



PLANNING COMMITTEE REPORT

TO: Planning Committee North

BY: Head of Development

DATE: 6 October 2020

DEVELOPMENT: Demolition of existing bungalow and associated outbuilding. Erection of 5 No. terraced 2 bed houses with 6 No. car parking spaces.

SITE: 11 Ridgehurst Drive Horsham West Sussex RH12 1XF

WARD: Denne

APPLICATION: DC/20/1052

APPLICANT: **Name:** Derham **Address:** 23 Smithbrook Kiln Cranleigh GU6 8JJ

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

The application has been called to Planning Committee by a local Ward Member.

Denne Neighbourhood Council have requested to speak on the application at Planning Committee.

RECOMMENDATION: To approve planning permission subject to appropriate conditions

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 This application seeks planning permission for the demolition of the existing bungalow on site and the erection of a terrace of 5no. two-storey 2-bed dwellings. The proposed dwellings would be located to the south of the site and would be positioned along a staggered build line, with Plot 5 positioned in line with the adjacent property of 15 Ridgehurst Drive. The proposed dwellings would extend over two storeys under a pitched roof, with overhanging porch projections along the frontage serving each dwelling. The existing access drive located to the west of the site would be utilised, leading to a communal parking area providing a total six vehicle parking spaces.

- 1.3 In order to facilitate the proposed development, an existing outbuilding/garage located to the west of the site would also be demolished. The proposed terraced properties would each have a width of appropriately 4.3m when viewed from the southern (front) elevation and a depth of approximately 10m, with the front porch projections measuring approximately 1.1m in depth. The proposed row of terraced properties would have an overall height of approximately 8.4m and 8.8m at the western and eastern ends of the development respectively, owing to the topography of the site.
- 1.4 The proposed design of the terraced row would take its cues from neighbouring development with a similar materials palette to be utilised. Each dwelling would facilitate the creation of a living/dining room, a kitchen and WC facilities at ground floor level and 2no bedrooms and 2no bathrooms at first floor level. The overall Gross Internal Area (GIA) to be created by the proposed development is calculated at approximately 375 square metres (sqm), approximately 75sqm per dwelling.
- 1.4 Minimum distances of approximately 28.3m, 5.3m and 5.9m would be maintained to the closest neighbouring properties to the north, east and west respectively. It is noted the proposals have been amended with the removal of a number of windows to the west facing elevation of Plot 1 of the proposed development.

DESCRIPTION OF THE SITE

- 1.5 The application site is located to the north of Ridgehurst Drive, within the designated built-up area of Horsham. The site is located within an area defined by relatively dense suburban residential development, comprising predominantly terraced dwellings, with some examples of detached and semi-detached dwellings within the wider locality. The closest neighbouring properties are positioned to the east of the site at 15 Ridgehurst Drive and west at 7 Ridgehurst Drive, with a detached dwelling known as 9 Ridgehurst Drive located to the north of the site.
- 1.6 The application site measures approximately 1,223sqm in area. The application site benefits from existing parking to the rear, with space available for 4-5 vehicles to be parked at any one time; excluding the existing garages serving the existing bungalow on 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**

- 2.4 **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 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

2.5 Supplementary Planning Guidance:
Horsham Town Design Statement

RELEVANT NEIGHBOURHOOD PLAN

2.6 Horsham Blueprint Business Neighbourhood Forum is a designated body of the Unparished Area of Horsham Town and comprises of representatives from Denne Neighbourhood Council, Forest Neighbourhood Council and Trafalgar Neighbourhood Council. The forum was designated five years ago to prepare a Neighbourhood Development Plan and in accordance with the Neighbourhood Planning Regulations 2012 (as amended), must be re-designated every five years to allow the process of Neighbourhood Plan preparation to continue. The forum applied for redesignation of the Neighbourhood Plan Area Forum on the 5 June 2020, with the application approved on the 24 August 2020 and a report issued to forum members to confirm the redesignation of the Horsham Blueprint Business Neighbourhood Forum Area.

