



**TO:** Planning Committee North

**BY:** Head of Development

**DATE:** 4<sup>th</sup> August 2020

**DEVELOPMENT:** Conversion of existing semi-detached dwelling into 2No. flats including part demolition of existing dwelling. Erection of 2No. semi-detached dwellings (amended description 06/04/20).

**SITE:** Norfolk Lodge Care Home 9 Norfolk Road Horsham West Sussex RH12 1BZ

**WARD:** Denne

**APPLICATION:** DC/20/0576

**APPLICANT:** Name: Mr Paul Aylett Address: Norfolk Lodge Care Home 9 Norfolk Road Horsham West Sussex RH12 1BZ

**REASON FOR INCLUSION ON THE AGENDA:** At the request of Councillor Haigh and Denne Neighbourhood Council.

**RECOMMENDATION:** To resolve to grant planning permission subject to expiration of the public consultation period and delegation to the Head of Development to consider any representations received as a result of that consultation.

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

- 1.1 To consider the planning application.

### **DESCRIPTION OF THE APPLICATION**

- 1.2 This application seeks the conversion of the semi-detached dwelling at 9 Norfolk Road into 2 self-contained flats. The conversion includes the demolition of the modern extension to the rear of the property accessed via Chichester Terrace, making space for the erection of two, three bedroomed semi-detached properties with private gardens and two off street parking spaces accessed from the existing dropped kerb on Chichester Terrace.
- 1.3 The built form of the pair of new dwellings would measure a total length of 10.8 metres and a total depth of 9.8 metres. The proposal would incorporate a slate pitched roof to a ridge height of 5.8 metres and an eaves height of 8.24 metres. The properties would be render finished with a feature bay window to the front elevation, together with the front door with small porch canopy, and two sash windows to the first floor. Each dwelling would provide a kitchen, downstairs WC and lounge/dining room with bi-fold doors to the private rear gardens. Upstairs would have three bedrooms, an en-suite shower room and a family bathroom.
- 1.4 The two flats formed from the conversion of the original semi-detached property would each have their own private entrance. External alterations would be limited to the addition of a side entrance door and the removal of one window. The one bedroomed flat would be located on

the ground floor with a new entrance way created to the side of the property on Chichester Terrace. The flat would have a kitchen, sitting room, shower room and bedroom and would have a Gross Internal Floor Area (GIA) of 46 square metres. The second flat would have two bedrooms and be accessed via the existing entrance way on Norfolk Road. The flat would be split level with the master bedroom and bathroom situated in the roof space on the second floor and include two bedrooms, a bathroom, a kitchen and a sitting room. This flat would have a GIA of 87 square metres. The density of development on the site as a whole would be 84 dwellings per hectare.

## DESCRIPTION OF THE SITE

- 1.5 9 Norfolk Road (known as Norfolk Lodge Care Home) is situated on the corner of Norfolk Road and Chichester Terrace and occupies a plot some 35 metres deep. The properties within the area are mostly two-storey Victorian style properties with relatively uniform frontages and varying rear projections. The site is located a short (6 minute) walk from the mainline Train Station and the retail and service offer of Horsham Town Centre. Immediately to the north east of the site on Chichester Terrace is The Capitol theatre and to the rear is Sussex House.
- 1.6 The application site is currently vacant. The site was vacated in October 2019 by the previous user 'Sussex Health Care'. The building operated as a supported living service for people with disabilities or a substance misuse problem living in the community with some support from qualified staff to live an as independent life as possible. The site became unviable for the user as it was not a part of the provider's core business and the facility was very small, requiring substantial investment to remain fit for purpose. The residents have been successfully placed elsewhere in more suitable accommodation and attempts to find a similar provider to take the service on were unsuccessful.

