



**TO:** Planning Committee South

**BY:** Head of Development

**DATE:** 19th May 2020

**DEVELOPMENT:** Erection of 1 detached two storey dwelling and 2 semi-detached two storey dwellings with associated parking

**SITE:** Land Adjacent To Number 81 Roman Way Roman Way Billingshurst RH14 9QU

**WARD:** Billingshurst

**APPLICATION:** DC/19/2396

**APPLICANT:** **Name:** Horsham District Council **Address:** Parkside Chart Way Horsham RH12 1RL

**REASON FOR INCLUSION ON THE AGENDA:** Horsham District Council Application.

**RECOMMENDATION:** To grant planning permission subject to appropriate conditions and the signing of a Legal Agreement which secures the three affordable rented units.

**1. THE PURPOSE OF THIS REPORT**

To consider the planning application.

**DESCRIPTION OF THE APPLICATION**

- 1.1 The application seeks full planning permission for the erection of 3 dwelling houses, comprising 1 x 4 bedroom detached dwelling and 2 x 3 bedroom semi-detached dwellings. The detached dwelling would be adapted for those with disabilities and one disabled parking space would be located to the front of this dwelling. The scheme would deliver 3 affordable rented units that would be owned by the Council and managed by the Council's Housing Company.
- 1.2 The proposed development would be served by a new access onto Roman Way from the existing turning head at the end of the road. A total of 7 unallocated car parking spaces within the hardstanding area to the front of the proposed dwellings and adjacent to the end of Roman Way.
- 1.3 The detached 4 bedroom dwelling would be positioned in the western part of the site and would be set 4m back within the plot in comparison to the principle elevations of the pair of semi-detached dwellings. Pedestrian footpaths will be provided from the parking area to the front of the houses.
- 1.4 The 4 bedroom detached dwelling would be split over two storeys and would incorporate an internal floor area of 108sq.m. The dwelling would have an eaves height of 4.7m and a ridge

height of 7.1m. The pair of semi-detached dwelling would be split over two storeys and would incorporate an internal floor area of 94sq.m each. The semi-detached dwellings would have an eaves height of 5m and a ridge height of 8m. The dwellings would have pitched roofs and two projecting gables and a central porch feature located on the frontages. A single storey pitched roof projection would be located on the northern rear elevation of the detached dwelling which would incorporate a kitchen.

- 1.5 The material palette for the proposed dwellings comprises a mix of buff brick and grey weatherboarding to the external walls and slate effect roof tiles to the roofs. The windows and doors would be grey uPVC. The rainwater goods, fascias and soffits of the dwellings would similarly be grey.
- 1.6 Refuse bins would be stored within the rear gardens of each property which are accessible via the gated side accesses. A collection point for refuse bins is shown adjacent to the parking spaces and Roman Way. Each dwelling would have a storage shed within the rear garden capable for storage cycles.
- 1.7 A total of 13 trees would be removed from the boundaries of the site to facilitate the proposed development. 8 of these trees are located along the eastern side boundary of the application site. 3 of these trees are located along the northern boundary and 2 of these trees are located in the south-west corner of the site. The Applicant has confirmed that all of these trees are located on Council owned land.
- 1.8 During the consideration of this application amended plans have been submitted which show the following amendments:
  - The position of dwellings have been moved an additional 0.6m from the eastern boundary of the application site.
  - A landscape plan has been submitted which shows that a native mixed species hedge and a 1.8m high post and mesh wire fence with planted climbing plants is proposed along the entire length of the eastern boundary. A 1.8m high close boarded fence with integrated hedgehog holes is proposed along the northern and partial western boundary of the application site. The parking area would be laid in macadam, interspersed with some areas of lawn. Hedges would be situated directly to the front of the dwellings.
  - 1 disabled parking space would be provided to the front of House 1.