PLANNING HISTORY AND RELEVANT APPLICATIONS

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

HU/287/65	Bungalow and garage. (From old Planning History)	Application Permitted on 14.06.1966
HU/299/83	Extension. (From old Planning History)	Application Permitted on 06.01.1984
HU/443/71	Additional garage and store. (From old Planning History)	Application Permitted on 07.10.1971

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

INTERNAL CONSULTATIONS

3.2 **HDC Drainage Engineer: No objection**
Recommend imposing a foul and surface water drainage strategy condition

OUTSIDE AGENCIES

3.3 **WSCC Highways: No objection**
Summary

This proposal is for the demolition of an existing bungalow and outbuilding and erection of five terraced two-bedroom dwellings. The site is located on Ridgehurst Drive, an unclassified residential road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The applicant proposes to utilise the existing access on Ridgehurst Drive. There are no apparent visibility issues at this access. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes six car parking spaces for this development. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least six car parking spaces. Therefore, the LHA considers the proposed parking provision to be sufficient.

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, the Local Highways Authority (LHA) request that developers provide all new homes with electric vehicle (EV) charging points. Based upon current EV sales rates within West Sussex, the applicant should provide a minimum of 20 % of all proposed parking spaces with active charging points, with ducting in place for the remaining 80% to provide 'passive' provision for future upgrades. For this proposal, the LHA would expect the provision of two active and four passive EV parking spaces, in accordance with the above WSCC guidance and Horsham Local Plan policy. The ability for on-site turning to be achievable has been demonstrated, allowing cars to exit the site onto the maintained highway in a forward gear. In regards to cycle parking, the applicant has not demonstrated cycle parking provision. The LHA would expect a cycle parking provision of one space per dwelling, in accordance with WSCC standards. The inclusion of secure and covered cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is situated in a sustainable location within walking distance of shops, schools and other amenities. Cycling is a viable option in the area. Regarding public transport, bus stops on Hills Farm Lane offer hourly services to Horsham and Pulborough. Horsham Train Station is within cycle distance, approximately 2.8km from the site.

Conclusion

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, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. Conditions suggested with regards to parking, cycle storage and the provision of vehicle charging points

3.4 **Southern Water: No objection**

The exact position of the public assets must be determined on site by the applicant in consultation with Southern Water, before the layout of the proposed development is finalised.

- The public water main requires a clearance of 6 metres on either side of the water main to protect it from construction works and to allow for future access for maintenance.
- No excavation, mounding or tree planting should be carried out within 6 metres of the external edge of the public water main without consent from Southern Water.
- No new soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of a public water main.
- All existing infrastructure, including protective coatings and cathodic protection, should be protected during the course of construction works.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site. Formal application required for connection to the public sewer.

PUBLIC CONSULTATIONS

3.5 15 letters of objection were received from 11 separate households/bodies. The nature of these objections can be summarised as follows:

- Loss of privacy and loss of general amenity
- Overdevelopment of the site
- The character of the dwelling and visual amenities to the street scene – proposed development is out of keeping with the surrounding area
- Development would result access and highway safety issues
- Trees and landscaping
- Impact on wildlife

PARISH COUNCIL CONSULTATION

3.2 **Horsham Denne Neighbourhood Council: Objection**

The application constitutes over-development, is out of character with the rest of the estate, and the narrow drive does not provide suitable access to the proposed parking area.

Other areas on the estate that have original terraced housing have large off-road parking areas. The private drive was originally intended solely for access to numbers 9 and 11. HDNC considers this drive is unsuitable and would be unsafe for the combined use of no. 9 and the proposed 5 new houses. We are concerned that construction work could cause access problems for no. 9 and unreasonable disturbance to no. 7. On completion of the development regular traffic movements, and in particular any large vehicles, will cause disturbance especially to the occupants of the first terraced house as its side wall abuts the drive.

HDNC considers that the application contravenes the HDPF policy 33, statements 2, 3 and 8. If the Case Officer is minded to approve the application we ask that it go to committee and we would wish to speak.

