



TO: Planning Committee South

BY: Head of Development

DATE: 20 October 2020

DEVELOPMENT: Demolition of existing buildings and erection of a residential building comprising 9no. houses and apartments and a B1¹ commercial office building with associated vehicle parking, cycle parking, bin storage and landscaping

SITE: Former B and W Building Elm Grove Lane Steyning West Sussex BN44 3SA

WARD: Steyning and Ashurst

APPLICATION: DC/20/0789

APPLICANT: **Name:** Mr John Bacon **Address:** 304 Portland Road Hove BN3 5LP

REASON FOR INCLUSION ON THE AGENDA: More than 8 letters of representation have been received citing a contrary view to the recommendation of the Head of Development;

By request of Steyning Parish Council.

RECOMMENDATION: To approve Planning Permission, subject to appropriate conditions.

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 The proposal is for the demolition of the existing 780m² B1/B2/B8 commercial buildings on site, and the erection of a residential building containing nine units, plus a new standalone 87m² office building.
- 1.2 The proposed residential accommodation would sit on the southern section of the site and comprise two 1-bed flats, four 2-bed flats, and three 3-bed houses. The residential building would be 2-storey with a third floor accommodated in the sloping roofspace. The building would measure 10.5m in height, and 5.4m to eaves.
- 1.3 The office building would be located in the northern section of the site and would measure around 7.8m to ridge, and 4m to eaves. The office would be located at first floor level, with dedicated office parking for 3 cars underneath. The office building would be in the vicinity of a new parking area for the residential accommodation which would provide 12 residential parking bays (including 1 disabled bay). In total, 15 on-site parking spaces are proposed.

¹ Although B1 uses now fall under Class E of the Use Classes Order, transitional arrangements dictate that for applications submitted before 1 September 2020, decisions should be made using the former Use Classes.

- 1.4 The proposal subject to this report is a revision of the originally submitted scheme. The original plans proposed the same number of residential units (9no.) but the building was around 1.5m higher (measuring up to 12m to ridge) and included protruding bay window features, balconies and additional dormer windows on the southern and eastern elevations, as well as clay roof tiles. The office building was previously proposed to comprise 2 separate offices at 65m² each (total 130m²) spanning 2 floors. The office building was around 2m higher (measuring up to 8.9m to ridge), and included a large gable roof feature on the west elevation. The previously proposed scheme included 11 parking bays in total which is 4 less than the revised scheme.

DESCRIPTION OF THE SITE

- 1.5 The application site is located close to Steyning High Street and is accessed via Elm Grove Lane which is a narrow lane with a quiet rural character. The 0.15Ha site is divided in two by an existing private access road, with the existing commercial building to the south and an associated car park to the north.
- 1.6 The site is part-located with the Steyning Conservation Area (CA), with the existing commercial building wholly within the CA, and the associated car park located just outside the CA. The site lies opposite a terrace of 2-storey cottages (1-6 Elm Terrace) which are not listed but located within the CA. The site is also opposite Nos. 1-4 Elm Grove Cottages, which are also 2-storey cottages located with the CA, and of which, Nos. 3 and 4 are Grade II listed. To the north of the site (and outside the CA) is Croft Meadow care home (which extends to 3-storeys and is partly visible from the site), and to the north of this building is Steyning Health Centre which also extends to 3-storeys.
- 1.7 The existing 780m² building is vacant but has most recently been in a flexible B1/B2/B8 commercial use. The building extends from one storey at the Elm Grove Lane end, to two full storeys further within the site, and is largely of brick construction with little architectural merit. The site is located within an Archaeological Notification Area (for Steyning Historic Core and associated Early Medieval and Medieval Occupation).

2. INTRODUCTION

2.1 STATUTORY BACKGROUND

The Town and Country Planning Act 1990.

2.2 RELEVANT PLANNING POLICIES

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

National Planning Policy Framework (NPPF, 2019)

Horsham District Planning Framework (HDPF 2015)

Policy 1 - Strategic Policy: Sustainable Development

Policy 3 - Strategic Policy: Development Hierarchy

Policy 7 - Strategic Policy: Economic Growth

Policy 9 - Employment Development

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 34 - Cultural and Heritage Assets

Policy 35 - Strategic Policy: Climate Change

Policy 36 - Strategic Policy: Appropriate Energy Use

Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 40 - Sustainable Transport
Policy 41 - Parking

Supplementary Planning Guidance

Planning Obligations and Affordable Housing SPD (2017)
Community Infrastructure Levy (CIL) Charging Schedule (2017)

Steyping Conservation Area Appraisal and Management Plan (2018)

2.3 RELEVANT NEIGHBOURHOOD PLAN

Steyping Parish was formally designated as a Neighbourhood Development Plan area in May 2018. In July 2020, the Parish Council published a (Regulation-16) Draft Submission Plan for an 8 week period of public consultation, ending 11 September 2020. Despite the publication of the Regulation-16 draft neighbourhood plan, very limited weight can currently be given to the Neighbourhood Planning process in Steyping at this time. Notwithstanding the limited weight that can be given to the policies in the submission plan, it is considered that principle and aims of Policy SNDP3 (Contribution to Character) is relevant to this application. In addition, the Steyping Character Appraisal (2019) that was undertaken to inform the regulation 16 version of the Steyping Neighbourhood Plan, also has relevance.

2.4 PLANNING HISTORY AND RELEVANT APPLICATIONS

None recent of relevance

3. OUTCOME OF CONSULTATIONS

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

Due to the submission of revised plans received 26 August 2020, a full re-consultation was undertaken. Where relevant, the summaries below show comments received pursuant to both consultation periods.