## DESCRIPTION OF THE SITE

- 1.9 The application site is located within the built up area boundary of Billingshurst and is situated at the north-eastern end of Roman Way. The site comprises an area of grassed land which is bound on its northern and eastern boundaries by a mix of trees and hedge planting. The entrance to the site from Roman Way is gated with 1m high timber post and rail fence. A two storey semi-detached dwelling is located directly to the south of the site. To the west, the 2 storey brick building comprises four flats.
- 1.10 The part of the road in which the application site is located is predominantly characterised by brick built pairs of semi-detached dwellings, most have side driveways providing off-street parking. Billingshurst Doctors Surgery is located further down the road to the south and there are a mixture of flats and semi-detached dwellings located further along Roman Way to the south.
- 1.11 To the east of the site there is currently a grassed area of land which forms part of a wider development site comprising land to the east of Billingshurst. Planning permission was granted under Reserved Matters application DC/17/2806 for Housing Parcels H3a and H3b for 45 residential dwellings including 11 affordable units and associated landscaping, parking, open space and servicing details. The area of land to the east of the development comprises parcel H3a. Adjacent to the eastern boundary of the application site, planning

permission has been granted for a two storey building comprising four flats (Units 1-4) and a two storey coach house (Unit 5) incorporating garaging at the ground floor level and a 2 bedroom flat at the first floor level. Planning permission was recently refused by the Council under application DC/19/1315 for amendments to parcels H3a and H3b. This would have increased the number of flats in the two storey building to the east of the application site from 4 to 5. This application was refused by the Council on the 20.12.2019.

## 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**

- 2.2 **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 35 - Strategic Policy: Climate Change

Policy 41 - Parking

Policy 42: Inclusive Communities

### RELEVANT NEIGHBOURHOOD PLAN

- 2.3 The Draft Billingshurst Neighbourhood Plan (Regulation 14) consultation ended on the 29 September 2019 and the revised draft version is currently being reviewed by Horsham District Council. As the Draft Neighbourhood Plan is not yet 'made', the relevant policies listed below hold limited weight in the consideration of this application.

Policy BILL1: Built Up Area Boundary

Policy BILL2: Housing, Design & Character

Policy BILL3: Energy Efficiency & Design

Policy BILL12: Residential Parking Provision

Policy BILL14: Multi-Value Sustainable Drainage Systems

### SUPPLEMENTARY PLANNING DOCUMENT

Billingshurst Parish Design Statement

### PLANNING HISTORY AND RELEVANT APPLICATIONS

BL/132/95	Erection of 46 dwellings, access and landscaping	Application Permitted 13.02.1996
-----------	--	-------------------------------------

## 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 CONSULTATIONS

3.2 **HDC Arboricultural Officer:**

[Summary of Initial Comments]: No Objection.

The main considerations as to the suitability of this proposal in regard to trees is the removal of the Field maple at the entrance to the site (T1) and the removal of the two Ash trees (T8 & T13) on the northern and eastern boundaries and the removal of the mixed shrubby trees that surround the proposed development area.

In regards to the removal of the trees, both of the Ash trees and the Field maple are young self-seeded specimens, that are clearly visible to the residents of the properties to the immediate south, however, they are poor specimens and are not of any especial or particular merit; their removal would not be detrimental to the amenities of the locality. The remaining shrubby trees around the boundary of the site are all young unmanaged self-seeded specimens, their removal would not have an adverse effect on the amenities of the locality.

3.3 **HDC Drainage Engineer:**

[Summary of Initial Comments]: Comment.

Recommends condition requiring foul and surface water drainage details to be submitted and approved.

3.4 **HDC Landscape Officer:**

[Summary of Initial Comments]: Objection.

No concerns with the principle of development on this piece of land, however I cannot support the removal of the important landscape structure that runs across the eastern and northern boundaries. This landscape belt is a landscape feature that forms part of the hedgerow pattern of the area and positively contributes to its character. Furthermore, the boundaries form part of a green corridor that links into the wider network of green infrastructure. The proposals must seek to retain and enhance it rather than remove it.

Its removal would be contrary to HDPF policies 25, 26 and 31 and it's not supported.

[Summary of Subsequent Comments]: Comment.

The introduction of the 1.8m high hedgerow is a positive addition and goes some way to mitigate the removal of the existing landscape buffer. I would like however to query the removal of the three existing hawthorn trees (T3, T4 and T5) along the parking area. I note they are category C but are in good physiological condition and seem to have 40+ remaining contribution on the arb report. This would provide the development with an instant and mature landscape. Alternatively, hedgerow trees must be provided to replace the ones removed and preserve the continuity of the green infrastructure.

3.5 **HDC Housing:**

[Summary of Initial Comments]: Support.

This proposed scheme will directly benefit three households in housing need currently active on the councils housing register. The location and property sizes proposed meet the current demand evidenced by the housing register. In addition the 4 bedroom house will be an adapted unit which provides us with accommodation that is rarely provided by any other applicants.