## 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 3 - Strategic Policy: Development Hierarchy

Policy 13 - Town Centre Uses

Policy 15 - Strategic Policy: Housing Provision

Policy 16 - Strategic Policy: Meeting Local Housing Needs

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

Policy 27 - Settlement Coalescence

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 34 - Cultural and Heritage Assets

Policy 40 - Sustainable Transport

Policy 41 - Parking

## 2.5 RELEVANT NEIGHBOURHOOD PLAN

The Horsham Blueprint Business Neighbourhood Forum is a designated body of the Unparished Area of Horsham Town. The Forum comprises of representatives from Denne Neighbourhood Council, Forest Neighbourhood Council and Trafalgar Neighbourhood Council. The Horsham Blueprint Business Neighbourhood Forum's Neighbourhood Plan area was approved in June 2015. In accordance with the Neighbourhood Planning Regulations 2012 (as amended), the forum must be re-designated every five years to allow the process of Neighbourhood Plan preparation to continue. The consultation on the forum re-designation ends on 29 July 2020, having commenced on 17 June.

## PLANNING HISTORY AND RELEVANT APPLICATIONS

2.6	The most recent and relevant planning history relating to the site is as follows:	
	HU/244/95 Conservatory extension	Application Permitted on 30.11.1995
	HU/76/94 Residential care	Application Permitted on 19.07.1994
	HU/482/64 Proposed extension to provide bedsitters dining, kitchen and bathroom	Application Permitted on 03.03.1964

## 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 Conservation: No Objection**

The Conservation Officer raised some concerns over the initial design of the semi-detached properties. These comments led to positive amendments where the Conservation Officer states that he is '...happy with the increase in detail and architectural interest. The new dwellings will fit more attractively in the street'.

#### 3.3 **HDC Environmental Health: No Objection**

Conditions recommended in relation to:

- Contamination
- Demolition and Construction Phases (waste removal/ noise and dust/ hours of demolition and construction)
- No exterior floodlighting

#### 3.4 **HDC Housing: No Objection**

I cannot comment on the loss of specialist housing for disabled people as I do not have any knowledge of the demand for these placements, the housing register only deals with general needs properties and low level retirement housing. The planning statement does seem reasonable, especially as the residents have been placed elsewhere and is was a small facility that need substantial investment.

## OUTSIDE AGENCIES

### 3.5 WSCC Highways: No Objection

#### Parking & Access

*Two spaces will be provided at the north eastern extent of the site to serve the 2 x 3 bed houses. These spaces are accessed via an existing dropped crossing. It is not clear if these spaces will be allocated one per dwelling or remain unallocated. In any event it would be anticipated that two houses of this size in this location would attract the parking demand of 4 spaces. It is likely that the shortfall in demand will be made up from occasional visitor parking which could be accommodated on street or in an a nearby paid for provision.*

*It would be anticipated that two flats of this size in this location would attract the parking demand of 3-4 spaces. Given no off street parking is provided all this demand would need to be accommodated on street or in an a nearby paid for provision.*

#### Controlled Parking Zone Team

*The loss of a parking space within this zone is undesirable. The existing parking zone is under pressure and currently oversubscribed to permits. Therefore any new residents will not be likely to get a permit in the short to medium term. (received prior to parking amendments)*

#### Parking – EV

*In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance and Horsham Local Plan policy. Details of which can be secured via a suitably worded condition.*

#### Parking – Conclusion

*On balance it would be anticipated that the proposed will generate a small degree of on street car parking demand. Consideration needs to be given that the existing use would have generated a parking demand. It's not unreasonable to conclude that that use would also have generated a small degree of on street car parking demand. On balance it would not be considered that a small degree of on street car parking demand would result in a highway safety concern. The LPA may wish to consider the local amenity issues.*

*Conditions recommended relating to Car parking spaces, cycle parking and Electric Vehicle Charging Spaces.*

#### Sustainability

*The site is located in a highly sustainable town centre location. It is well located in close proximity to local services, amenities and employment opportunities. The site is accessible by sustainable modes of transport and future occupiers will not be reliant in the use of a private motor vehicle. All dwelling should be provided with a secure and covered cycle parking provision which have been demonstrated on the latest proposed ground floor plans.*

#### Conclusion

*The Local Highways Authority does not consider that the proposal would have and an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.*

3.6 **Southern Water: No Objection**

The exact position of a public sewer and water distribution main must be determined on site by the applicant. Condition advised to secure details / adequacy of surface water discharge to local watercourse

#### PARISH/NEIGHBOURHOOD COUNCIL CONSULTATION

3.7 **Denne Neighbourhood Council:** The Neighbourhood Council originally objected on the lack of information provided with the application (party wall issues/ roof heights/ parking and access). Following amendments, objections remain on insufficient parking grounds and potential unacceptable loss of light to number 7 Norfolk Road.

