



PLANNING COMMITTEE REPORT

TO: Planning Committee North

BY: Head of Development

DATE: 09 January 2018

DEVELOPMENT: Demolition of existing building and erection of replacement 5/6 storey building comprising 49 residential units and associated car parking, cycle parking and landscaping.

SITE: Century House 100 Station Road Horsham West Sussex RH13 5EU

WARD: Horsham Park

APPLICATION: DC/17/2148

APPLICANT: **Name:** Rathcoole Limited **Address:** C/O Agent

REASON FOR INCLUSION ON THE AGENDA: More than 8 letters of representation received contrary to the Officer's recommendation

RECOMMENDATION: To permit the application subject to conditions

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 The application proposes the demolition of the existing 4-storey office building, and the erection of a 5/6 storey residential building, comprising 49 apartments, associated car parking, cycle parking, bin storage and landscaping. The building would comprise the following mix of units (all intended for market sale):

Studio	11 (22.5%)
1-Bed	26 (53%)
2-Bed	12 (24.5%)

- 1.2 The proposed building would be located in a similar location to the existing building, albeit it would cover a larger footprint and would be sited further to the north eastern portion of the site (closer to the roundabout) and further away from the south-western boundary. The proposed building would be staggered in height, with the highest part of the building (6-storeys) located towards the northern corner facing the Horsham Gates development. The highest part of the building would measure up to 19.5m, and the lower, 5-storey portion of the building would measure around 15.5m in height. The building would measure approximately 45m in length, and 17m in width.
- 1.3 Aside from 8 of the studio apartments located in the middle of the rear elevation which would have Juliette balconies, all upper floor units would have an external balcony and/or private roof terrace space, and all ground floor units would have external ground floor

amenity spaces. The materials proposed for the external elevations of the building comprise a mix of brickwork and render to the lower stories, and cladding and curtain walling to the upper stories. The use of glazing, particularly on the north (front) elevation will form an architectural feature of the proposed building.

- 1.4 Surface car parking for 38x vehicles (two of which would be disabled parking) has been proposed, located in the existing car parking area to the south-west of the site. Four of the spaces (20%) would have electric charging points. A secure bicycle store providing space for 32 bicycles would be located to the northern boundary of the site, and a bin storage facility would be located to the southern corner of the site adjacent to the car parking area.
- 1.5 A landscaping scheme has been proposed to include additional/enhanced planting on the south-west boundary (between the site and 98 Station Road), to include provision of pleached/espalier trees and shrubbery. There are four protected beech trees on the south-west boundary which are to be retained. Additional tree and shrub planting on the north-east boundary of the site is also proposed. A brown roof comprising 354m² is proposed on the top floor.
- 1.6 During the course of determination, the applicant responded to concerns raised by Officers and made the following amendments to the scheme:
 - Reduce the protrusion of the 6th floor canopy.
 - Remove 8 of the balconies from the south-west elevation (facing No 98 Station Road), and replace them with Juliette balconies.

DESCRIPTION OF THE SITE

- 1.7 The application site currently provides a partly occupied four storey office building located within the built-up area of Horsham, approximately 300m north east of Horsham railway station and about 1km from the town centre. The nearest convenience shop is located approximately 300m to the south-west of the site. A primary school and family centre/nursery is located around 230m to the east. The site is not located within a Key Employment Area or within any other restricted designation. The site comprises an area of around 1,900m² (approx. 0.5 acre) and sits adjacent to the Harwood Road/Kings Road roundabout which is one of the main roundabouts into and out of the town centre.
- 1.8 Adjoining the south-west boundary of the site is No 98 Station Road which is the first in a terrace of Victorian style semi-detached homes along Station Road which are set in typically long, narrow plots. No 98 Station Road is located approximately 17m to the west of the existing office building. To the south-east of the site is Booth Way, a quiet road leading from the roundabout to the site's existing vehicular entrance and onto the Salvation Army premises to the far south of the site. Beyond Booth Way is a cluster of detached and semi-detached bungalows (The Poplars) the nearest of which are located approximately 24m from the application site. To the north-west of the site is the Horsham Gates development which comprises 3 separate residential buildings of 3-5 storeys in height. The large and relatively busy Harwood Road roundabout dominates the site's setting to the north-east, with Kings Court beyond which is a small cluster of modest 2-storey office buildings. To the north of the site is the Foundry Lane industrial/commercial zone.
- 1.8 The existing site comprises an office building dating back to circa 1970s or earlier. The building is a dark brick built structure of 4 stories (including a mansard style roof space), with a modest landscaped strip (low-level bushes and shrubs and grass) to its eastern elevation and an area of hardstanding to its west which is used for car parking. A low level brick wall marks the boundary between the site, Station Road and No 98 Station Road. Several trees exist towards the northern end of the site as well as along the boundary between No 98 Station Road, including 4x protected beech trees. The main vehicular entrance is to the south of the building via Booth Way, and access by foot can be achieved from Station Road to the north of the site. The building is broadly rectangular and is fairly

prominent in its setting adjacent to a busy town centre roundabout. The site sits within a transitional location between a commercial/industrial zone to the north (Foundary Lane) and predominantly residential to the south and west.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