#### OUTSIDE AGENCIES

3.6 **WSCC Highways:**

[Summary of Initial Comments]: Comment.

The proposed dwelling will be served by new access onto Roman Way. Details of the proposed access have not been provided. The applicant is requested to demonstrate the proposed width of the vehicle crossover.

This proposal will provide onsite parking provision of 6 spaces (2 spaces allocated for each dwelling). Based upon an allocated parking provision the WSCC Parking Demand Calculator expects a minimum of 10 parking spaces for the development to provide sufficient designated visitor spaces. The applicant is requested to demonstrate that sufficient parking for the development can be provided on site.

The proposed plans demonstrate inconsistency between the area of the proposal and the applicant's ownership. Some plans appear to demonstrate the entire site within the applicant's red-edge, whilst other plans demonstrate a smaller area within the red-edge. The applicant is requested to clarify that the whole site area will be under the applicant's ownership; otherwise this could result in vehicles crossing third party land.

[Summary of Subsequent Comments]: Comment.

The revised plan demonstrates unallocated parking provision of 7 spaces which is in line with the WSCC Car Parking Zones and WSCC Car Parking Guidance. The Highways Authority is satisfied that the access arrangement would work and vehicles would be able to exit and egress onto the public highway in forward gear. Conditions recommended to secure access, parking spaces and cycle parking.

The revised site plan shows disabled parking space. The disabled space includes an extra 1.2m wide hatching at the access aisles and this accords with Manual for Streets (MfS) Guidance. Cycle provision for the proposed dwellings can be accommodated within the proposed sheds. The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network.

### 3.7 **Southern Water:**

[Summary of Initial Comments]: Comment.

Advises that a formal connection to the public foul sewer is made to Southern Water. Recommends condition requiring foul and surface water drainage details to be submitted and approved.

[Summary of Subsequent Comments]: No additional comments received.

### 3.8 **Billingshurst Parish Council:**

[Summary of Initial Comments]: Strong Objection.

- whilst it is appreciated that the scheme would deliver social housing provision, this proposal is overdevelopment of the site;
- insufficient car parking
- loss of existing visitor car parking, further on-street parking could cause hazard/obstruction for larger, emergency vehicles
- construction traffic will cause damage to the road
- flooding concerns in this locality.
- part of the proposed access appear to be in 3<sup>rd</sup> party ownership. It should be known whether or not the agreement of that party has been established;
- loss of trees adjacent to larger development site to east. Clarification required that all of these trees are within HDC's ownership;
- loss of an open aspect for existing residents
- A footpath should be provided to connect to the development of 475 houses.
- Disappointed that no construction management plan submitted.

[Summary of Subsequent Comments]: Strong Objection.

Although concerns raised about the disabled car parking space appear to have been addressed, previously submitted comments have not been taken into account in this latest amendment.

## PUBLIC CONSULTATIONS

3.9 15 letters of objection have been received from 7 households. The concerns raised are summarised below:

- Overdevelopment of the site
- Land is not all in the ownership of HDC
- Loss of green space and attractive area
- Lack of parking provided
- Highway safety concerns
- Loss of 3 parking spaces within the existing turning head of the road
- Construction traffic will cause disruption and further parking problems
- Flooding concerns
- Loss of trees

## 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

6.1 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.

6.2 The application site lies within the built up area of Billingshurst, 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.

6.3 Given the location of the site within the built up area, it is considered that the principal of infill development would be acceptable subject to other material considerations as outlined in the following sections of this report. The site is located at the north-eastern end of the road, comprises an area of 905 square metres and is surrounded by residential development. It is therefore considered that the site comprises a logical location, capable of accommodating a level of residential infill development.