#### PUBLIC CONSULTATIONS

3.8 A total of 12 letters of objection were received from 6 households and the Horsham Society. The nature of the objections can be summarised as follows:

- Inadequate and inaccurate plans
- Design should match Victorian character of the area
- Inadequate parking provision/ loss of on-street parking
- Party Wall issues
- Sewer runs under the property
- Over-looking, over-bearing, over-shadowing
- Over-development
- Loss of light
- Location of refuse storage adjacent to boundary wall.

### 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

6.1 Policy 3 of the HDPF states that the district has a distinct settlement pattern which should be retained and enhanced. It states that development will be permitted within towns and villages which have a defined built up area boundary where any development will be required to demonstrate that it is of an appropriate nature and scale to maintain the characteristics and function of the settlement in accordance with the settlement hierarchy set out within the policy. The application site is located within the main settlement area of Horsham, on previously developed land. The application does involve the loss of (now vacant) supported living housing for people with disabilities or a substance misuse problem. The site became unviable for the user as it was not a part of the provider's core business and the facility was very small, requiring substantial investment to remain fit for purpose. The residents have been successfully placed elsewhere in more suitable accommodation and attempts to find a

similar provider to take the service on were unsuccessful. It is considered that this use has been successfully re-located and therefore no housing needs displacement concern with this application. This application is therefore considered to be appropriate for residential development subject to all other material considerations as set out below.

### **Design and Appearance**

- 6.2 Policies 32 and 33 of the HDPF seek to promote development of high quality and inclusive design for all development in the district, ensuring that it is complementary of local distinctive character and heritage, integrating with their surroundings. Furthermore, these policies ensure that the scale, massing and appearance of the development is of high standard of design and layout and where relevant, relates sympathetically with the built surroundings.
- 6.3 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.
- 6.4 It is noted that there have been various amendments to the proposal and three public consultations undertaken. Initial concerns were raised over the design of the semi-detached properties, and the lack of detailing and appreciation of the character of the area. Following these concerns, the applicant worked with Officers to amend the plans, adding Victorian style bay windows to the ground floor, sash windows to the first floor and a slate roof with render finish. The design is now considered to appropriately reflect the form and vernacular of the nearby properties and will be an improvement in the streetscene to the existing modern style extensions. The ridge height of the new properties (8.24 metres) will remain lower than the original house (10 metres) and the building line will remain the same as existing.
- 6.5 Only minor changes are proposed to the original house to accommodate the two flats. This includes an additional entrance door to the side on Chichester Terrance and the removal of a first floor window. These amendments are considered to have a neutral effect on the character of the streetscene.
- 6.6 The proposed development is considered to reflect and reinforce the townscape character of the locality, with the siting and orientation of the dwellings considered to relate sympathetically to the built pattern and characteristics of the streetscene. The scale, mass and proportions of the dwellings are considered to appropriately reflect that of the immediate neighbouring properties, with the finish and appearance considered to reflect the build characteristics of the wider locality. As such, the proposal is considered to accord with policies 25, 32, and 33 of the Horsham District Planning Framework.

### **Impact on neighbour amenity**

- 6.7 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.

### Adjoining Residents

- 6.8 While acknowledged that the proposed development would introduce additional residential receptors into the area, it is recognised that the existing dwellings in Norfolk Road/ Chichester Terrance, and other nearby streets, do share a mutual degree of overlooking due to the terraced and semi-detached higher density nature of the properties. In this case the

new dwellings will not be located any closer to the adjoining neighbour than the previous building, and there will now be a gap between the buildings, whereas the existing building is a continuous built form. The proposed dwellings will protrude 1 metre further to the rear than the existing building, but in this instance, this is considered to have only a minor additional impact on the neighbour at number 7, where there is already a degree of overshadowing due to their rear extension being right up to the rear boundary. The existing rear extension at the application site adjoins the neighbouring property and much of this will be removed. This rear extension houses a utility room and WC and the impact on the property is considered to be no greater than the existing situation.