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

2.2 **National Planning Policy Framework**

Section 6 – Delivering a wide choice of high quality homes

Section 7 – Requiring good design

2.3 **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 5 – Strategic Policy: Horsham Town

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 35 – Climate change

Policy 36 - Strategic Policy: Appropriate Energy Use

Policy 37 – Sustainable Design and Construction

Policy 38 – Flooding

Policy 39 – Infrastructure Provision

Policy 40 - Sustainable Transport

Policy 41 - Parking

2.4 **Supplementary Planning Document:**

Planning Obligations and Affordable Housing SPD (2017)

2.5 **Community Infrastructure Levy (CIL) Charging Schedule**

April 2017 (Adopted 1st October 2017).

RELEVANT NEIGHBOURHOOD PLAN

- 2.6 Forest Neighbourhood Council forms part of the Horsham Blueprint Business Neighbourhood Forum which is the designated body of the un-parished area of Horsham Town. The Forum area was formally designated in June 2015 and comprises representatives from Denne Neighbourhood Council, Forest Neighbourhood Council and Trafalgar Neighbourhood Council. The Forum have not reached Regulation 14 draft plan stage yet, therefore the weight that can be afforded to the Neighbourhood Planning process in this location at present is very limited.

2.7 PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/16/2072 - Prior Notification for change of use from office accommodation to residential – PERMITTED 17/10/2016

DC/17/0872 - Prior approval for change of use from office use (Class B1) to 37 dwellings (Class C3) – PERMITTED 01/06/2017

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

3.2 INTERNAL CONSULTATIONS

HDC Economic Development: Objection

Comments Dated 03 October 2017 (summarised): *'The loss of office floor space will create further pressure on the already strained office space requirements within the town centre. From an economic perspective, losing additional office space that is already in use could be detrimental to the local economy. Economic Development is opposed to the proposed loss of this office space/conversion to housing'.*

HDC Drainage Engineer: No Objection – Conditions Suggested.

Comments Dated 09 October 2017: *'I have no overall objections to the drainage strategy proposed therefore until detailed design information has been submitted at the appropriate planning stage, suitable drainage conditions should be applied'.*

HDC Landscape Architect: No Objection – Improvements and Conditions Suggested

Comments Dated 18 October 2017 (summarised): *'Tree loss could be mitigated by the Brown Roof proposals which would add valuable habitat – thus ensuring a net biodiversity gain for the development despite the loss of trees and shrubs on the frontage. This form of biodiversity mitigation should be encouraged in addition to new tree planting wherever possible. It is noted that the Brown Roof is used in part to absorb rainwater and lessen the effects of runoff. It would be expected that permeable paving will be used in the parking areas – details of which would need to be submitted as part of the Hard and Soft Landscape plans. A greater area should be made available for tree planting and landscaping, currently taken up with parking spaces 1 – 17. Parking space 21 is not in an acceptable location'.*

Comments on the revised scheme Dated 18 December 2017 (summarised): No objection, subject to standard landscape conditions.

HDC Environmental Health: Objection

Comments Dated 07 November 2017 (summarised): *'Concerns relate principally to the noise exposure, particularly for the proposed amenity spaces (balconies). The External Noise Assessment has identified that the dwellings will need to be protected for road traffic noise although no specific measure are prescribed for this location the comments in the report make it clear that substantive measures, possibly even sealed facades, will be required. It is likely that the amenity spaces will not comply with the WHO guidance for noise in outdoor living areas and therefore will offer little or no real amenity value. I would prefer the balconies to be enclosed as winter gardens or to have a communal roof garden'.*

HDC Housing: Objection

Comments Dated 04 December 2017: *'The HDPF requires 35% of these units to be affordable however the applicant has proposed no affordable housing within the application. As such, the application is not supported by Housing Officers'.*

3.3 OUTSIDE AGENCIES**WSCC Highways: No Objection – Conditions Suggested.**

Comments Dated 11 October 2017 (summarised):

Access and Visibility

'Sightlines along Booth Way from the point of access are considered acceptable. WSCC would remind the applicant that the proposals would require a licence agreement from WSCC's Implementation Team for works on the highway to take place. A review of the access in this area indicates that there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that either access point and local highway network are operating unsafely'.

Capacity

'Within the TS the TRICS data shows that the existing office use would have 36 and 34 movements during the morning peak and the proposed residential use would result in 12 and 16 movements respectively. On that basis the proposals are not considered likely to result in a 'Severe' residual impact on the local highway network and be contrary to Paragraph 32 of the NPPF'.