### Affordable Housing & Housing Mix

- 6.4 Policy 16 of the Horsham District Planning Framework states that development should provide a mix of housing sizes, types and tenures to meet the needs to the District's communities as evidences in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities. The Council's Strategic Housing Market Assessment 2016 identifies a requirement for a mix of one, two, three and four bedroom which would provide for additional family housing within the District.
- 6.5 The application proposes three affordable rented units that would owned by the Council and managed by the Council's Housing Company. The housing mix comprising, 1 x detached 4 bedroom dwelling and 2 x semi-detached 3 bedroom dwellings would provide valued additional affordable rented housing within the District. The proposed development would also provide an appropriate mix of three and four bedroom dwellings, providing additional family housing for the District, a key objective in the Council's most recent Strategic Housing Market Assessment (2016). The proposed housing will therefore provide valuable additional affordable family housing within the District in accordance with Policy 16 of the HDPF.
- 6.6 The detached dwelling proposed would be adapted for those with disabilities and one disabled parking space would be located to the front of this dwelling. This would provide additional housing provision for disabled people within the District. This type of flexible accommodation would also help to create a socially inclusive and adaptable environment for a range of occupiers and users to meet their long term needs in accordance with policy 42 of the Horsham District Planning Framework.

### **Loss of Open Space**

- 6.7 Policy 43 of the Horsham District Planning Framework states that proposal that would result in the loss of sites and premises currently or last used for the provision of community facilities will be resisted unless equally usable facilities can be conveniently provided nearby.
- 6.8 It would appear from the planning history of the site that the land was not originally proposed for development due to the possible line of the Billingshurst-by-pass. The site appears on the original plans for the development permitted under BL/132/95 to be utilised as an amenity/kick around space.
- 6.9 The site has not been formally adopted by the Local Authority or the Parish Council as an open space and does not form a designated green space within the Draft Billingshurst Neighbourhood Plan or the Horsham District Local Plan. The site is currently gated and locked and therefore does not appear capable of being freely used as an area of public open space for local residents. It is appreciated from the letters of representation received that the site provides a welcomed open green area within the otherwise built residential character of the road. Given the sites location at the end of the road, along with the lack of public access to the site or any adjacent public footpaths close by, the degree of benefit is likely to be limited to those occupiers who have a direct outlook onto the area from the small group of houses and flats at the end of the road. Whilst the proposal may result in the loss of an outlook for some residential properties within the road, it is not considered that the proposal would result in the loss of a community asset in the form of a designated green space within the District.

### **Design & Appearance**

- 6.10 Policies 32 and 33 of the HDPF promote development that is of a high quality design, which is sympathetic to the character and distinctiveness of the site and surroundings. The character of the area should be protected, conserved and enhanced, with proposals contributing to a sense of place through appropriate scale, massing and appearance.

- 6.11 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.
- 6.12 The application seeks full planning permission for the erection of 3 dwelling houses on a site measuring 905 square metres. The detached 4 bedroom dwelling would be positioned in the western part of the site and would be set 4m back within the plot in comparison to the principle elevations of the pair of semi-detached dwellings located in the eastern part of the site. The detached dwelling would be located within 0.8m of the western boundary of the site at the closest point and 8m at the furthest point due to the diagonal angle of the western boundary of the site. Within the development a separation distance of 1.5m would separate the detached dwelling from the nearest semi-detached property. The eastern-most semi-detached dwelling within the plot would be distanced 1.9m from eastern boundary of the application site. Pairs of semi-detached dwellings within Roman Way are typically distanced 5.5m to other pairs of neighbouring properties. The proposed dwellings would therefore be located within closer proximity to neighbouring dwellings in comparison to the spacing between existing residential properties within the road.
- 6.13 It is acknowledged that the proposed development of 3 dwellings on this 905 square metre site would comprise a relatively dense development. The plot sizes, particularly those serving the semi-detached dwellings, are smaller than other semi-detached properties within Roman Way, which average between 175sq.m and 260sq.m. The plot serving the proposed detached dwelling measures 307sq.m and the plots serving the semi-detached dwellings measure 148sq.m respectively. The gardens serving the proposed dwellings measure are also shorter than other properties within this part of Roman Way which typically measure 10-12m in length. The proposed dwellings would have a garden length of approximately 7.5m to 8.5m in length.
- 6.14 It is considered that the denser nature of the proposed development would not be perceived as being out of keeping with the character or layout of properties within Roman Way given the position of the dwellings within the north-eastern corner at the end of the road. The site would sit adjacent to a denser form of residential development to the east once constructed. It is not considered that the development would create an unacceptably prominent, uncharacteristic, or discordant feature within the street scene.
- 6.15 The 4 bedroom detached dwelling would incorporate an internal floor area of 108sq.m with an eaves height of 4.7m and a ridge height of 7.1m. A single storey pitched roof projection would be located on the northern rear elevation of the detached dwelling which would incorporate a kitchen. The pair of semi-detached dwelling have an internal floor area of 94sq.m each with an eaves height of 5m and a ridge height of 8m. The height and scale of the proposed dwellings are considered to be reflective of similar residential development within the vicinity of the site.
- 6.16 The proposed dwellings would have a similar design, incorporating pitched roofs and two projecting gables and a central porch feature located on the frontages. The design of the dwelling remain in keeping with the character and appearance of other properties within Roman Way which are typically 2 storey dwellings built in red brick with pitched tiled roofs and a mono-pitched overhang roof over the main entrance. The dwellings would incorporate modern materials comprising a mix of buff brick and grey weatherboarding to the external walls and slate effect roof tiles to the roofs which would create a suitable level of visual interest. The dwellings have been designed to reflect the urban built form in the locality and



