



**TO:** Planning Committee North

**BY:** Head of Development

**DATE:** 4 February 2020

**DEVELOPMENT:** Erection of a two storey attached 3 bedroom dwelling with associated parking.

**SITE:** 44 College Road Southwater Horsham West Sussex RH13 9EH

**WARD:** Southwater South and Shipley

**APPLICATION:** DC/19/2346

**APPLICANT:** **Name:** Mrs Anoopam Dovuru **Address:** 44 College Road Southwater Horsham RH13 9EH

**REASON FOR INCLUSION ON THE AGENDA:** Over 8 letters of representation have been received which are contrary to the recommendation

**RECOMMENDATION:** To approve the application subject to conditions

**1. THE PURPOSE OF THIS REPORT**

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The application seeks planning permission for the erection of an end of terrace two storey dwelling to the north-west of the existing dwelling of 44 College Road.

1.3 The proposed dwelling would measure to a width of 6.4m and a depth of 9.6m, and would be slightly set back from the front and rear elevations of the existing dwelling. The proposed dwelling would incorporate a pitched roof extending to the same height as the main ridgeline of the terrace, measuring to an overall height of 7m. The proposal would be finished in facing brick to match the existing, with concrete interlocking tiles to the roof to match the existing roof finish. The proposed dwelling would provide an open plan living/dining/kitchen, w.c and utility room to the ground floor with 3no. bedrooms and bathroom to the first floor.

1.4 An area of private amenity space would be provided to the south-west of the proposed dwelling, which would be laid to grass with patio area, with 3no. off-road parking spaces proposed to the rear and 2no. spaces proposed to the frontage.

## DESCRIPTION OF THE SITE

- 1.5 The application site comprises a corner plot positioned to the south of College Road, within the built-up area of Southwater. The site is positioned to the end of a row of terraced properties, with the existing property befitting from side and rear amenity space.
- 1.6 The application site is bound by close boarded fencing and hedging, with the wider surroundings characterised by dense residential development of relatively uniform scale and appearance. The site benefits from an existing dropped kerb to the rear of the site.

## 2. INTRODUCTION

### STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

### RELEVANT PLANNING POLICIES

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

- 2.3 **National Planning Policy Framework (NPPF)**

- 2.4 **Horsham District Planning Framework (HDPF)**

Policy 1 - Strategic Policy: Sustainable Development

Policy 2 - Strategic Policy: Strategic Development

Policy 15 - Strategic Policy: Housing Provision

Policy 25 - Strategic Policy: The Natural Environment and Landscape Character

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 35 - Strategic Policy: Climate Change

Policy 36 - Strategic Policy: Appropriate Energy Use

Policy 37 - Sustainable Construction

Policy 40 - Sustainable Transport

Policy 41 - Parking Policy 42 - Strategic Policy: Inclusive Communities

Policy 41 - Community Facilities, Leisure and Recreation

- 2.5 **Southwater Parish Design Statement (2008)**

### RELEVANT NEIGHBOURHOOD PLAN

- 2.6 The **Southwater Neighbourhood Development Plan (2019-2031)** is currently at examination. Whilst the neighbourhood plan is not yet 'made', the most relevant policies are as follows:

- SNP1: Core Principles
- SNP4: Keeping Our Roads Moving
- SNP9: Home Standards
- SNP10: Residential Space Standards
- SNP13: Enhancing Our Non-Motorised Transport Network
- SNP14: Adequate Provision of Car Parking
- SNP15: Driving In The 21st Century
- SNP16: Design
- SNP17: Site Levels
- SNP18: A Treed Landscape
- SNP23: Use Of Community Infrastructure Levy Funds

## PLANNING HISTORY AND RELEVANT APPLICATIONS

2.7 The most recent and relevant planning history is as follows:

DC/19/1292	Erection of two storey attached dwelling with associated parking	Application Refused on 23.08.2019
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## 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)

### OUTSIDE AGENCIES

3.2 **WSCC Highways:** Comment. The Local Highways Authority consider that only 4no. parking spaces are proposed for the existing and proposed dwelling. Under the WSCC Car Parking Guidance, 5/6 car parking spaces should be provided for the proposal. However, it is not considered that a 4no. car parking provision would detrimentally affect highway safety. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking. In considering this, the Local Planning Authority should be mindful that some of the access works may not be granted the required licence to be implemented.