Parking and Layout

'The access road will take the form of a 4.8 metre wide shared surface arrangement with 6 metre kerb radii. This is considered suitable as this will be a low speed, low traffic environment. Parking provision is in accordance with the demand from the Parking Demand Calculator. Based on the proposed mix and tenure of the units, the car parking provision is anticipated to satisfy the likely demands. We are aware that there is local concern relating to parking. Given the good visibility in both directions it is not considered that parking [in Booth Way] would be detrimental to highway safety'.

Sustainability and Accessibility

'The site is very well located with all areas of Horsham accessible within 2km of the application site. For pedestrians Station Road has footway links that lead to the town centre and Horsham train station is within a short (5 minutes) walking distance of the site. Horsham station has links with London Victoria and Brighton. It is considered the proposals offer residents a realistic option of being able travel sustainably'.

Conclusion and Suggested Conditions

'The LHA does not consider that the proposed would have 'severe' residual impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal'.

Suggested Conditions: Vehicular Access, Construction Management Plan.

Comments on the revised scheme Dated 15 December 2017 (summarised):

'WSCC did raise any objections to these proposals in our consultation response of the 11th October 2017. The proposals have not changed significantly with this latest consultation; we would therefore advise that the previously advised comments are provided'.

Forest Neighbourhood Council: Objection

Comments Dated 16 October 2017 (summarised): *'Horsham does not need a huge tower block at one of its main entrances to the town, if it is to retain its "market town" appeal. Neither does it need any more 1bed apartments. Parking spaces are well outnumbered by*

the dwellings. We find it bizarre that properties should have balconies with a view of the traffic jam. The Air Quality Assessment and Low Emissions Management Plan was a work of pure comedy. Looking to the future, there should be more charging points for vehicles'.

Horsham and Mid Sussex Clinical Commissioning Group: No Objection

Comments Dated 18 October 2017 (summarised): 'We consider that a Section 106 application for a developer contribution towards healthcare capital infrastructure improvements to be entirely appropriate and this amounts to £17,767. [Officer Note: these community infrastructure needs are now fulfilled by the Council's CIL charging schedule].

Horsham District Cycling Forum: Objection

Comments Dated 18 October 2017 (summarised): *'The public consultation was poor, and the Cycling Forum were not invited to participate. The cycle storage should provide safe and secure storage preferably in lockable rooms with lighting. We note that they are separated from the rubbish bins but are not close to the building entrance. Cycle parking should be at least as convenient as car parking. The location of the storage facility near the street increases risk of theft. We recommend internal cycle storage. Condition suggested securing cycle storage prior to occupation. S106 and CIL monies should go towards improving cycling infrastructure in the area. Car parking in this area is already a major problem'.*

Southern Water: No Objection – Conditions Suggested

Comments Dated 19 October 2017 and 13 December 2017 (summarised): No objection subject to conditions requiring a drainage strategy to be submitted and approved prior to commencement, and details of proposed foul and surface water sewerage disposal. Several informative are also suggested advising the applicant to contact Southern Water in relation to connecting to the public sewerage system.

WSCC Flood Risk Management: No Objection – Conditions Suggested

Comments Dated 19 October 2017 (summarised):

'Mapping shows the proposed site is at low risk from surface water flooding although the carriageway to the north west of the site is shown to be at higher risk. The majority of the proposed development is shown to be at negligible risk from ground water flooding based on the current mapping. We do not have any records of historic surface water flooding within the confines of the proposed site or nearby. Current Ordnance Survey mapping shows no ordinary watercourse running near to or across the site.

Suggested Conditions: surface water designs, SUDS maintenance and management details.

3.4 PUBLIC CONSULTATIONS

In total, 15 letters of objection (from 11 different households) have been received. All representations expressed an objection to the application citing the following summarised planning concerns:

- Overlooking (balconies/terraces)
- Height and scale (overbearing)
- Lack of parking provision
- Overdevelopment
- Impact on The Poplars
- Impact on 98 Station Road
- Increase in traffic
- Loss of office accommodation
- Disruption during construction
- Footpath safety concerns

- Location of cycle storage
- Loss of landscaping
- Visual impact (washing hanging on balconies)
- No visitor parking
- Poor internet connection

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 key issues for consideration in relation to this proposal are:

- The principle of the development
- Affordable housing provision
- Scale, design and neighbouring amenity
- Highways, cycle and car parking and access