- 6.9 Concern was raised over the accuracy of the plans in relation to the adjoining property at 7 Norfolk Road. The site was re-surveyed and new plans showing the full extent of the neighbouring property have now been submitted.
- 6.10 One first floor side window is proposed on each semi-detached property. These would be obscurely glazed and serve the bathrooms. Given the separation distance and the orientation of the dwellings, it is considered that only oblique views would be possible from the first floor windows on the rear elevation. Such relationship is not considered to result in any further material harm than the existing situation, and it is not therefore considered that the proposal would result in harm through overlooking or loss of privacy.
- 6.11 The proposed development is considered to accord with Policy 33 of the Horsham District Planning Framework (2015).

#### Future Occupants

- 6.12 The development would provide four new residential units that meet all minimum space standard requirements. On request, amendments were made to the internal layout of the two semi-detached properties to ensure all bedrooms meet the minimum National Space Standards. The internal floorspace for all proposed units are now considered to be acceptable.
- 6.13 Refuse and recycling storage is provided for each of the dwellings, along with secure cycle parking. The two semi-detached properties will provide private amenity space of 60 square metres and 95 square metres. No private or communal amenity space would be provided for the two flats however the lack of such provision is considered acceptable considering the sites location close to Horsham Park (some 150 metres). It is considered that the proposal would provide an acceptable standard of living for future occupants.

#### **Highways and Parking**

- 6.14 Policy 40 of the HDPF supports proposals which provide safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods, whilst Policy 41 of the HDPF requires adequate parking facilities within developments. Chapter 9 of the NPPF sets out that 'development should only be refused on transport grounds if there would be an unacceptable impact on highway safety grounds, or the residual cumulative impacts on the road network would be severe'.
- 6.15 The Local Highways Authority (West Sussex County Council (WSCC) Highways) accepts that the existing use would have generated trips in its own right, most likely from staff and for servicing. It is not anticipated that the proposed use as 4 dwellings will result in an overall material intensification of use at the site.
- 6.16 The proposed dwellings would utilise the existing dropped kerb access with two parking spaces provided to the serve the semi-detached properties within the site (one for each property). Following consultation with WSCC Highways, it is noted that the on-site parking demand for this development would not be met. As such, the proposals would result in a

shortfall and on-street or paid provision in a public or private car park may be required. It is noted that the surrounding road network is a controlled parking zone which requires parking permits. Parking permits are in high demand in this location and there would be no guarantee that new residents would be able to purchase one in the short to medium term. Although it is acknowledged that this proposal would not provide the amount of off-street parking spaces required under the West Sussex Parking Standards, the highly sustainable location of the site, well located in close proximity to local services, amenities and employment opportunities, together with the accessibility to sustainable forms of transport mean, it is reasonable to conclude that future occupiers will not be reliant on the use of a private motor vehicle. There are also surface car parks (North Street and BT Exchange) and the Piries Place multi-storey car park within easy walking distance.

- 6.17 Notwithstanding this shortfall, no overall objections are raised by WSCC Highways and the additional on street parking would not have a detrimental impact on the visual amenities of the street scene given the controls already in place. The site is located within a highly sustainable Town Centre location, well situated for local services, amenities and employment opportunities and with easy access to sustainable modes of transport such as the train station, bus routes and cycle lane network. All dwellings will be provided with secure and covered cycle parking provision.

### **Climate Change**

- 6.18 Policies 35, 36 and 37 of the HDPF require that development mitigates the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions mitigate the impact of development on climate change. The proposed development includes the following measures to address climate change:
- Provision of refuse and recycling
  - Immediate access to pedestrian and cycle links
  - Close proximity to sustainable modes of transport
- 6.19 In addition to these measures, conditions are attached to secure the following:
- Water consumption limited to 110 litres per person per day
  - Refuse and recycling storage
  - Cycle parking facilities
  - Requirement to provide full fibre broadband site connectivity
  - Electric Vehicle Charging Point
- 6.20 Subject to these conditions the application will suitably mitigate its impact on climate change in accordance with local and national policy.