3.3 **Southern Water:** Comment. Southern Water requires a formal application for any new connection to the public foul and surface water sewer to be made by the applicant or developer.

### PUBLIC CONSULTATIONS

3.4 **Southwater Parish Council:** No objection.

3.5 30 letters of objection were received from 9 separate households. These can be summarised as follows:

- Increase in traffic movements
- Greater congestion and potential safety impacts
- Access and manoeuvrability into the proposed spaces
- Loss of natural day light
- Additional parking pressure
- Accessibility of parking to frontage of existing dwelling
- Intensification of development
- Insufficient visitor parking
- Construction traffic
- Loss of front gardens to existing and proposed properties
- Overdevelopment
- Overlooking and loss of privacy

## 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**

- 6.1 The application seeks full planning permission for the erection of 1no. end of terrace two storey dwelling.

### **Principle of Development**

- 6.2 Policy 3 of the Horsham District Planning Framework (HDPF) states that development will be permitted within towns and villages that have defined built-up areas. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement.
- 6.3 The application site is located within the built-up area of Southwater, which is defined as a "Small Town and Larger Village" within the settlement hierarchy of Policy 3 of the HDPF. There is a presumption in favour of sustainable development within the built-up area, and the development is therefore considered acceptable in principle, subject to all other material considerations.

### **Design and Visual Amenities**

- 6.4 Policies 25, 32, and 33 of the HDPF promote development that protects, conserves and enhances the landscape character from inappropriate development. Proposal should take into account landscape characteristics, with development seeking to provide an attractive, functional and accessible environment that complements the locally distinctive character of the district. Buildings should contribute to a sense of place, and should be of a scale, massing, and appearance that is of a high standard or design and layout which relates sympathetically to the landscape and built surroundings.
- 6.5 Paragraph 127 of the NPPF states that planning decisions should ensure that developments function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting; establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and create places that are safe, inclusive and accessible.
- 6.6 Draft Policy SNP16 of the Submission Draft Southwater Neighbourhood Development Plan states that all development must be of high quality design, including: facing buildings with locally sourced materials; encourage a variety of complimentary vernaculars to encourage contextually appropriate design and diversity; and using Secure by Design principles to ensure developments are safe to live in.
- 6.7 The wider streetscene is characterised by relatively uniform development comprising semi-detached and terraced dwellings of two storeys in height. These dwellings are built along a relatively continuous build line and set back from the street, with open plan frontages that comprise some natural features.
- 6.8 The proposed dwelling would measure to a width of 6.4m and a depth of 9.6m, and would be slightly set back from the front elevation, while extending in line with the rear elevation of the existing dwelling. The proposed dwelling would incorporate a pitched roof extending to

the same height as the main ridgeline of the terrace, measuring to an overall height of 7m. The proposal would be finished in facing brick to match the existing, with concrete interlocking tiles to the roof to match the existing roof finish.

- 6.9 It is noted that the Parish Council have raised concern with the flat roof projection to the dwelling. While the proposed roof form would contrast with the architectural features of similar development in the area, it is at single storey level and is not considered that the proposal would result in harm to justify a reason for refusal.
- 6.10 The proposed dwelling would form an extension to the existing built form comprising the terrace of residential dwellings, with the dwelling matching in height and appearance the existing built form. While recognised that the proposal would show little subservience to the existing row of terraces, it is considered that the proposal would reflect the scale, mass and proportions of the built form and would relate sympathetically to the recognised character of development within the locality. The proposal is therefore considered to appropriately reflect the recognised character and appearance of similar development within the locality, in accordance with Policies 25, 32, and 33 of the Horsham District Planning Framework (2015).