The Principle of the Development

- 6.2 The National Planning Policy Framework (NPPF) sets out that there is a presumption in favour of sustainable development (paragraph 14). Paragraphs 2 and 12 of the NPPF state that planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The Horsham District Planning Framework (HDPF) was adopted by the Council in November 2015 and forms the up-to-date development plan for the District. Forest Neighbourhood Council forms part of the Horsham Blueprint Business Neighbourhood Forum which was designated in June 2015. There is no 'made' Neighbourhood Development Plan (NDP) for this area at present.
- 6.3 Policy 2 of the HDPF sets out the Council's main strategy for the location of development across the District and aims to concentrate development in and around the District's most sustainable settlements. Policy 3 of the HDPF sets out the settlement hierarchy and classifies Horsham at the top of the hierarchy as the town's 'Main Settlement' which means it has the largest range of employment, services and leisure opportunities. The site is located close to the town centre and within the defined Built Up Area Boundary (BUAB), meaning that the general principle of development in this location is acceptable.
- 6.4 The existing building on site is currently used as office accommodation, and was built originally for this purpose. The building therefore currently carries a B1 (office) Use Class. It is understood that the building is currently occupied on two of its four floors. Chapter 5 of the HDPF focuses on the economic development potential of the District, and seeks to build a strong, resilient and diverse economy. It identifies that there is a general lack of employment floorspace in the District and where stock does exist, it is outdated and does not meet the needs of business demands today. Policy 9 of the HDPF seeks to ensure the protection of valued employment sites, whilst enabling sites that are not economically

viable to be considered for alternative uses. Within designated Key Employment Areas (KEAs) a sequential approach should be applied for any redevelopment proposals. This site is not located within a KEA therefore part 2 of Policy 9 is relevant which seeks that when redevelopment of employment sites outside KEAs is proposed, it must be demonstrated that the site is no longer needed or viable for employment use. It has not explicitly been demonstrated as part of this application that the site is not viable as office accommodation. For this reason, redevelopment of this site to residential accommodation is not considered to be acceptable in Policy terms, and does not therefore strictly accord with the development plan as per the requirements of the NPPF.

- 6.5 However, despite the above, a material consideration of significant weight relevant to this application is the benefit the site has of a Prior Approval application which permits the conversion of the existing B1 office building to C3 residential accommodation (under 'Class O' of the General Permitted Development Order 2015). A Prior Approval allows the change of use of an office building without the benefit of planning permission and therefore the loss of employment could not be considered. Application reference DC/17/0872 was granted in June 2017 and permits the change of use of the office building to 37 residential dwelling units. Given this fall back position (which was permitted relatively recently) can be implemented at any time, it is considered that the principle of residential development on this site is accepted. Whilst it is recognised that the proposed development does not strictly accord with development plan policy (HDPF Policy 9), it is considered that the recently approved Prior Approval is a material consideration of such significant weight that it overrides the development plan provisions. The relatively recent nature of the Prior Approval (granted within the last 6 months) also adds weight to its significance as it shows a genuine will to seek to convert the building.
- 6.6 In summary, it is considered that the Prior Approval granted in June 2017 which permits conversion of the existing office building to up to 37 residential units is a material consideration of significant weight. Given this fall-back position, it is considered by Officers that the principle to develop this employment site to residential (C3 Use Class) is acceptable, despite its conflict with HDPF Policy 9. In addition to this, the site is located in a central part of the District's most sustainable settlement, where the general principle of development is considered to be acceptable. Policy 5 of the HDPF seeks to promote the prosperity of Horsham Town by delivering a mix of residential properties which meet the needs of the population and contributes to quality modern living that is compatible with a town centre setting. It is considered that the proposed development achieves this aim. Whilst the Council can demonstrate a 5-year housing land supply of 109%, sites are still required through Policy 15 of the HDPF to come from windfall developments. It is considered that this site would be an example of a windfall development that will help to boost significantly the supply of housing in the District in a suitable and sustainable location. The principle of development in this location is therefore acceptable.

Affordable Housing Provision

- 6.7 Policy 16 of the HDPF requires that on sites providing 15 or more dwellings, or on sites over 0.5 ha, the Council will require 35% of dwellings to be affordable. A policy compliant scheme in this case would therefore require 17 affordable units to be provided on site, or if on-site provision is not possible, a financial contribution calculated in accordance with the Planning Obligations and Affordable Housing SPD (2017) may be acceptable.
- 6.8 Due to viability constraints, the Applicant has not offered any contribution to affordable housing. The Council's Planning Obligations and Affordable Housing SPD allows for flexibility in seeking planning obligations where viability constraints are identified, in accordance with the NPPF and HDPF Policy 16. As a result, a viability assessment was submitted to the Council by the applicant explaining the reasons for this. The study details the associated costs including build costs, remediation works, demolition costs, professional fees, marketing costs and CIL payments etc, as well as calculated land values

and projected revenues from sales. The study shows that even at 0% affordable housing the scheme generates a residual land value well below the applicant's stated benchmark land value (BLV). The scheme as presented by the applicant (based on their BLV) is therefore in deficit and is non-viable.