would be built using materials to reflect the local vernacular in accordance with policies 32 and 33 of the HDPF.

### **Landscape & Trees**

- 6.17 Policy 25 of the HDPF states that the natural environment and landscape character of the District, including the landscape, landform and development pattern, together with protected landscapes and habitats will be protected against inappropriate development. The Council will support development proposals which protects, conserves and enhances the landscape and townscape character, taking into account areas identified as being of landscape importance, the individual settlement characteristics, and maintains settlement separation. Developments should maintain and enhance the Green Infrastructure Network and addresses any identified deficiencies in the District.
- 6.18 The proposed development would be located between existing residential development within Roman Way to the west and south and adjacent to a wider development site to the east. Planning permission has been granted under Reserved Matters application DC/17/2806 for Housing Parcels H3a and H3b for 45 residential dwellings including 11 affordable units and associated landscaping, parking, open space and servicing details. The area of land to the east of the development comprises parcel H3a.
- 6.19 To accommodate the proposed development, it is proposed to remove 13 trees from the site. 8 of these trees are located along the eastern side boundary of the application site. 3 of these trees are located along the northern boundary and 2 of these trees are located in the south-west corner of the site. The Applicant has confirmed that all of these trees are located on Council owned land. The main considerations as to the suitability of this proposal in regard to trees is the removal of the Field maple at the entrance to the site and the removal of the two Ash trees on the northern and eastern boundaries and the removal of the mixed shrubby trees that surround the proposed development area.
- 6.20 The Council's Arboricultural Officer has raised no concerns with regard to the removal of these trees as both of the Ash trees and the Field maple are young self-seeded specimens that are not of any especial or particular merit. The removal of these trees would not be detrimental the amenities of the locality. The remaining shrubby trees around the boundary of the site are all young unmanaged self-seeded specimens, their removal would not have an adverse effect on the amenities of the locality.
- 6.21 The Council's Landscape Officer initially raised concerns regarding the removal of the existing trees and hedging along the eastern and northern boundaries which she considered formed a landscape feature that positively contributed to the character of the area. Concerns were also raised by Billingshurst Parish Council and neighbouring residents regarding the perception of the housing development to the east once built if the majority of the trees and landscaping along the eastern boundary of the site is removed.
- 6.22 A detailed hard and soft landscaping scheme has been submitted to address these concerns. The landscaping scheme shows that a native mixed species hedge and a 1.8m high post and mesh wire fence with planted climbing plants is proposed along the entire length of the eastern boundary. A 1.8m high close boarded fence with integrated hedgehog holes is proposed along the northern and partial western boundary of the application site. The parking area would be laid in macadam, interspersed with some areas of lawn. Hedges would be situated directly to the front of the dwellings. Pedestrian footpaths will be provided from the parking area to the front of the houses.
- 6.23 The Landscape Officer has reviewed the landscape plan submitted and confirms that the introduction of the 1.8m high hedgerow along the eastern boundary mostly mitigates the removal of the existing landscape buffer. She requested that the three existing Hawthorn trees along the eastern boundary of the site adjacent to the proposed car parking area be

retained or replacement trees provided to preserve the continuity of the green infrastructure within the area. An amended landscaping plan has been received which has retained one of the Hawthorn trees along the eastern boundary and the area of grass in the car park has been replaced with planting to reduce maintenance. Landscaping maintenance details have also been provided on the amended drawings.

- 6.24 The revised landscaping plan addresses the main concerns raised by the Landscape Officer and provides an adequate landscape buffer along the eastern boundary of the site adjacent to the residential development to be built to the east of the site.