### **Amenity Impacts**

- 6.11 Policy 33 of the HDPF states that development should consider the scale, massing and orientation between buildings, respecting the amenities and sensitivities of neighbouring properties.
- 6.12 Draft Policy SNP16 of the Submission Draft Southwater Neighbourhood Development Plan states that all development must actively respond to other properties in the vicinity to ensure no unacceptable impacts on residential amenity occur; and not result in unacceptable harm to the amenities of existing and proposed buildings, particularly with regard to privacy, outlook, daylight and sunlight.
- 6.13 The proposed dwelling would be built in line with the existing build pattern comprising the terrace of residential properties to the south-east, with the existing road to the adjacent properties to the north-west separating the site. The proposal would be positioned parallel to the existing dwelling of 44 College Road, with rear and side amenity space provided.
- 6.14 Given the nature of the locality, which comprises relatively high density residential development, it is acknowledged that there is an established degree of mutual overlooking between properties. While the proposal would result in the net increase of 1no. dwelling within the locality, it is considered that the scale and siting of the proposed dwelling has been designed to limit potential overlooking and loss of privacy. The proposal is considered to provide an appropriate level of amenity space, with the siting and orientation of the dwelling not considered to result in harm to the amenities of neighbouring properties. It is therefore considered that the proposal would accord with Policy 33 of the Horsham District Planning Framework (2015).

### **Highways Impacts**

- 6.15 Policy 41 of the HDPF promote development that provides safe and adequate access, suitable for all users.
- 6.16 Paragraph 110 of the NPPF states that application for development should "*...create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*"
- 6.17 Draft Policy SNP14 of the Submission Draft Southwater Neighbourhood Development Plan states that residential development must include provision for adequate off-road parking

spaces in accordance with the following criteria: every dwellings will provide, for use associated with that dwelling, 2 parking spaces and one additional parking space for each bedroom over a total of three, with an upstairs study counting as a bedroom within its curtilage (or within the development). The proposed solution should avoid car parking dominating the streetscene. Therefore, parking should be to the side rather than in front of the property. While this policy is in draft form and has yet to be formally adopted, it does provide guidance on the local expectations of parking within the community of Southwater.

- 6.18 A previous application under planning reference DC/19/1292 was refused on the grounds of the undersupply of off-road parking spaces to the existing and proposed dwellings. The previous application provided 2no. parking spaces, with a shortfall of 3no. off-road spaces. It was therefore concluded that the proposed development would result in an inadequate level of on-site parking provision that would not meet the demands of anticipated users and would result in a poor amenity and environment within the locality. The proposal would therefore be considered to be contrary to Policy 41 of the Horsham District Planning Framework (2015).
- 6.19 The proposal has sought to overcome this reason for refusal through the provision of 4no. off-road parking spaces to the front and rear of the dwellings, with the removal of part of the boundary fence and hedging to accommodate a wider dropped kerb.
- 6.20 College Road is an unclassified road that benefits from unrestricted on-street parking opportunities, with such provisions within a reasonable walking distance from the site. While the area lies within a sustainable location, within close proximity to a bus stop and within walking distance to shops and services, it is acknowledged that there is existing parking pressure along the street. Many of the dwellings along the street do not benefit from off-road parking provision, with only a few to the north of the site having created parking areas within the front garden.
- 6.21 The existing dwelling benefits from an informal off-road parking area to the rear for approximately 2/3 cars, with no off-road parking provided to the frontage. A number of properties within the vicinity include formalised parking areas to the frontage of the dwelling, which the adjoining neighbour benefitting from such arrangement.
- 6.22 The updated West Sussex County Council Parking Demand Calculator outlines that a dwelling of this size, when coupled with the requirements of the existing dwelling, would amount to a total demand of 5no. parking spaces. The proposed development would provide a total of 4no. parking spaces, with an additional parking space indicated to the frontage of the existing dwelling.
- 6.23 Following consultation with WSCC Highways, concerns have been raised in respect of the usability of the parking space to the frontage of the existing dwelling. It is therefore considered that a total of 4no. useable spaces have been proposed.
- 6.24 A number of objections have been received in respect of the potential impact the proposal would have on the availability of off-street parking in the area. The wider street benefits from unallocated and unrestricted parking, but it is recognised that this has caused pressures on the availability of parking in the area.
- 6.25 While recognised that the proposed development would provide an undersupply of 1no. off-road parking space, it is recognised that the current number of available off-road parking spaces for the existing dwelling falls below the anticipated demand as calculated under the new WSCC Parking Standards. Given this existing context, the cumulative number of off-road parking spaces resulting from the development would be comparable to the existing supply, and would not therefore result in any further pressure over the existing situation. It is not therefore considered that the proposal would result in any further material intensification, and is not considered to further exacerbate the existing parking condition.