- 6.9 The Council instructed the District Valuer (DV) to independently assess the Applicant's viability assessment. The DV's assessment highlights several differences in opinion and some limited evidence provided to justify some of the costs quoted. The main conflicting figure used is the BLV quoted by the applicant, which the DV considers to be too high, and a lower figure has been adopted by the DV as the BLV instead.
- 6.10 The DV has scrutinised the Applicant's study and the conclusion drawn from the independent review is that based on the information provided by the applicant, it is unlikely that the scheme can make a contribution to affordable housing. The DV has modelled the viability of the scheme using his assumed lower BLV and has concluded that based on this reduced figure and with a profit considered to be industry standard the scheme could be delivered, but would be unable to afford a contribution to affordable housing.
- 6.11 Given the conclusions drawn from the District Valuer's independent review, and an understanding of the site circumstances (including a high land value based on the partial occupation of a four storey office building located close to the town centre and public transport infrastructure); whilst disappointing, it is accepted by Officers that the viability of the development scheme proposed is unlikely to allow for a contribution towards affordable housing without rendering the scheme unviable and undeliverable. In accordance with the Council's Planning Obligations SPD (2017), and provisions within the NPPF and NPPG, it is accepted that a 0% affordable housing offer on this site is acceptable. Officers also note if the extant Prior Approval was implemented for the conversion of the existing building this would not have generated any affordable housing either. Despite this disappointing position Officers consider that the mix of units proposed (studios, 1-bed and 2-bed flats) would be placed on the more affordable end of the open market, and would help to meet an element of local housing needs which Policy 16 seeks to address, and which is identified in the Council's Market Housing Mix study (November 2016).

Scale and Design

- 6.12 Policy 33 of the HDPF seeks to ensure that development makes efficient use of the land, and avoids unacceptable harm to the amenity of occupiers of nearby properties. The policy also requires any new development to have a high design standard in terms of scale, massing and appearance; and to relate sympathetically to its build surroundings.
- 6.13 The building comprises 5/6 storeys and is arranged in a mainly rectangular but articulated form, with the 6th storey (top floor) set back to create less of a sense of height and bulk. All elevations demonstrate elements of articulation which helps to create depth and interest to the building. The most sensitive parts of the building are the sections in closest proximity to the boundary of No 98 Station Road (the south-west elevation) and the rear of the building facing The Poplars (the south-east elevation). In this location, the overall height drops to 5 storeys. The highest part of the building would be at the front elevation, which is the least sensitive part of the building in terms of amenity impact, and which showcases the architectural features of the building from the main public viewpoint.
- 6.14 It is considered that in context with other built form to the north and east of the building (i.e. surrounding the roundabout) the scale and mass of the proposed building is appropriate. Whilst the proposed building would be taller than all other surrounding buildings, when viewed from Foundry Lane, Kings Road or Harwood Road the proposed building is not thought to be at significant odds with the character of the location. The Horsham Gates development opposite is similar in scale and design to the proposed building (albeit not as

high at only 4/5 storeys), and it is considered that from this viewpoint, the buildings would complement one another and would create a high quality gateway into the town centre.

- 6.15 It is considered that the materials proposed would be suitable for the nature of the building. It is considered that the combination of brickwork, white render and glazing compliments, but does not copy, the Horsham Gates development opposite, and the materials work to create a modern and bright residential building suitable for its town centre location. It is appreciated that the materials and general design does not replicate the Victorian dwellings along Station Road, but these dwellings are of a different architectural style and character and to try to replicate these features would sit at odds with a modern structure such as the building proposed.
- 6.16 During the course of determination, the applicant responded to concerns raised by Officers and altered the design of the building to reduce the protrusion of the 6th floor canopy. This is considered to result in an improved and less bulky appearance of the building from the main (north) elevation, whilst still complementing the character of the building opposite, and retaining a distinctive architectural feature. In addition to this alteration, the design was amended to remove 8 of the balconies from the south-west elevation (facing No 98 Station Road), and replace them with Juliette balconies. This is considered to have the dual-benefit of reducing the bulk of the building on this elevation, and reducing the sense of overlooking towards residential properties on Station Road.

Impact on Neighbouring Amenity

- 6.17 The impact of this proposed building on neighbouring amenity has been a concern of Officers throughout the pre-application and application process. These concerns have also been highlighted by neighbouring residents via representations received during the consultation process. Of particular concern is the height and overall scale of the building and the impact this would have on residents along Station Road to the west and in The Poplars to the south-east of the site.
- 6.18 Given the permitted Prior Approval, the scheme must be considered in the context of this fall-back position. If the Prior Approval scheme was to be implemented, conversion of the existing building would create residential accommodation to 4 storeys. This is considered to be the benchmark of what would be considered acceptable on this site. The proposed building obviously proposes a larger scale building than the Prior Approval scheme (5/6 storeys) and includes the provision of balconies and terraces. The acceptability of this in terms of impact on nearby amenity needs to be carefully considered.
- 6.19 The existing building is positioned approximately 15m from the boundary of No 98 Station Road, and around 24m from the nearest dwelling in Booth Way. The proposed building will occupy a slightly different footprint, which involves the separation distance between the building and the boundary of No 98 Station Road increasing to approximately 17m. Due to an increase in length of the building, the separation distance to the dwellings in The Poplars would reduce to approximately 19m. Due to the increase in height and scale of the proposed building to 5/6 storeys, and the change in nature of the building from office to residential accommodation, it is acknowledged that there will be a level of impact upon existing residents along Station Road (particularly No 98) and properties in The Poplars (particularly Nos 33 and 35). This impact mainly relates to the impact on privacy and overlooking, and the general effect of the scale and height of the building in terms of light levels, shadowing and other associated amenity impacts.
- 6.20 Given the adjustment in footprint which increases the separation distance from the boundary of No 98 Station Road, this is considered to help reduce the impact on this property and properties beyond. The amendments to the design to remove 8 of the balconies from the south-west elevation would help to reduce the likeliness of future residents overlooking into the private garden of properties in Station Road. Whilst there will