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 main issues are the principle of the development in the location and the effect of the development on:

- The character of the development and the visual amenities of the street scene
- The amenities of the occupiers of adjoining properties
- The existing parking and traffic conditions in the area
- The quality of the resulting residential environment for future occupiers

Principle

- 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 will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement, in accordance with the settlement hierarchy. The application site lies within the built-up area of Horsham, within a sustainable location close to local facilities and services and with good public transport connections. Given the sites location within the built-up area, the principle of the residential development on the site is considered acceptable, subject to all other material considerations.
- 6.3 In addition, the 2016 'Market Housing Mix – Crawley Borough Council and Horsham District Council' document, produced to inform the HDPF, states that there is there is a need to maintain a spread of choice in market housing sizes in Horsham, especially for smaller units (one and two bed units). The proposed development, which would provide 5no 2-bed dwellings, would contribute towards an identified need within the District.

Character and appearance of the proposal and visual amenities of the street scene

- 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 townscape and built surroundings.
- 6.5 The locality is characterised by relatively dense suburban residential development comprising primarily two storey terraced dwellings, with examples of semi-detached and detached properties within the street. The application relates to the demolition of the single storey dwelling and the erection of 5no. terraced dwellings, along with the provision of a parking area to the north-west (rer) to provide 6no. vehicle parking spaces. The proposed dwellings would be located to the frontage of the site, and would extend along a staggered build line following the curve of the street.
- 6.6 The dwellings would be positioned along continuous staggered build lines that would be slightly set back from the public highway, with elongated rear gardens. This would be more in keeping with neighbouring development when compared to the existing dwelling on site, which is set back further from the build line, and comprises a single storey dwelling within a relatively large plot.
- 6.7 The proposed development would reflect the build pattern of the wider locality, and would sit in relation to the existing dwellings comprising 15 to 27 Ridgehurst Drive. The proposed development would take its cues from neighbouring development and would be of a similar form, scale, and height, with the proposal considered to appropriately reflect the build pattern and built characteristics of the locality. The materials palette, consisting of facing brick and a tiled roof, is also considered to be in keeping with the area and to relate sympathetically to the character of the wider locality, subject to a condition requiring exact details to be submitted and approved.
- 6.8 It is noted that a number of objections have been raised which consider that the proposed development would represent an overdevelopment of the site. As detailed above, the wider area is predominantly characterised by modest sized terraced and semi-detached properties which sit within modest plots. The neighbouring row of 7no terraced properties, to the east of the site, are situated on an overall plot which measures approximately 942sqm. The application site which would contain 5no terraced dwellings measures approximately 1,223sqm in overall area.

- 6.9 As such, the proposed row of terraced dwellings is considered to be appropriately sized, and would sit comfortably within the site, with appropriately sized gardens to be provided when compared to neighbouring properties. The overall quantum of development is considered to be acceptable and the proposal in this instance would not represent an overdevelopment of the site. Appropriate distances would be preserved to neighbouring properties and the proposed row of terraced properties would have a similar height to the neighbouring properties to the east and west. As such, the proposed dwellings would appear as an appropriate addition within the streetscene, and when viewed in the context of neighbouring development.
- 6.10 The proposal therefore represents an appropriate form of development which would not be out of character when viewed against that within the surrounding area, and would be suitable for the plot size, in accordance with policies 32 and 33 of the HDPF.