### **Amenity**

- 6.25 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.
- 6.26 The proposed dwellings would be surrounded by residential development. The proposed detached dwelling would be located 0.8m of the western boundary of the site at the closest point and 8m at the furthest point due to the diagonal angle of the western boundary of the site. The detached dwelling would at the closest point be located 9m from the flats located within the two storey building to the west, 62 and 66 Roman Way and at the furthest point 15m. Taking into account this separation distance and the diagonal angle of the neighbouring building to the west, it is not considered that the proposed development would cause any harmful overshadowing or loss of light to the neighbouring flats to the west.
- 6.27 No windows are proposed within the first floor western elevation of the detached dwelling which would ensure no loss of amenity to the existing occupiers of the neighbouring flats to the west. The existing first floor window within the eastern elevation of the neighbouring flat would be distanced approximately 13m from the proposed detached dwelling and 7m from the side garden serving the detached dwelling. Given the separation distance and position of this neighbouring first floor window which is angled away from the proposed detached dwelling, it is considered that occupiers of the dwelling would not experience any harmful overlooking from the existing residential development to the west of the site.
- 6.28 To the north, the proposed detached dwelling would be distanced from the neighbouring rear garden serving 16 Puttock Way by 6.2m and the proposed semi-detached dwellings would be distanced by approximately 10m to this northerly neighbour's rear garden. The first floor rear facing windows within the proposed detached dwelling would be distanced 25m from the rear facing first floor windows within the northerly neighbouring dwelling. The proposed first floor rear facing windows within the proposed semi-detached dwellings would be distanced by 29m to the rear facing windows within the northerly neighbouring dwelling. Taking into account the separation distance between the proposed dwellings and the neighbouring property to the north, it is considered that the development would not cause any loss of privacy to the occupiers of the northerly neighbouring property.
- 6.29 To the east of the site there is currently a grassed area of land which forms part of a wider development site comprising land to the east of Billingshurst. Planning permission was granted under Reserved Matters application DC/17/2806 for Housing Parcels H3a and H3b for 45 residential dwellings including 11 affordable units and associated landscaping, parking, open space and servicing details. The area of land to the east of the development comprises parcel H3a. Adjacent to the eastern boundary of the application site, planning permission has been granted for a two storey building comprising four flats (Units 1-4) and a two storey coach house (Unit 5) incorporating garaging at the ground floor level and a 2 bedroom flat at the first floor level.
- 6.30 The coach house building to the east when constructed will have three first floor windows within the west elevation which serve a kitchen, upstairs landing and ensuite bathroom

(obscure glazed). These windows will be located 7m from the application site yet and would predominantly overlook the car parking area and the front pathways serving the proposed pair of semi-detached dwellings. Due to the location of the coach house which is positioned further south than the proposed dwellings, it is considered that the proposed development would not cause any harmful loss of light or privacy to the occupiers of the neighbouring dwelling to the east.

- 6.31 The flat building is located to the north of the coach house in the development to the east. There would be three first floor windows within the western elevation of the flat building that would face the nearest semi-detached property within the proposed development. These windows would serve a dining room/lounge, kitchen and bedroom within one of the 2 bedroom flats to the east. The dining room/lounge window would face the flank elevation of the nearest semi-detached dwelling within the proposed development and therefore cause no loss of amenity to the westerly neighbouring property. The kitchen and bedroom window would be located 10m from the rear garden serving the one of the semi-detached properties within the proposed development. The proposed landscaping along the eastern boundary, comprising native mixed species hedge and a 1.8m high post and mesh wire fence with planted climbing plants would provide additional screening between the residential properties at the lower level.
- 6.32 It is acknowledged that there would be a degree of overlooking between from the first floor kitchen and bedroom windows within the neighbouring flat building to be built to the east and the rear garden of the nearest semi-detached property within the development. Whilst this distance is less than the preferred separation distance, it is not unusual within modern more built-up developments. It is therefore considered that this degree of overlooking would not be harmful to the future occupiers of the nearest semi-detached dwelling within the development and would not on balance warrant a reason for refusal when weighed against the other significant benefits of the proposed development.