still be windows and Juliette balconies along this elevation, residents will not be able to sit outside, which will reduce the perception of overlooking. The four balconies that feature towards the southern end of this elevation are located in the least sensitive part of the building, furthest away from the main dwelling at No 98 Station Road. These balconies have also been designed to direct views away from sensitive neighbouring buildings by positioning the vertical railings diagonally so the eye is directed away from direct views. It is acknowledged that by virtue of the increased height, scale and nature of the proposed building, there will be some level of impact on the existing residents of Station Road. However, given the conversion that can already take place under the Prior Approval, a level of overlooking must be accepted. By removing balconies and positioning the building further away from the boundary, it is considered that this elevation of the building has been designed to reduce as much as possible the sense of overlooking. In addition, an enhanced landscaping scheme along the south-west balcony incorporating pleached trees in conjunction with the existing brick boundary wall is considered to assist with screening views between the new building and residents occupying No 98 Station Road. The applicant has submitted a daylight and sunlight report which compares the shadowing impact resulting from the existing building and the proposed building. Given the highest part of the building is located towards the northern corner, it is considered that any overshadowing impact will be limited, with the greatest effect upon the Horsham Gates development opposite in the morning hours.

- 6.21 It is acknowledged that the increased length of the proposed building results in a reduced separation distance towards properties in The Poplars (by approximately 5m) compared to the existing building. Despite this, a separation distance of around 19m would still exist, and a road (Booth Way) bisects the two which increases the sense of separation. The overall height of the proposed building at the southern end would be 4 storeys, with a set-back fifth storey with a private terrace facing The Poplars. The balustrade of the fifth storey terrace would be 1500mm obscured glazing which is considered to help reduce the sense of overlooking from this level. There are no balconies proposed on this elevation. In a similar vein to paragraph 6.20 above, the fall-back position of the Prior Approval must be taken into account here. In terms of overlooking, the building as converted would permit residential accommodation over 4 storeys, with windows facing towards The Poplars. An additional (set-back) fifth storey with an obscure glazed balustrade is not thought to result in significant additional harm over and above the impact of the consented Prior Approval scheme.
- 6.22 In summary, whilst the appearance of the building when viewed from the front elevations is considered to be modern, attractive and of high quality design, it is acknowledged that the overall height and scale of the development will have some impact on the amenity of neighbouring residents to the south and west. Given the consented Prior Approval, a conversion of the existing building to residential accommodation could be implemented at any time, which would result in overlooking up to 4 storeys. As the site is located in the town centre, it is not uncommon for some level of overlooking between properties to occur, and indeed, there is currently an element of overlooking from the existing office building, albeit this would be restricted to working hours. On balance, and with amendments to the scheme secured, it is considered in the case of the proposed 5/6 storey building that the sense of overlooking towards the south and west would not be significantly detrimental to the amenities of neighbouring residents, particularly given the absence of balconies on sensitive elevations and the incorporation of obscured glass balustrades and landscaping to assist with boundary screening.

Access, Highways and Parking

- 6.23 One of the 12 core planning principles set out in the NPPF states that the planning system should *'manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'*. Section 4 of the NPPF is dedicated to this theme, and seeks to actively

promote sustainable transport, stating in paragraph 29 *'the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'*. The use of sustainable transport modes is high on the agenda in the NPPF, and is reflected in Policy 40 of the HDPF which has been written to seek a commitment to developing an integrated community connected by a sustainable transport system. Policy 40 supports development if (amongst other things): *'it is appropriate in scale to existing transport infrastructure, including public transport'*; *'it is located in areas where there are, or will be a choice in the modes of transport available'*; and *'it minimises the distances people need to travel'*. Policy 5 of the HDPF compliments this aim and seeks to *'promote high quality transport infrastructure which enables excellent pedestrian, cycling, bus and rail and vehicle accessibility for residents, visitors and business employees'*.