Impact on neighbouring amenity

- 6.11 Policy 33 of the HDPF states that permission will be granted for development that does not cause unacceptable harm to the amenity of the occupiers/users of nearby properties and land.
- 6.12 The proposed row of terraced dwellings would be positioned to the frontage of the site, would be orientated to face south, and would sit in line with the adjacent dwelling of 15 Ridgehurst Drive. Minimum distances of approximately 28.3m, 5.3m and 5.9m would be maintained to the closest neighbouring properties to the north, east and west respectively. It is noted the proposals have been amended with the removal of a number of windows to the west facing elevation of Plot 1. Given the proposed layout, and the distances to be maintained between the proposed dwellings and the adjacent occupiers, it is considered that the amenities of the neighbouring properties would not be impacted in this regard.
- 6.13 It is noted that a number of objections have been received with regards to the rear parking area, and the potential increase in vehicular movements and noise disturbance which would have an impact on neighbouring amenity. The rear of the site as existing has space for approximately 5no cars to be parked at any one time, which can enter and exit the site at any time. The proposed parking spaces would be positioned away from the boundary with 7 Ridgehurst Drive, and would be positioned similarly to the existing spaces in the relation to the neighbouring boundary with 9 Ridgehurst Lane to the north. It is not considered that the proposal would markedly alter the existing situation on site to result in significant harm to neighbouring amenity with regards to noise and disturbance by future occupiers of the proposed dwellings.
- 6.14 Notwithstanding the above, the submission of a construction management plan is recommended by way of a suitably worded condition to ensure that any impacts on neighbouring properties during the construction phase are limited and controlled.
- 6.15 Overall, the proposed development would not result in any harmful overlooking, overbearing or overshadowing, and appropriate distances would be maintained between windows serving habitable rooms, as per design guidance. The proposals are therefore considered to be acceptable and, overall would be acceptable on amenity grounds.

Quality of the resulting environment for future occupiers

- 6.16 It is considered that the proposed development would provide adequate indoor and outdoor living space for future occupants. Suitable distances would be preserved to neighbouring development to ensure that there would not be any harmful overlooking and other properties would not appear as overbearing on the proposed dwellings. The level of accommodation to be provided would be commensurate with neighbouring properties in this area.

Parking, transport and highways implications

- 6.17 Policies 40 and 41 of the HDPF states that development should provide safe and adequate access and parking, suitable for all users. The proposed development would be served by an existing access leading from Ridgehurst Lane to the existing rear parking area to the north of the site. This access also serves the neighbouring property to the north (9 Ridgehurst Lane).
- 6.18 The submitted site plan indicates that the development would provide 6no. off-road parking spaces to the north-eastern corner of the site which would accord with the West Sussex Residential Parking Calculator in relation to a development of this type and scale. The proposed spaces would be laid out at various orientations and swept path diagrams for both the existing and proposed development have been provided. The existing site has space to accommodate parking for approximately 5no vehicles. The proposals to provide 6no spaces would not be dissimilar to the existing, and following consultation with WSCC Highways would be acceptable.
- 6.19 Whilst it is noted that objections have been raised with regards to the access and parking, WSCC Highways have stated that collision data provided to WSCC by Sussex Police from the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern. Manoeuvrability has been shown to be appropriate and overall, it is considered that the proposals, to be served by an existing access which is functioning appropriately, would not be markedly different or result in any parking or highways safety concerns.
- 6.20 In addition, the site is considered to be in sustainable location, in the main settlement of the District, with good access to public transport links. The closest bus stop, located on Hills Farm Lane to the south west, is located some three minute walk from the application site.
- 6.21 Objections have been raised with regards to the potential for on-street parking as a result of the development. The parking provision to be provided for the development is considered to be acceptable and in line with parking standards. Notwithstanding this, it is noted that Ridgehurst Lane is an un-restricted road. Whilst it acknowledged that this section of Ridgehurst Lane bends at a few points, potential dangerous, uncourteous or illegal parking cannot be controlled through the planning system. Given that no objections are raised in this regard by WSCC Highways, overall it is considered that the proposals would be acceptable on highway and transport grounds in accordance with policies 40 and 41 of the HDPF, subject to appropriate conditions.

Climate change

- 6.22 Policies 35, 36 and 37 of the HDPF require that development mitigates to 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 seek to reduce the impact of development on climate change. The proposed development also includes the following measures to build resilience to climate change and reduce carbon emissions:
- Photovoltaic Solar Panels
 - Air Source Heat Pumps

6.23 In addition to these measures' conditions are attached to secure the following:

- Water consumption limited to 110 litres per person per day
- Requirement to provide full fibre broadband site connectivity
- Refuse and recycling storage
- Ecological enhancement as part of a landscaping condition
- Cycle parking facilities
- Electric vehicle charging points

6.24 Subject to these conditions, the application will suitable reduce the impact of the development on climate change in accordance with local and national policy.