### **Highways & Parking**

- 6.33 Policy 41 of the HDPF promote development that provides safe and adequate access, suitable for all users.
- 6.34 Concerns have been raised within the letters of representations received in relation to the lack of car parking spaces to serve the development, the current issues regarding parking within Roman Way and the increased pressure that the proposed development would put on on-street parking within the road.
- 6.35 The proposed development would be served by a new access onto Roman Way from the existing turning head at the end of the road. A total of 7 unallocated car parking spaces within the hardstanding area to the front of the proposed dwellings and adjacent to the end of Roman Way. 1 disabled parking space would be provided to the front of the detached dwelling.
- 6.36 The part of the road in which the proposed development would be located is predominantly characterised by a mix of 2 and 3 bedroom semi-detached dwellings which have side driveways accommodating 2 cars each. The building to the west of the application site comprises 4 x 1 bedroom flats which has a parking area to the front for 4 cars. Further to the south along Roman Way there is a parking layby for 2 cars opposite the children's playground, a Doctors Surgery with car park and a Youth Hostel with private car park.
- 6.37 The 7 car parking spaces would be unallocated for occupiers of the proposed development and would therefore be used on a first come first served basis. One disabled space would however provide parking provision for any disabled occupiers of the detached dwelling which would be adapted for disabled use. Whilst the parking provision is unallocated, there would be sufficient provision for 2 parking spaces each for the two proposed 3 bedroom semi-

detached dwellings and three parking spaces for the 4 bedroom detached dwelling. West Sussex Country Council Highways have confirmed that this would accord with County Council's Car Parking Standards. It is therefore considered that the proposed development would provide sufficient car parking to serve the development. Each parking spaces would also comply with Manual for Streets (MfS) guidance for minimum of 2.4 x 4.8m per single parking bay. The design and siting of the spaces would allow for safe and convenient maneuvering.

- 6.38 Within the letters of representation received, it is stated that 3 cars currently park in the existing turning area at the end of the road and this parking area would be lost as a result of the proposed access to serve the development. As the proposal would provide adequate facilities for car parking to serve the development and there appears to be adequate parking provision to serve existing residential and non-residential development within the road, it is not considered that the development would result in harmful overspill parking either within the site itself, or within the local highway network. Whilst the proposal may result in the loss of three on-street parking spaces within the road, it is not considered this will create any harmful impact on the local highway network or visual amenities within the road. Adequate space is available within the storage sheds within the rear gardens to allow for the secure storage of cycles and refuse bins. The proposal would therefore, subject to conditions, accord with Policies 40 & 41 of the HDPF.

### **Flooding & Drainage**

- 6.39 Policy 38 of the HDPF relates to flooding and requires development proposals to follow a sequential approach to flood risk management, giving priority to development sites with the lowest risk of flooding and making required development safe without increasing flood risk elsewhere.
- 6.40 Within the letters of representation received concerns have been raised by residents regarding local flooding to their homes in surrounding roads and the risk the proposed development would cause to flood risk locally. The site is located outside a flood risk zone and comprises a small infill site located adjacent to existing residential development. It is not therefore considered that the proposed development would result in a risk to flooding within the local area.
- 6.41 The Council's Drainage Engineer has been consulted on the application and has commented that, with the benefit of the additional information, the details submitted are acceptable. The applicant is required to contact Southern Water regarding the formal connection to the water supply and public sewer.

### **Conclusion**

- 6.42 In conclusion, it has been confirmed that the proposed development would deliver 3 affordable family housing units which provide a valuable asset within the District in accordance with Policy 16 of the HDPF. One of the proposed dwellings would provide flexible accommodation for those with disabilities, creating a socially inclusive and adaptable environment for a range of users to meet their long term needs in accordance with policy 42 of the Horsham District Planning Framework.
- 6.43 The proposal would not have an adverse impact on the wider landscape, neighbouring amenity, highway safety or flooding. Whilst it has been acknowledged that the proposal may result in the loss of some existing on-street parking within the road, this is not considered this will create any harmful impact on the local highway network or visual amenities within the road. The identified benefits which result from the development in compliance with the policies in the HDPF are considered to carry sufficient weight to overcome the minor reduction in on-street parking provision. The application is therefore recommended for approval subject to the conditions listed in section 7 of this report.

## 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
	293		293
		<b>Total Gain</b>	
		<b>Total Demolition</b>	

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 approve planning permission subject to the following conditions and the signing of a Legal Agreement which secures three affordable rented units.