3.1 INTERNAL CONSULTATIONS

HDC Senior Conservation Officer: No Objection (subject to conditions)

[Summary of comments on revised plans]: The buildings will have an impact on the character of the lane. Due to the scale and proportions they will not fully resemble traditional buildings. Although they will not enhance the character of the conservation area, with sympathetic detailing they will not fail to preserve the character. Equally they will compete with the listed buildings opposite but in this village centre context that is not unexpected. I am satisfied the level of harm is at the lowest end of the scale of less than substantial, and I am willing to accept the public benefit of additional village centre dwellings outweighs that low level of harm. Standard heritage conditions suggested.

[Summary of comments on original plans]: I am satisfied the proposal will fail to preserve or enhance the character of the Conservation Area and will harm the setting of the adjacent listed buildings, nos. 3 & 4 Elm Grove Cottages. This harm amounts to less than substantial but towards the higher end of that scale. I am satisfied the site has development potential without harm to the character of the Conservation Area or the setting of the adjacent listed buildings.

HDC Economic Development: Comment

[Summary of comments on revised plans]: The amended plans show a reduction in office floorspace, which is of concern. The applicant suggests that the office space is let to a Steyning based business but we consider it very unlikely that this will be possible, unless they can evidence that they are aware of a specific Steyning demand.

[Further comments on original plans]: Information has been provided on how the site has been marketed and the level of interest in the site which shows the difficulties in attracting a tenant. This development would lead to the loss of existing commercial floorspace, but the build would increase the amount of new higher-quality office space. Overall, Economic Development support this application for the provision of the new B1 office space provided that associated office parking is provided.

[Summary of comments on original plans]: The development will result in an overall loss of commercial floorspace, contrary to the Council's Economic Strategy. The supporting statement does not explain how the site has been marketed, nor does it give detail on the level of interest. Notwithstanding this, the proposed provision of new "high-quality" office accommodation is welcomed. The new office space would generate around 20 full-time jobs, whereas the current site is vacant with no employees. However, if the site continued to be used commercially there would be the potential for even more jobs, and this potential would be reduced by the proposed residential build. Overall, Economic Development support the provision of the new B1 office space, but object to the residential build due to the loss of overall commercial floorspace, unless additional details or evidence can be presented to justify the loss.

HDC Environmental Health: No Objection (conditions suggested)

[Summary of subsequent comments]: If asbestos is believed to be present in the building then this will need to be removed before demolition. Conditions suggested for asbestos removal (pre-demolition), and to secure an intrusive site investigation scheme (after demolition).

[Summary of initial comments]: An environmental noise assessment is suggested in order to demonstrate that the commercial uses of nearby buildings will not adversely impact the amenity of future occupiers of the dwellings. Given the commercial use of the existing building, information relating to ground contamination is required, and a Preliminary Risk Assessment should be provided.

HDC Drainage Engineer: No Objection (subject to conditions)

[Summary of subsequent comments]: No adverse comments. The drainage strategy is in line with the policy recommendations previously mentioned. Apply usual drainage conditions.

[Summary of initial comments]: No drainage information has been submitted to make any relevant comments. Although the location is in an area with a low probability of flooding, there should be a surface water drainage strategy which provides a 50% betterment of existing run off rates as well as reflecting the current SuDS policies and advice. If this development is permitted, suitable drainage conditions should be applied that show full details of the measures to dispose of the surface water.

3.2 OUTSIDE AGENCIES

WSSC Highways: No Objection (subject to conditions)

[Summary of subsequent comments]: The required car parking demand for the office accommodation (based on 87m² office floorspace) is 3 spaces, so the demand is met. The proposed residential units require 18 unallocated spaces but the proposal only shows 12 spaces. Whilst this is a shortfall in 6 x spaces the LHA does not consider that overspill parking

would take place in locations that would be detrimental to highway safety. The developer should confirm that all resident spaces will remain unallocated and mark up the disabled bay appropriately (with access hatching). Electric vehicle charging infrastructure should be provided, though details of this can be secured via condition. Cycle storage provision is acceptable. Conditions recommended include: (1) Cycle Parking; (2) Construction Management Plan; (3) Car Parking Spaces; (4) EV Spaces.

[Summary of subsequent comments]: Additional information has now been provided in a Transport Report. A review of the TRICS data suggests that trip generation resulting from the proposed development could be reduced over the existing, therefore no concerns is raised over road network capacity. The reduction in car parking on site, and reduction in trips, may result in less use of the access. The access appears to have been operating without highway safety concern and given the lightly trafficked, low speeds anticipated, the LHA could not insist on widening of the access citing highway safety reasons. Car parking provision (12x spaces) is still below the required levels, but considering the proximity to local services and amenities and regular bus services from High Street, the reduced parking level is considered acceptable. The LHA would not raise a concern with a nil parking provision for the office element of the scheme. Electric Vehicle parking provision should be considered.

[Summary of initial comments]: The LHA require further information (including TRICS, visibility splays) before a full assessment of the highway safety and capacity impacts of the scheme can be made. 11x car parking spaces are proposed (one per dwelling and two for the offices), but the WSCC Car Parking Demand Calculator requires a total of 24 parking spaces. The LHA may accept some reduction in parking levels due to the site's central location and proximity to bus services.

Ecology Consultant: No Objection (subject to conditions)

[Summary of subsequent comments]: The bat emergence survey was undertaken late in the season, but given the mild conditions and the fact that no roosting bats were recorded emerging from the building to be demolished, we are satisfied that there is sufficient ecological information available for determination. The mitigation measures identified in the Walkover and Bat Assessment and the Bat Emergence Survey should be implemented in full. We support the proposed biodiversity enhancements, which have been recommended to secure measurable net gains for biodiversity. In summary, impacts will be minimised such that the proposal is acceptable subject to recommended conditions.

[Summary of subsequent comments]: The Walkover and Bat Assessment identifies the existing building as having 'low' potential to support roosting bats and as such as single bat emergence survey is recommended.

[Summary of initial comments]: No ecological documents have been submitted. MAGIC maps identifies that a Great Crested Newt Class Survey licence was returned less than 1km from the site, and there are several Priority habitats within 1km of the site. It is recommended that a Preliminary Ecological Survey and Preliminary Roost Assessment for bats is undertaken to assess the impacts of the development on designated sites, protected and Priority species and habitats. This report should also include any appropriate precautionary mitigation measures and propose reasonable enhancements for biodiversity.