### **Other Matters**

- 6.21 A final consultation is currently being carried out which is due to expire on the 27 July. This consultation does not introduce any additional changes but does include some additional details regarding the existing adjoining property that were not surveyed before.

### **Conclusions**

- 6.21 The proposal would represent an appropriate form of development, situated in a highly sustainable town centre location, in part utilising an existing building and on previously developed land. The proposals would be in-keeping with the character of the surrounding streetscene and have no detrimental impact on the amenities of the adjoining occupiers, or the existing parking and highways configuration within the locality. The proposal is therefore considered to accord with national and local planning policies and is recommended for approval

subject to expiration of the public consultation period and delegation to the Head of Development to consider any representations received as a result of that consultation.

#### COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 6.22 Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1<sup>st</sup> October 2017.
- 6.23 **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	345	175	170
	<b>Total Gain</b>		<b>-8</b>
	<b>Total Demolition</b>		<b>178</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 resolve to grant planning permission subject to expiration of the public consultation period and delegation to the Head of Development to consider any representations received as a result of that consultation, and subject to the following conditions:
- 1 A list of the 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-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
    - iii. suitable provision for the control and mitigation of noise and dust.
    - iv. details of the removal of clearance debris and construction waste from site.  
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).

4 **Pre-Commencement (Slab Level):** No development shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: As this matter is fundamental to ensure that the development is properly drained and to comply with Policy 38 of the Horsham District Planning Framework (2015).

5 **Pre-Commencement (Slab Level):** 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).

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 a schedule of materials and finishes and colours to be used for external walls, windows and roofs of the approved building(s) has been submitted to and approved by the Local Planning Authority in writing and 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).

7 **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).

8 **Pre-Occupation Condition:** Prior to the first occupation of any part of the development hereby permitted, full details of all hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include plans and measures addressing the following:

- Details of all existing trees and planting to be retained
- Details of all proposed trees and planting, including schedules specifying species, planting size, densities and plant numbers and tree pit details
- A written outline soft specification, including ground preparation, cultivation and other operations associated with plant and grass establishment
- Details of all hard surfacing materials and finishes
- Details of all boundary treatments
- Details of all external lighting

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).

- 9 **Pre-Occupation Condition:** No dwelling hereby permitted shall be occupied or use hereby permitted commenced until the car parking spaces necessary to serve it have been constructed and made available for use in accordance with approved drawing number 1925\_020 Rev A. The car parking spaces permitted shall thereafter be retained as such for their designated use.

Reason: To provide car-parking space for the use in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 10 **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 rear garden or side 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).

- 11 **Pre-Occupation Condition:** No dwelling shall be first occupied until a fast charge electric vehicle charging point for that dwelling has been installed. As a minimum, the charge point specification shall be 7kW mode 3 with type 2 connector. The means for charging electric vehicles shall be thereafter retained as such.

Reason: To mitigate the impact of the development on air quality within the District and to sustain compliance with and contribute towards EU limit values or national objectives for pollutants in accordance with Policies 24 & 41 of the Horsham District Planning Framework (2015).

- 12 **Pre-Occupation Condition:** No dwelling hereby permitted shall be first occupied unless and until provision for the storage of refuse and recycling has been made for that dwelling (or use) in accordance with drawing number 1925\_010 Rev E. These 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).

- 13 **Pre-Occupation Condition:** The buildings hereby permitted shall not be occupied until the window(s) at first floor, side elevation on Plan 1925\_016 Rev B have been fitted with obscured glazing. The window(s) shall be fixed shut/non-openable. Once installed the obscured glazing shall be retained permanently and the window fixed shut/non-openable thereafter.

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

- 14 **Regulatory Condition:** No works for the demolition or construction 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).

- 15 **Regulatory Condition:** If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy has been submitted to and approved by the local planning authority detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: To ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works and to ensure that any pollution is dealt with in accordance with Policies 24 and 33 of the Horsham District Planning Framework (2015).

- 16 **Regulatory Condition:** No external lighting or floodlighting shall be installed other than with the permission of the Local Planning Authority by way of formal application.

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

- 17 **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 and D of Part 1 of Schedule 2 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: In the interest of visual amenity and due to control the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

Background Papers: DC/20/0576