1. List of the approved plans and documents.
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-Commencement (Slab Level) Condition:** No development above ground floor slab level of any part of the development hereby permitted shall take place until a schedule of materials and finishes and colours to be used for external walls, windows and roofs of the dwellings hereby approved have been submitted to and approved by the Local Planning Authority in writing. All materials used in the construction of the development hereby permitted shall conform to those approved.

Reason: As this matter is fundamental to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy 33 of the Horsham District Planning Framework (2015).

4. **Pre-Commencement Condition:** No development shall commence until precise details of the existing and proposed finished floor levels and external ground levels of the development in relation to nearby datum points adjoining the application site have been submitted to and approved by the Local Planning Authority in writing. The development shall be completed in accordance with the approved details.

Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact and to protect the development from flood risk in accordance with Policies 33 and 38 of the Horsham District Planning Framework (2015).

5. **Pre-Commencement Condition:** No development shall take place, including any works of demolition, until the following construction site set-up details have been submitted to, and approved in writing by, the Local Planning Authority.
- i. the location for the loading and unloading of plant and materials, site offices, and storage of plant and materials (including any stripped topsoil)
  - ii. the provision of wheel washing facilities (if necessary) and dust suppression facilities

The approved details shall be adhered to throughout the construction period.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

6. **Pre-Commencement (Slab Level) Condition:** No development above ground floor slab level of any part of the development hereby permitted shall take place until confirmation has been submitted, in writing, to the Local Planning Authority that the relevant Building Control body will be requiring the optional standard for water usage across the development. The dwellings hereby permitted shall meet the optional requirement of building regulation G2 to limit the water usage of each dwelling to 110 litres per person per day. The subsequently approved water limiting measures shall thereafter be retained.

Reason: As this matter is fundamental to limit water use in order to improve the sustainability of the development in accordance with Policy 37 of the Horsham District Planning Framework (2015).

7. **Pre-Occupation Condition:** Prior to the first occupation of the dwelling hereby permitted, the parking, turning and access facilities necessary to serve the dwelling shall be implemented in accordance with the approved details as shown on Drawing No. 19.022.200 G received 09.04.2020 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).

8. **Pre-Occupation Condition:** The dwellings hereby permitted shall not be first occupied unless and until provision for the storage of refuse and recycling has been provided within the rear gardens. 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).

9. **Pre-Occupation Condition:** The dwellings hereby permitted shall not be first occupied until the cycle parking storage facilities serving them have been provided within the rear gardens. 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).

10. **Pre-Occupation Condition:** Prior to the first occupation of the 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).

11. **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted, a landscape management and maintenance plan (including maintenance operations and management responsibilities) shall be submitted to and approved in writing by the Local Planning Authority. The landscape areas shall thereafter be managed and maintained in accordance with the approved details.

Reason: To ensure a satisfactory development and in the interests of visual amenity and nature conservation in accordance with Policy 33 of the Horsham District Planning Framework (2015).

12. **Pre-Occupation Condition:** The dwellings hereby permitted shall not be occupied until the first floor windows within the western elevation of House 2 and the eastern elevation of House 3 have been fitted with obscured glazing. No part of those windows that are less than 1.7 metres above the floor of the room in which it is installed shall be capable of being opened. Once installed the obscured glazing and non-openable parts of those windows shall be retained permanently thereafter.

Reason: To protect the privacy of adjacent occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

13. **Regulatory Condition:** The approved landscaping scheme shown on Landscape Masterplan Drawing No. 19.022.300 B 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).

14. **Regulatory Condition:** All works shall be executed in full accordance with the submitted Arboricultural Implications Assessment dated 15<sup>th</sup> October 2019.

Reason: To ensure the successful and satisfactory protection of important trees, shrubs and hedges on the site in accordance with Policies 30 and 33 of the Horsham District Planning Framework (2015).

15. **Regulatory Condition:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (and/or any Order revoking and/or re-enacting that Order no development falling within Classes A, B, C, D and E of Part 1 of Schedule 2 (amend classes and schedule as necessary) of the order shall be erected, constructed or placed within the curtilage(s) of the development hereby permitted without express planning consent from the Local Planning Authority first being obtained.

Reason: To safeguard the amenities of nearby residents in accordance with policy 33 of the Horsham District Planning Framework (2015).

16. **Regulatory Condition:** No works for the implementation of the development hereby approved shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays

Reason: To safeguard the amenities of adjacent occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

