the site. The proposed development would not reflect the distinctive semi-rural spacious character of residential development within the area of West Chiltington Common and would conflict with policies 32 and 33 of the Horsham District Planning Framework (2015).
2. The proposal would create a considerable increase in general noise activity and vehicular movements in a currently quiet and tranquil backland garden environment. This would cause a harmful and unacceptable degree of noise disturbance to the neighbouring properties that surround the site and would conflict with policy 33 of the Horsham District Planning Framework (2015).

Background Papers: DC/19/1226