Archaeology Consultant: No Objection (subject to conditions)

[Summary]: Cartographic evidence indicates the presences of former buildings on the site in the nineteenth century. The historic settlement of Steyning has its origins in the early medieval period and is recorded in the Domesday Book of 1086. There is therefore the potential for both medieval and post-medieval deposits being located on this site. A condition is recommended to secure a Written Scheme of Investigation (WSI) and a post-investigation assessment prior to commencement of any development.

Southern Water: No Objection

Steyning Parish Council: Objection

[Summary of comments on revised plans]: No comments received

[Summary of comments on original plans]: Strong objection. Over development of the site. Scale and massing is out of keeping, and has a detrimental effect within the Conservation Area. Lack of parking spaces shown. Failure to provide 20% affordable housing. Contrary to HDPF. Elm Grove Lane is narrow and not suitable for increased traffic. Loss of privacy and light to neighbours. Request for the application to go to HDC Planning Committee for discussion.

The Steyning Society: Objection

[Summary of comments on revised plans]: No comments received

[Summary of comments on original plans]: Strong objection. The proposal is contrary to HDPF Policies (including 32, 33, 34) in terms of design, scale, character, amenity etc. No reference made to the Sussex Extensive Urban Survey's Historic Character Assessment Report (2004), and no account of the Steyning Conservation Area Appraisal and Management Plan 2018. Contrary to the draft Steyning Neighbourhood Plan's policies and vision and does not respect the character of the Conservation Area. No traffic and transport assessment, and no statement regarding marketing or whether commercial use of existing buildings is non-viable. There has been no pre-application consultation with the LPA nor community engagement with local residents and stakeholders.

3.3 PUBLIC CONSULTATIONS

A total of 20 letters of representation (from 13 different households) have been received in connection with this application, all objecting the proposals. During the initial round of public consultation 13 letters of objection were received, and a further 7 letters were received during the re-consultation on the amended plans. The main (summarised) reasons cited for objection include:

- Inappropriate scale and design;
- Parking undersupply;
- Traffic and access issues;
- Pedestrian safety;
- Overlooking/ loss of privacy;
- Unsympathetic to character of the conservation area;
- Disruption during demolition/construction;
- Impact on adjacent listed buildings;

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 Given the site's location within the Built-Up Area Boundary of Steyning, and the current developed nature of the site; the proposed mixed-use (residential and commercial) re-development is considered to be acceptable in principle in accordance with Policy 3 of the HDPF. The acceptability of the development in overall terms will however, depend on its appropriateness in terms of other development management principles including: design, scale, heritage impact, parking, landscaping, drainage; as well as its impact on ecology, the local highway network, and local amenity. In addition, given the proposal involves the loss of a proportion of existing employment floorspace, this loss must be justified, and for the application to be acceptable this must be considered acceptable in the planning balance. These considerations will be explored within subsequent sections of this report, and a final Officer recommendation is provided in the 'conclusion' section.

Economic Impact:

- 6.2 In order to retain a strong, diverse and resilient economy, the HDPF places great emphasis on the appropriate retention and expansion of existing commercial premises and employment floorspace. The proposal involves the demolition of an existing 780m² B1/B2/B8 commercial facility (which has been vacant for over 12-months) and its replacement with a residential and office mixed-use development. Whilst the development proposes a new 87m² B1 office building, the overall quantum of employment floorspace on this site will be significantly reduced. Whilst the delivery of a high quality office facility is welcomed, the overall loss of employment floorspace on this site is contrary to the aims of the Council's Economic Strategy, as well as the overarching aims of HDPF Policy 9 (Employment Development). Part 2 of Policy 9 does however allow for the redevelopment of sites outside Key Employment Areas, provided it can be demonstrated that the site is no longer needed or viable for employment use.
- 6.3 Marketing information provided by the applicant for this site has been submitted, which explains the poor level of interest in the site (for rental or purchase) as a commercial venture, and hence the difficulty they have had in attracting a tenant. The marketing information has been reviewed by the Councils' Economic Development Team and has been accepted. Economic Development officers have advised that one of the biggest threats to securing inward investment is the high amount of outdated, low quality employment accommodation within the District. As such, whilst the overall reduction in employment floorspace is disappointing, the marketing information supports the conclusion that the site as existing is not viable in its current form. As such, Economic Development colleagues welcome the inclusion of a new high-quality and purpose build office space on this mixed-use site, and this will help to compensate for the overall loss.
- 6.4 Whilst the applicant's commitment to let the office space to Steyning based businesses cannot be secured or guaranteed, this commitment is nevertheless welcomed and if achieved, will help to fulfil the sustainable principle of enabling people to live close to their workplace. It is also considered that in residential amenity terms, an office use on this site is more appropriate than the existing (lawful) commercial use which has the potential to attract unwelcomed increase in industrial vehicular movements as well as the potential for undesirable noise disturbances. Overall therefore, the proposal is considered to accord with the requirements of HDPF Policy 9, and to a large degree, fulfils the aims of the Council's Economic Strategy which seeks to attract inward investment and to create new jobs (Priority 3).