Drainage

6.25 Notwithstanding objections which have been received in this regard, the site is located within Flood Zone 1 as designated by the Environment Agency, where there is a low probability of flooding and where residential development is considered acceptable by the NPPF. Given the nature of the proposal, a suitable pre-commencement condition requiring submission of a drainage strategy and the proposed means of foul and surface water drainage is considered to be appropriate.

Conclusion

6.26 Overall, the proposal would represent an appropriate form of development within this suburban residential area. The proposed row of terraced properties would not be out of keeping with the surrounding area and the prevailing character of the streetscene. The proposal would be acceptable in terms of the quantum of development on the site and is considered acceptable in terms of the impact on neighbouring amenity and highway safety. The application is therefore considered accord with policies 25, 32, 33, 40 and 41 of the Horsham District Planning Framework (2015).

COMMUNITY INFRASTRUCTURE LEVY (CIL)

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

6.29 **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	375	211	164
	Total Gain		
	Total Demolition		211

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

3.31 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 It is recommended that planning permission is granted subject to the following conditions -

- 1 List of approved plans
- 2 **Standard Time Condition:** The development hereby permitted shall be begun 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 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).

- 4 **Pre-commencement Condition:** The development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management shall include details of, but not be limited to, the following relevant measures:
 - i. Detailed site logistics arrangements, including location of site compounds, location for the loading and unloading of plant and materials, site offices (including height and scale), and storage of plant and materials (including any stripped topsoil)
 - ii. Details regarding parking of site operatives and visitors, deliveries, and storage
 - iii. The method of access to and from the construction site
 - iv. Locations and details for the provision of wheel washing facilities
 - v. loading and unloading of plant and materials
 - vi. storage of plant and materials used in constructing the development
 - vii. the erection and maintenance of security hoarding and screening to neighbouring properties
 - viii. measures to control the emission of dust and dirt during construction
 - ix. a scheme for recycling/disposing of waste resulting from demolition and construction works

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 and highway safety during construction and in accordance with Policies 33 and 40 of the Horsham District Planning Framework (2015).

- 5 **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, doors 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).

- 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 shall 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 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 sizes densities and plant numbers and tree pit details
- Details of all hard surfacing materials and finishes
- Details of all boundary treatments
- Details of all external lighting
- Ecological enhancement measures

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:** Prior to the first occupation (or use) of any part of the development hereby permitted, a landscape management and maintenance plan (including long term design objectives, management responsibilities, a description of landscape components, management prescriptions, maintenance schedules and accompanying plan delineating areas of responsibility) for all communal landscape areas 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).

- 10 **Pre-occupation Condition:** No part of the new dwellings hereby permitted shall be first occupied until the car parking has been constructed in accordance with the approved site plan, drawing number 192301 REV A received 09 June 2020. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use and in accordance with Policy 40 and 41 of the Horsham District Planning Framework (2015).

- 11 **Pre-occupation Condition:** No part of the development hereby permitted shall be first occupied/used until electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies, 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:** The dwellings hereby permitted shall not be occupied unless and until provision for the storage of refuse/recycling has been made in accordance with details to be submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained for use at all times.

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

- 13 **Pre-occupation Condition:** No part of the development shall be first occupied until covered and secure cycle parking spaces has been provided in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be retained for use at all times.

Reason: To provide alternative travel options to the use of the car and in accordance with Policy 40 and 41 of the Horsham District Planning Framework (2015).

- 14 **Pre-occupation Condition:** The dwellings hereby permitted shall not be occupied until the proposed windows at first floor level to the east and west facing side elevations of the terrace, serving Plots 1 and 5, as indicated on drawing number 192308 and drawing number 192303 REV A 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).

- 15 **Regulatory Condition:** No works for the implementation of the development hereby approved shall take place outside of 0800 hours to 1800 hours Mondays to Fridays and 0800 hours to 1300 hours on Saturdays nor at any time on Sundays, Bank or public Holidays

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

- 16 **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 or E, of Part 1 or Class A of Part 2 of Schedule 2 of the order shall be erected, constructed or placed within the curtilages 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/20/1052