- 6.24 Vehicular access to the site would be via the existing access from Booth Way. No modifications appear to be proposed to this access, but as existing the vehicular access point measures 4m in width, and the applicant states in their submitted Transport Statement that the access would be 6m wide. In order to clarify this point, a condition is suggested to require details to be submitted prior to commencement of the detailed access proposals. WSCC Highways have confirmed that there have been no recorded accidents at this access point within the last 3 years and there is no evidence to suggest that either the access point or the local highways network in the location are operating unsafely. Swept path diagrams have been provided within the Transport Statement to demonstrate the ability of larger refuse collection vehicles accessing the site. These diagrams appear to be sufficient but as no consultation response was received from the Council's Waste Collections Supervisor to confirm, a condition has been suggested to have these details submitted and approved prior to commencement of development.
- 6.25 In order to demonstrate the potential impact of the development on the local highways network, the applicant has supplied comparative trip generation information for both the existing office use and the proposed residential use. Trip Rate Information Computer System (TRICS) data was used to demonstrate the movements to and from the site throughout the day, and also at peak morning and evening periods. Within the Transport Statement, the TRICS data shows that the existing office use would have 36 and 34 vehicular movements respectively during the peak morning and evening periods, and the proposed residential use would result in 12 and 16 vehicular movements respectively. WSCC Highways have verified this information and confirm that these movements would equate to around one movement every 4-5 minutes during the peak periods. This reduction in vehicular movements resulting from the proposed residential building is considered to be a positive impact on the local highways network and is not thought to result in a 'Severe' residual impact in accordance with paragraph 32 of the NPPF.
- 6.26 WSCC Highways have assessed the application in terms of its proposed car parking provision, and have confirmed that the proposed number of parking spaces (38, spaces, equivalent to 0.77 spaces per dwelling) is in accordance with the Parking Demand Calculator. WSCC Highways state in their consultation response dated 11th October 2017: *'based on the proposed mix and tenure of units, the car parking provision is anticipated to satisfy the likely demands'*. Policy 41 (parking) of the HDPF seeks to ensure that *'adequate parking must be provided within developments to meet the needs of anticipated users'*. Given the proposed level of parking meets the WSCC parking standards, it is considered that the requirements of Policy 41 are satisfied. WSCC have stated that if parking were to occur on Booth Way (a non-restricted area), given the good visibility in both directions it is not considered that parking in this location would be detrimental to highways safety. They also consider the carriageway (at 5.6m in width) to be of a sufficient width to allow space for a vehicle to pass a parked vehicle. 4x electric parking spaces have also been proposed to encourage electric car usage and to provide infrastructure for this growing technology.
- 6.27 In conclusion, WSCC Highways do not consider that the proposed development would have a 'severe' residual impact on the operation of the highways network, therefore the

proposal would not conflict with paragraph 32 of the NPPF. The Highways Authority does not therefore have an objection to the development and do not consider that there are any transport grounds to resist the proposal. Whilst it is acknowledged that there may be some pressure on parking at this site given the 0.77 spaces per dwelling ratio, the site is located in an extremely sustainable location with the main railway station only 5 minutes away, a number of busses and pedestrian/cycle routes available, and the town centre shopping and employment opportunities a 10 minute walk. Further, the mix and tenure of the proposed units (studio flats, 1-bed and 2-bed units) are of a low-occupancy nature that is less likely to attract car-dependent occupants requiring the constant use of a car. Government agenda and local planning policy seek to promote development that contributes to sustainable transport modes, and it is considered that this proposed development is of a nature and location that meets these aims by discouraging car ownership and promoting the use of more sustainable modes of transport. It is considered therefore that the proposed development accords with Section 4 of the NPPF and Policies 5 and 40 of the HDPF.

- 6.28 Secure and covered cycle parking has been proposed as part of the development which provides for 32 bicycles. WSCC cycle parking standards require 0.5 cycle spaces per every 1-2 bed flat. This would require a minimum of 26 cycle spaces, therefore a provision of 32 (at a ratio of 0.65 spaces per flat) is considered to be sufficient. The location and basic elevations of the proposed cycle storage facility have been provided, but in order to properly assess the acceptability of the proposed storage facility (in terms of security and accessibility) a condition has been suggested to require full details to be submitted and approved prior to occupation.

Other Matters

- 6.29 The propose scheme includes communal bin storage provision. The provision in principle looks acceptable, but in the absence of a consultation response from the Council's Waste Collections supervisor, a condition has been suggested to require full details of the bin storage area to be submitted and approved prior to occupation. The Council's Environmental Health department have confirmed that the bin storage facility in the location proposed would not cause any detrimental harm to the occupiers of the new building.
- 6.30 The Council's Drainage Engineer was consulted with regard to this application and the submitted Floor Risk Assessment. The Drainage Engineer has confirmed that there is no overall objection to the drainage strategy proposed and has suggested that suitable drainage conditions are applied to ensure detailed drainage information is agreed prior to commencement of development, and that full details of the maintenance and management of the SUDs system are set out. These comments and suggested conditions are supported by WSCC Lead Local Flood Authority and by Southern Water.
- 6.31 The Council's Landscape Architect initially expressed several concerns with regard to the loss of existing trees and low level landscaping to the north and east elevations of the site as a result of the reposition of the buildings footprint closer to the roundabout. Concern was also expressed with regard to the landscaping proposed along the south-west boundary (the boundary between the site and No 98 Station Road). Revised plans submitted sought to address these concerns by proposing an enhanced landscaping scheme along the south-west boundary including a line of pleached trees, and other planting to the front of the building (adjacent to the roundabout). Subject to conditions to require details of specific hard and soft landscaping details (including proposed species to be planted), the Landscape Architect is content with the revised landscaping scheme. In addition, the Landscape Architect and is content with the proposal to retain the low-level brick wall to the front of the site (opposite Horsham Gates) which is considered to retain the open sense of the building's surrounding curtilage. The proposed brown roof is considered to be beneficial to the scheme and to the wider biodiversity enhancement aims of the Council (in accordance with Policy 31 of the HDPF).