Highways/Access/Parking:

- 6.5 The site is located along a narrow unclassified road (Elm Grove Lane), which given its location just off the main High Street is well-used by pedestrians for access to local schools and the nearby health centre. Concerns about the impact of the proposed development upon pedestrian safety along Elm Grove Lane was a theme raised in several objections received during the public consultation. As is typical for a historic lane such as this, much of the length of Elm Grove Lane is not wide enough for two-way vehicular traffic, and it has constrained visibility at its junctions (particularly at the High Street end). Despite this, it is a road open to vehicular traffic (albeit for access only), and has been used for many years by local residents and employees of the former B+W Loudspeakers company who appeared to use the associated 30-space car park and access road without reported issues. The restricted width and visibility means that traffic speeds in this location are usually well-below the 30mph stated limit.
- 6.6 WSCC Highways have confirmed that no recorded injury accidents in the vicinity of the site have occurred within the last 5 years, which indicates that the junction and road (despite its limited visibility) is not operating unsafely. Similarly, whilst the private access road leading to the site's proposed car park is not wide enough for 2 vehicles to pass, WSCC Highways have advised that this is an existing situation with no evidence of any highway safety concerns. Similarly, the application proposes that servicing would take place from Elm Grove Lane, which is understood to be existing practice, and is not considered by WSCC Highways to result in any additional highway safety concerns.
- 6.7 In terms of impact on capacity of the local highways network, the TRICS database has been used by the applicant to assess the anticipated vehicular trip generation. The submitted Transport Report estimates that when it was in use, the existing B1/B2/B8 industrial use had the capacity to generate around 43 vehicular trips per day (based on the existing floorspace). However, the Transport Report notes that the existing car park of around 30 spaces and the 37 employees is likely to have resulted in higher traffic movements than estimated by TRICS.
- 6.8 It should be noted that whilst it appears that the B+W facility didn't attract a significant amount of industrial traffic, an alternative industrial use on this site (which would be lawful given its existing B1/B2/B8 use) may have the potential to generate significantly more industrial traffic (potentially up to 70-80 movements per day), including an intensification of movements by larger delivery vans/lorries. The proposed residential use, by contrast, is estimated to generate around 28 movements per day, with the associated office use (87m²) generating even less. In summary therefore, WSCC are of the view that the trip generation is likely to be reduced, and no concern is raised in relation to the capacity of the local highway network as a result of the proposed development.
- 6.9 The development proposes 15 car parking spaces, comprising 12 spaces for the residential element (including 1x disabled bay) and 3 spaces for the offices. The 3 office spaces would be available for residential or visitor parking overnight between 7pm and 7am. The 12 residential spaces allow for 1 space for each of the six smaller flats, and 2 spaces for each of the three larger townhouses.
- 6.10 For the offices, the WSCC Parking Standards Calculator requires 1 space per 30m² floorspace, so the 3 spaces proposed adequately meet the standards. For the residential element, the parking demand (if all spaces were unallocated) would be 18 spaces. Whilst the proposal only offers 12 spaces (therefore a shortfall of 6 if left unallocated), WSCC Highways does not consider that any overspill parking would take place in locations that would be detrimental to highway safety, and therefore raises no objection to the proposed parking provision in highway safety terms. In order for this to be achieved, the spaces must be left unallocated, and the requirement for this has been secured by condition.

- 6.11 Whilst the shortfall in residential parking provision against the latest WSCC Standards is acknowledged, on balance this is considered to be justified in this instance by virtue of the central location of the site and several convenient bus routes along the High Street which is likely to encourage less car use. This coupled with the site's immediate proximity to a large public car park (Newmans Gardens) which could be used by visitors (as well as the overnight use of the 3 office spaces), as well as the lack of objection from WSCC Highways, leads to an acceptance by Officers of the proposed parking provision.
- 6.12 All 15 spaces would be provided with electric vehicle charging points which exceeds the minimum standards set out in the WSCC Parking Guidance (2019), and is welcomed. WSCC have confirmed that the proposed cycle parking provision is acceptable.

Design and Heritage:

- 6.13 The site is partly located within the Steyning Conservation Area, and there are several listed buildings located close to the site (namely Nos 3 and 4 Elm Grove Cottages located opposite the site). Other buildings opposite the application site are mainly two-storey cottage style houses linked in small terraces. A larger scale commercial building (Grove House) is located to the immediate west of the application site. The Elm Grove Lane area and is described in the Steyning Conservation Area Appraisal (2018) as part of the twentieth century infill character area, although the Council's Conservation Officer advises that by the mid-nineteenth century the western part of the lane was established as a residential and light industrial area. Whilst Elm Grove Lane is located close to the modern centre of the village, historically this lane would have been a peripheral part of the settlement, and despite various twentieth century influences, retains the character of a rural lane. This character helps to maintain some appreciation of the historic village layout and its historic relationship in the landscape beyond. The existing commercial building that occupies the site has little architectural interest and its demolition is not considered to be a detrimental loss to the character of the Conservation Area.
- 6.14 The proposed development would be laid out in two 'sections'. The residential element would be positioned to the south of the site (where the existing B+W commercial facility stands), and the parking and office building would be located on the northern side of the site where the existing (currently unused) car park is located. By virtue of the nearby listed houses as well as other attractive cottages in the vicinity, the most sensitive frontage on this site is considered to be the eastern elevation (facing onto Elm Grove Lane). Since the original submission, the design has been amended to address concerns raised by the Conservation Officer, and a full public re-consultation on the amended plans took place.
- 6.15 The amended plans show that overall ridge height of the residential block has been lowered by 1.3m and the eaves lowered to better respect the domestic scale of nearby properties. The overall height of the residential building is now 10.5m. In order to better respond to the tradition character of the wider setting, the previously proposed dormer windows, balconies and protruding bay windows on the Elm Grove Lane (south) elevation were been removed, which has simplified the design along this key frontage, and has allowed the building to be set back further from Elm Grove Lane to provide enhanced opportunity for soft landscaping and the creation of a private amenity space for Unit 5. The removed dormer windows on the southern elevation have been replaced with conservation area roof-lights at the suggestion of the Council's Conservation Officer. Other dormer windows along the eastern elevation have been retained, which gives this expanse of roof some welcomed articulation and interest.
- 6.16 The removal of the balconies and the setting back of the footprint to the southern (Elm Grove Lane) elevation with the introduction of intervening landscaping helps to reduce the sense of overlooking and helps to protect the amenities of residents opposite. The introduction at this elevation of front doors to each of the ground floor units enlivens the street scene and creates a rhythm which compliments the rhythm and form seen at the cottages opposite. The roof

now proposes gable ends at a 45 degree pitch which is a characteristic feature of the terraces opposite the site and is a welcomed change from the previous clay tile and barn-hip roofs.