- 6.26 In addition, it is recognised that the application site is located within a sustainable location, within walking distance to the village centre, and benefits from a bus stop that is located directly adjacent to the site.
- 6.27 On balance, and in considering the context of the site and the existing parking situation on the site and with the street, the proposed development is not considered to lead to material harm to the visual amenities of the area, or materially intensify and exacerbate the existing parking pressure. The proposal is therefore considered to provide an adequate amount of off-road parking, with the provision of the dropped kerb to the rear considered acceptable. It is therefore considered that the proposal would accord with Policy 41 of the Horsham District Planning Framework (2015).

### Conclusion

- 6.28 The proposed development is considered to be acceptable in principle, subject to all material considerations. The proposal would be of a design, form and appearance that would appropriately reflect the character and visual amenities of the area, while of a scale and siting that would not materially harm the amenities or sensitivities of neighbouring properties.
- 6.29 It is recognised that a number of objections have been received in respect of the impact the proposal would have on the existing parking pressure and the availability of parking in the locality. While acknowledged that the proposal would result in the shortfall of 1no. off-road parking space, it is recognised that the application site is located within a sustainable location, within walking distance to the village centre, and directly adjacent to a bus stop. On the balance of these considerations, including the modest shortfall, it is not considered that the proposal would materially exacerbate or cause severe harm to the function and safety of the public highway. The public benefit arising from the development, of providing an additional dwelling in a sustainable location, is therefore considered to outweigh the harm caused by the modest off-road parking shortfall.
- 6.30 For these reasons the proposed development is considered acceptable, in accordance with Policies 1, 2, 3, 32, 33, and 41 of the Horsham District Planning Framework (2015).

### COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 6.45 Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1<sup>st</sup> October 2017.
- 6.46 **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
District Wide Zone 1	92.6		92.6
		<b>Total Gain</b>	
		<b>Total Demolition</b>	

- 6.47 Please note that exemptions and/or reliefs may be applied for up until the commencement of a chargeable development.
- 6.48 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 approve the application subject to the following conditions.

### Conditions:

1 **Approved Plans**

2 **Standard Time Condition:** The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

3 **Pre-Occupation Condition:** Prior to the first occupation of any dwelling hereby permitted, the parking, turning and access facilities necessary to serve that dwelling shall be implemented in accordance with the approved details as shown on plan 234-06 rev B and shall be thereafter retained as such.

Reason: To ensure adequate parking, turning and access facilities are available to serve the development in accordance with Policy 40 of the Horsham District Planning Framework (2015).

4 **Pre-Occupation Condition:** No dwelling hereby permitted shall be first occupied unless and until provision for the storage of refuse and recycling has been provided within the side or rear garden for that dwelling. The facilities shall thereafter be retained for use at all times.

Reason: To ensure the adequate provision of refuse and recycling facilities in accordance with Policy 33 of the Horsham District Planning Framework (2015).

5 **Pre-Occupation Condition:** No dwelling hereby permitted shall be occupied or use hereby permitted commenced until the cycle parking facilities serving it have been provided within the side or rear garden for that dwelling. The facilities shall thereafter be retained for use at all times. The cycle parking facilities shall thereafter be retained as such for their designated use.

Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

6 **Pre-Occupation Condition:** Prior to the first occupation of each dwelling, the necessary in-building physical infrastructure and external site-wide infrastructure to enable superfast broadband speeds of 30 megabytes per second through full fibre broadband connection shall be provided to the premises.

Reason: To ensure a sustainable development that meets the needs of future occupiers in accordance with Policy 37 of the Horsham District Planning Framework (2015).

7 **Regulatory Condition:** The materials and finishes of all new external walls, windows and roofs of the development hereby permitted shall match in type, colour and texture those of the existing building.

Reason: In the interests of visual amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

8 **Regulatory Condition:** The proposed development shall strictly accord with the landscaping scheme as shown on approved plan 234-06 rev B. The approved

landscaping scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development. Any proposed planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

Background Papers: DC/19/2346  
DC/19/1292