- 6.17 Materials proposed along this key frontage have been kept to a limited palette, and as suggested by the Council's Conservation Officer include slate roof with leaded ridge detail (a characteristic seen on many buildings that sit back from the High Street), and flint facades with brick quoining detail around the windows. Ebony weatherboard is proposed to be used along the (less sensitive) north, east and west elevations; and this alongside a 'hay barn' window feature on the east elevation (as suggested by the Conservation Officer) will give the building a sense of old industrial character in line with what would have been seen along Elm Grove Lane in the nineteenth and early twentieth centuries. A multi-stock brick is proposed to be used which reflects the patterns and imperfections of the brick seen in the wider Conservation Area.
- 6.18 A 600mm boundary wall is proposed along the Elm Grove Lane elevation which ties in with other existing low level stone boundary walls in the vicinity. It is proposed that the details of this boundary wall are conditioned to ensure that it uses stone to match other existing walls in the area. Specific material details would also be conditioned for subsequent approval.
- 6.19 The office building has also undergone design changes during the application process, and the advice given to the applicant by the Council's Conservation Officer has largely been taken on board. The office building has been simplified in design to better reflect the character of a traditional hay barn. The undercroft parking helps to achieve this hay barn character which has the added benefit of increasing parking provision within the site. The overall height of this building also been reduced (by around 2m), and like the residential building, the roof has been amended to create gable ends with attractive flint and quoining detail at side elevations. The building would be positioned in front of an existing attractive 2m high flint wall that spans a large length of the north side of Elm Grove Lane, and this will help to obscure some of the bulk of the building from view. Conservation roof lights are also proposed which will allow light and ventilation in to the office building, whilst minimising overlooking opportunities towards houses opposite. Materials to be used on the office building would match those used for the residential building the details of which have been secured by condition.
- 6.20 Section 72 of the Town and Country Planning (Listed Building and Conservations Areas) Act requires that development should preserve or enhance the character or appearance of the [conservation] area. Section 66 requires that development preserve the setting of listed buildings. The Conservation Officer advises that whilst the buildings would not *enhance* the character of the Conservation Area, they would *preserve* its character, thereby meeting the tests of Section 72. The Conservation Officer also notes that whilst the proposed building will compete with the smaller-scale listed buildings opposite this competing relationship is not unexpected or unusual. Whilst some harm has been identified by the Conservation Officer by virtue of the building's scale, the Conservation Officer is satisfied that the level of harm identified is at the lowest end of the scale of 'less than substantial harm', and that the public benefit of additional dwellings in this village centre location would outweigh that harm.
- 6.21 Whilst it is accepted that the proposed residential building is of a larger scale than the surrounding built environment, its footprint is no larger than the existing commercial building on site and the design has been carefully considered in consultation with the Council's Conservation Officer to ensure it complements the sensitive surrounds of the Conservation Area and listed building opposite, as well as reflecting the historic industrial and residential character of this part of the village. The aesthetics of the proposed building are considered to be an improvement on the design of the existing commercial building, which does little to reflect the special architectural and historic character of the wider Conservation Area. As such officers are of the view that the proposals would help appropriately sustain and enhance its heritage setting compared to the existing building and its use, in compliance with Policy 34 of the HDPF.

- 6.22 Whilst the Council's Conservation Officer considers the scale of the building to result in harm, this harm is at the lowest end of the scale of 'less than substantial harm'. Applying paragraph 196 of the NPPF, it is the view of Officers that the public benefit of additional windfall housing and high-quality office accommodation in a central and highly sustainable location such as this, allied with it being a more appropriate use of the site in amenity terms, outweighs this low level of harm. The proposal is therefore considered to accord with the provisions of HDPF Policy 34 and Chapter 16 of the NPPF, and Sections 66 and 72 of the Act. Conditions have been suggested by the Conservation Officer which are considered necessary and reasonable, and have been drafted at the end of this report.

Amenity Impact:

- 6.23 It is acknowledged that the proposed development (particularly the residential building) represents an increase in height and mass over the existing commercial building. Whilst the mass has increased, the footprint of the structure has not increased, and in key locations (including the frontage onto Elm Grove Lane) the built form has been set back further than existing. Given the proximity of existing houses along Elm Grove Lane (opposite the site) the east elevation of the residential building is considered to be the most sensitive in amenity terms. The design changes that have occurred during the consideration of this application are considered to have not only resulted in improvements in character terms, but also in amenity terms. The removal of the balconies protruding bay windows and dormers on the eastern elevation help to reduce the sense of direct overlooking. Whilst windows along the east elevation are still present, the set-back position and resulting separation distance between the new building and the existing houses opposite is considered to result in an acceptable arrangement that is unlikely to cause significant harm with regard to overlooking or privacy. The introduction of soft landscaping in this location also helps to obscure this frontage. The arrangement of buildings opposite one another along a narrow lane is (in the context of a central and historic urban environment) not uncommon, and is reflective of the historic character that would have been present in this area in the past.
- 6.24 The proposed office building has been orientated to face away from Elm Grove Lane, thereby reducing opportunity for overlooking or disturbances from future occupiers. The proposed Conservation roof lights on the rear elevation of the office building will let light and ventilation into the offices, but will not allow ready opportunity to overlook. The office building is also acts as a barrier between existing houses along Elm Grove Lane and the proposed parking area which will help to reduce noise disturbances from parking cars.
- 6.25 When compared with the existing (lawful) flexible B1/B2/B8 use of the site, the proposed use for residential and office space is considered on the whole to be an improvement to the wider amenity of the local area. Whilst it appears that the former B+W facility did not cause significant disturbances to local residents while it was operational, the existing industrial use that the site has the lawful benefit of, means that an alternative commercial company could (if not redeveloped) occupy the site resulting in the potential for undesirable noise and/or odours, as well as an increase in noisy traffic movements. By contrast, a residential/office use (as proposed) is more appropriate in the wider residential setting.
- 6.26 In respect of future occupiers, despite the loss of balconies, outdoor amenity space has been provided for all residents. All the amenity spaces (save for unit 4) are located on the southern and western elevations meaning maximum gain from natural sunlight. The larger townhouses (units 1,2,3) each have a private rear garden with patio as well as a small front amenity strip which would be landscaped. The ground floor flats (units 4,5,6) each have a private ground floor external amenity space, and the first and second floor flats (units 7,8,9) have use of a shared outdoor amenity space to the rear of the building. This outdoor amenity space, whilst small, is welcomed.

Other Matters:

Drainage

- 6.27 A Drainage Strategy has been submitted which notes that there is a reduction in the impermeable area on the site of about 40% which will lead to a reduction in existing run-off rates. As existing, run-off rates are around 17.5l/s, and as a result of the development would reduce to around 10.6l/s. All run-off will be disposed of by infiltration within the boundary of the site. The drainage modelling has been undertaken to take into account a 1 in 100 year storm event plus an allowance of 40% for climate change, and 10% for urban creep. Foul water from the development will be disposed of via an existing connection to the public foul water sewer located in Elm Grove Lane. Southern Water have reviewed the proposal and have raised no objection. The Council's Drainage Engineer has also reviewed the proposal and confirmed no objection to the strategy proposed, subject to the application of standard drainage conditions as detailed below.

Ecology

- 6.28 The submitted 'Walkover and Bat Assessment' identified that the existing building has a 'low' potential to support roosting bats (due to crevices) and as such a single bat emergence survey was recommended. This survey was undertaken and noted that no bats were seen to emerge or re-enter the building. This has led to the conclusion that the site is not likely to support an active bat roost, and therefore no further survey was required. The Council's Consultant Ecologist has reviewed the bat emergence survey and agrees to the conclusions, and has recommended that conditions are imposed to secure the following: (1) All mitigation measures to be carried out; (2) Submission of a biodiversity enhancement layout; (3) Submission of a wildlife sensitive lighting design scheme. The suggested conditions have been drafted, and the enhancement measures are considered to enable the site to demonstrate a net gain in biodiversity as required by NPPF Paragraph 170(d).

Archaeology

- 6.29 The site is located within an Archaeological Notification Area (for Steyning Historic Core and associated Early Medieval and Medieval Occupation). The Council's consultant Archaeologist was consulted and has confirmed that there is the potential for both medieval and post-medieval deposits being located on this site. As such, a condition is recommended to secure a Written Scheme of Investigation (WSI) and a post-investigation assessment prior to commencement of any development. This condition has been drafted.

Ground Contamination

- 6.30 Given the site's most recent and historic use as a commercial/industrial facility, a Preliminary Ground Contamination Risk Assessment Report has been submitted. The Report notes that an asbestos survey (undertaken by others) has identified the presence of asbestos within the fabric of part of the building. A condition has therefore been drafted to ensure the asbestos is removed by an appropriately licenced contractor prior to demolition of the building. The report also notes that the historical industrial use of the site and associated potential pollutant linkages leads to the need for an intrusive ground investigation to be undertaken. This should focus primarily on the southern part of the site, but given the building cover, it is recommended in the Report that this investigative work should be undertaken after demolition and clearance of the site has taken place. A condition to this effect has been drafted.

Sustainability / Climate Change

- 6.31 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. In response to this the following measures to build resilience to climate change and reduce carbon emissions are proposed:

- Secure and covered cycle storage;
- Household recycling facilities;
- Reduction of impermeable hard surfacing;
- Improved ecological value of the site (additional planting).

6.32 In addition to these measures, conditions have been drafted to secure the following measures:

- Securing of a sustainable surface water drainage systems;
- Dedicated cycle parking facilities;
- Biodiversity mitigation and enhancement;
- Water use limitation of 110L per unit per day;
- Electric vehicle charging installed across all 15no parking spaces.

Subject to these conditions it is considered that the proposed development will suitably mitigate its impact on climate change in accordance with local and national planning policy.

Conclusions:

6.33 Given the central location of the site within Steyning, and an acceptance that a reduction in overall employment floorspace is justified in this case; the principle of a mixed-use (residential and office) development in this location is acceptable. The 9 new residential units would be located in a sustainable and convenient location, and would add to the Council's tally of windfall dwellings which is welcomed. The office building would be purpose-built and of high quality, and its location enables the potential of future users to live close to their workplace. The proposed 12no parking spaces for the residential units is an under provision (against the WSCC Calculator) of 6 spaces, but the Highways Authority have not raised an objection on highway safety grounds, and it is considered on balance that provided the spaces remain unallocated, the provision of 12 spaces for 9 units in this central location is acceptable given the availability of parking on the street and in the immediately adjacent public car park.

06.34 By virtue of the site's location partly within the Steyning Conservation Area and opposite a pair of listed buildings, the design and scale of the building has been assessed in great detail. Negotiations between the applicant, Officers and the Council's Senior Conservation Officer resulted in the submission of amended plans which lowered the overall height of the building and simplified its external appearance to better accord with the sensitive character of the surrounds. These revisions are considered to have helped address the issues initially identified, and have resulted in a much improved scheme. Whilst the Council's Conservation Officer considers the scale of the building to result in harm at the lowest scale of 'less than substantial' harm, Officers are of the view that the building is overall an improvement in appearance over the existing. When weighing this harm against the public benefits of the scheme, Officers are of the view that the harm is outweighed by the clear benefits of new housing and office accommodation in a sustainable village location.

6.35 Other matters relating to impact on highway safety and capacity, access, neighbouring amenity, drainage, ecology, archaeology, ground contamination, and energy/climate change have been assessed by Officers in consultation with the relevant specialists, and no significant issues with regard to these matters have been identified. As such, subject to the conditions listed in this report, the application for Full Planning Permission is recommended by Officers for approval.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st 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
			Total Gain
			Total Demolition

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

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

7. RECOMMENDATIONS

7.1 To approve planning permission subject to conditions.

Conditions:

1. Plans List

2. **Regulatory (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 take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved details shall be adhered to throughout the construction period. The Plan shall provide details as appropriate, but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction;
- the method of access and routing of vehicles during construction;
- the parking of vehicles by site operatives and visitors;
- the loading and unloading of plant, materials and waste;
- the storage of plant and materials used in construction of the development;
- the erection and maintenance of security hoarding;
- the siting of welfare units/site offices (including site plan);
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
- details of public engagement both prior to and during construction works.

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 Condition:** No relevant works shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority. The works must not be executed other than in complete accordance with these approved details:
- a) Drawings to a scale not smaller than 1:5 fully describing:
 - i) Roof details including sections through:
 - roof ridge
 - eaves
 - verges
 - verges and bargeboards
 - dormer roof perimeters and cheeks
 - ii) Porches
 - b) Samples or specifications of external materials and surface finishes.
 - c) A sample panel of masonry, not less than 0.8 sq m, constructed on site. Before any further masonry is undertaken, the panel must be inspected and approved in writing by the local planning authority. All masonry must be executed in accordance with the sample panel, which shall remain on site until the works are complete and the condition discharged.

Reason: As this matter is fundamental to ensure that the significance of the designated heritage asset, and the character, appearance and integrity of the building, is not prejudiced, thereby preserving the special architectural or historic interest which it possesses, and to comply with Policy 34 of the Horsham District Planning Framework (2015).

5. **Pre-Commencement Condition:**

- i) No development shall take place until a programme of archaeological work has been secured in accordance with a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority.
- ii) The development hereby permitted shall not be commenced until the archaeological site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition [i] and that provision for analysis, publication and dissemination of results and archive deposition has been secured and approved by the Local Planning Authority in writing.

Reason: As this matter is fundamental as the site is of archaeological significance and it is important that it is recorded by excavation before it is destroyed by development in accordance with Policy 34 of the Horsham District Planning Framework (2015).

6. **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 in accordance with Policy 33 of the Horsham District Planning Framework (2015).

7. **Pre-Commencement Condition:** No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until the following preliminaries have been completed in the sequence set out below:
- All trees on the site shown for retention on approved site plan [drawing number 002 Rev P7], as well as those off-site whose root protection areas ingress into the site, shall be fully protected throughout all construction works by tree protective fencing

affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction - Recommendations' (2012).

- Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site.
- Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.
- Any trees or hedges on the site which die or become damaged during the construction process shall be replaced with trees or hedging plants of a type, size and in positions agreed by the Local Planning Authority.

Reason: As this matter is fundamental to ensure the successful and satisfactory protection of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

8. **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).

9. **Pre-Commencement Condition:** No development (including demolition) shall commence until the following components of a scheme to deal with the risks associated with asbestos, have been submitted to and approved in writing by the Local Planning Authority:
- (a) An intrusive pre-demolition and refurbishment asbestos survey (in accordance with HSG264);
 - (b) A verification report prepared by a competent person which confirms all asbestos or suspected asbestos containing materials have been removed

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).

10. **Pre-Commencement Condition:** No development (other than works of demolition) shall commence until the following components of a scheme to deal with the risks associated with contamination of the site, have been submitted to and approved in writing by the Local Planning Authority:
- (a) An intrusive site investigation scheme, (based on the submitted Preliminary Ground Contamination Risk Assessment Report, reference R14295) to provide information for a detailed risk assessment to the degree and nature of the risk posed by any contamination to all receptors that may be affected, including those off site.
 - (b) Full details of the remediation measures required and how they are to be undertaken based on the results of the intrusive site investigation (a) and an options appraisal.
 - (c) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (b) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action where required.

The scheme shall be implemented as approved. Any changes to these components require the consent of the local planning authority.

Reason: As this matter is fundamental 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).

11. **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).

12. **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 Biodiversity Enhancement Layout, providing the finalised details and locations of the enhancement measures contained within the Walkover and Bat Assessment (The Ecology Partnership, July 2020) and the Bat Emergence Survey (The Ecology Partnership, September 2020) shall be submitted to and approved in writing by the Local Planning Authority. The enhancement measures shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: As these matters are fundamental to safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015), and to enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

13. **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory. All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: As these matters are fundamental to safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015), and to enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

14. **Pre-Occupation Condition:** Prior to the first occupation (or use) 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;
- Details of all hard surfacing materials and finishes;
- Details of all boundary treatments (including the use of flint walls in key locations);
- Details of all external lighting, including a sensitive scheme of lighting for biodiversity/wildlife;
- A Landscape Management and Maintenance Plan for all communal landscape areas;
- Ecological enhancement measures set out in Chapter 5 of the Bat Emergence Survey by The Ecology Partnership [dated September 2020].

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 or retained 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).

15. **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, the provision for the storage of refuse and recycling shall have been made for that use (both residential and offices) in accordance with drawing number [002 Rev P7]. 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).

16. **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a plan showing the detailed layout of the proposed provision of car parking spaces for vehicles shall have been submitted to and approved in writing by the Local Planning Authority. The use hereby permitted shall not commence until the parking spaces associated with it have been provided in accordance with the approved details. Details to be shown shall include hatching around the disabled bay, and details of signage to indicate the availability of office bays to non-offices uses between 7pm and 7am. The residential bays shall be marked as unallocated at all times. The areas of land so provided shall thereafter be retained for the parking of vehicles.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles clear of all highways in accordance with Policy 40 of the Horsham District Planning Framework (2015).

17. **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, all 15no. car parking bays as shown on plan reference [002 Rev P7] shall be installed with fast charge electric vehicle charging points. As a minimum, the charge point specification shall be 7kW mode 3 with type 2 connector. No dwelling hereby permitted shall be occupied or use hereby permitted commenced until the approved electric vehicle charging points for all bays have been fully implemented and made available for use. The means for charging electric vehicles shall be thereafter retained as per the approved details.

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).

18. **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, details of secure and covered cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied or use hereby permitted commenced until the approved cycle parking facilities associated with that dwelling or use have been fully implemented and made available for use. The provision for cycle parking shall thereafter be retained for use at all times.

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).

19. **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a verification report demonstrating that the SuDS drainage system has been constructed in accordance with the approved design drawings shall be submitted to and approved by the Local Planning Authority. The development shall be maintained in accordance with the approved report.

Reason: To ensure a SuDS drainage system has been provided to an acceptable standard to the reduce risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance Policies 35 and 38 of the Horsham District Planning Framework (2015).

20. **Regulatory Condition:** The new windows hereby permitted shall have casements flush fitted with their frames if manufactured in timber or plastic.

Reason: To ensure that the significance of the designated heritage asset, and the character, appearance and integrity of the building, is not prejudiced, thereby preserving the special architectural or historic interest which it possesses, and to comply with Policy 34 of the Horsham District Planning Framework (2015).

21. **Regulatory Condition:** The roof lights hereby permitted shall be metal framed and sit flush with the roof slope.

Reason: To ensure that the significance of the designated heritage asset, and the character, appearance and integrity of the building, is not prejudiced, thereby preserving the special architectural or historic interest which it possesses, and to comply with Policy 34 of the Horsham District Planning Framework (2015).

22. **Regulatory Condition:** All new and replacement rainwater goods shall be cast iron or cast aluminium or cast effect plastic.

Reason: To ensure that the significance of the designated heritage asset, and the character, appearance and integrity of the building, is not prejudiced, thereby preserving the special architectural or historic interest which it possesses, and to comply with Policy 34 of the Horsham District Planning Framework (2015).

23. **Regulatory Condition:** No new plumbing, pipes, soil stacks, flues, vents, ductwork or the like, shall be fixed to any external face of the building other than as shown on the drawings hereby approved.

Reason: To ensure that the significance of the designated heritage asset, and the character, appearance and integrity of the building, is not prejudiced, thereby preserving the special

architectural or historic interest which it possesses, and to comply with Policy 34 of the Horsham District Planning Framework (2015).

24. **Regulatory Condition:** All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Walkover and Bat Assessment (The Ecology Partnership, July 2020) and the Bat Emergence Survey (The Ecology Partnership, September 2020) as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: As these matters are fundamental to safeguard the ecology and biodiversity of the area in accordance with Policy 31 of the Horsham District Planning Framework (2015), and to enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

25. **Regulatory Condition:** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending or revoking and/or re-enacting that Order), the commercial premises hereby permitted shall be used for office use only (Class B1a) and for no other purposes whatsoever, (including other uses falling within the B use class) as defined in the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without express planning consent from the Local Planning Authority first being obtained.

Reason: Changes of use as permitted by the Town and Country Planning (General Permitted Development) Order or Use Classes Order 1987 are not considered appropriate in this case in order to protect surrounding residential amenity, under Policy 33 of the Horsham District Planning Framework (2015).

26. **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 Class F of Part 7 of Schedule 2 (extensions to offices) 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 the need to retain required car parking provision in accordance with Policy 33 of the Horsham District Planning Framework (2015).

27. **Regulatory Condition:** The residential development 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 water limiting measures shall be retained at all times.

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).

28. **Regulatory Condition:** All site clearance debris and construction waste shall be removed from site by an appropriately licensed waste removal contractor including all asbestos waste.

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).

29. **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).

Informatives:

Conditions to be Discharged

Please be advised that there are conditions on this notice that will require the submission of details to be submitted for approval to the Local Planning Authority. To approve these details, you will need to submit an "Application for approval of details reserved by condition" with an application form and pay the appropriate fee. Guidance and the forms can be found at www.planningportal.gov.uk/planning/applications/paperforms

Bats

The applicant is advised that it is an offence both to intentionally or recklessly destroy a bat roost, regardless of whether the bat is in the roost at the time of inspection. All trees should therefore be thoroughly checked for the existence of bat roosts prior to any works taking place. If in doubt, the applicant is advised to contact the Bat Conservation Trust at Quadrant House, 250 Kennington Lane, London, SE11 5RD, Tel: 0345 1300 228, email: enquiries@bats.org.uk, <http://www.bats.org.uk/>

Southern Water

Please note that Southern Water require a formal application for connection to the water supply in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire (tel: 0330 303 0119) or www.southernwater.co.uk

Landscape Details

The applicant is advised that full details of the hard and soft landscape works include the provision of, but shall not be necessarily limited to:

- Details of existing and proposed levels for all external earthworks associated with the landscape proposals (including SuDS, play areas, etc.) Such details to include cross sections where necessary;
- Planting and seeding plans and schedules specifying species, planting size, densities and plant numbers;
- Tree pit and staking/underground guying details;
- A written hard and soft landscape specification (National Building Specification compliant), including ground preparation, cultivation and other operations associated with plant and grass establishment;
- Hard surfacing materials - layout, colour, size, texture, coursing, levels;
- Walls, steps, fencing, gates, railings or other supporting structures - location, type, heights and materials;
- Minor artefacts and structures - location and type of street furniture, play equipment, refuse and other storage units, lighting columns and lanterns

Landscape Management and Maintenance Plan

A Landscape Management and Maintenance Plan is a site-specific strategy that demonstrates how the site will be managed and maintained in order to fulfil the original intentions of the applicant and guarantees that the scheme and the retained landscape and ecology structures are maintained and improved for the lifetime of the development. A guidance note to content and layout can be found using the following link <https://www.horsham.gov.uk/planning/development-management>

Background Papers:
DC/20/0789