- 6.32 The 3x protected beech trees on the south-west elevation are not proposed to be affected by this application, and their retention is considered to be beneficial both to the protection of the trees for their own sake, and for enhancing screening between the application site and neighbouring properties. Given the existing parking arrangement on site, it is not thought that the parking layout proposed will be detrimental to the longevity of the protected beech trees. A condition has been suggested to protect the trees during construction by erecting tree protective fencing and a construction exclusion zone around the trees.
- 6.33 The submitted External Noise Assessment has identified that the dwellings will need to be protected for road traffic noise, although no specific measure are prescribed. Given the need to mitigate the proposed dwellings from the impact of road traffic noise, the Council's Environmental Health Officer has questioned whether the external amenity spaces proposed (the balconies and terraces) would comply with recommended noise standards. Whilst it is appreciated that the external amenity areas may not meet recommended noise standards, given the town centre location of the development and the desire to provide a level of external amenity space to residents, this is considered on balance to be acceptable. Despite this, noise impact for the internal living areas is more sensitive, and it is considered important to ensure that any relevant mitigation to protect internal spaces from harmful noise impacts should be sought. Conditions have therefore been suggested to require the submission of detailed information prior to the commencement of development of the specific mitigation methods proposed to protect internal spaces (i.e. mechanical ventilation, acoustic glazing etc).
- 6.34 The proposed development is CIL liable, and given the net additional floorspace proposed, would generate a CIL payment of approximately £240,000.

Summary

- 6.35 Given the benefit of Prior Approval for the conversion of the existing office building to residential, the principle of the loss of the employment floorspace and its replacement with a new building comprising 49 residential units and associated parking and landscaping is considered to be acceptable. Officers consider it disappointing that a contribution to affordable housing is not possible in this instance; however the proposed tenure mix of studio, 1-bed and 2-bed units is considered to provide much needed small-scale accommodation which sits on the more affordable end of the open market.
- 6.36 The overall design and scale of the building, whilst larger than existing, is considered to sit appropriately in its context, particularly when viewed from the main public viewpoints at Foundry Lane, Kings Road and Harwood Road. The building is considered to be of a high quality design incorporating quality materials that compliment a modern building of its nature, and the Horsham Gates development opposite. The building would create an impressive 'gateway' at one of the town's main entrance points which is thought to showcase the town as a modern and desirable place to live and work.
- 6.37 The impact on neighbouring amenity is acknowledged, and it is accepted that some impact will result due to the overall increase in scale and height of the proposed building. As explained in the preceding paragraphs the impact on the closest residential properties (No 98 Station road and properties in The Poplars) is not considered to be significantly harmful above and beyond the impact that otherwise would be caused by the Prior Approval scheme. The building has been positioned further from the boundary of No 98 Station Road, and only 4 balconies feature, which are positioned to the southern-most part of the elevation. Revised boundary landscaping has been proposed along this elevation to enhance privacy and reduce overlooking. The overall height of the building opposite The Poplars is the lower level (5-storeys) and no balconies feature on this elevation. Balconies that do feature as part of the building have been designed to avert sightlines from direct views of neighbouring residents.

- 6.38 Parking on site is acknowledged as low, but considered to be acceptable and in accordance with WSCC parking standards and Policy 41 of the HDPF. The extremely sustainable location of the site and the nature of low-occupancy units is considered to result in a lower likelihood of the need for consistent car usage, and the provision of ample cycle storage will allow future residents to choose to use bicycles as an alternative mode of transport.
- 6.39 Overall, the proposed development is considered in planning terms to be acceptable. It will provide much needed housing in an extremely sustainable location. The design of the building is considered to be an improvement on the existing building, and will complement the surrounding built environment without causing significantly unacceptable harm to the amenities of neighbouring residents. The proposed development is considered to accord with Policies 3, 5, 9, 16, 33 and 40 of the HDPF, and subject to conditions, is recommended to Members 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
District Wide Zone 1	3305	1508	1797
		Total Gain	1797
		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

To permit the application subject to the conditions listed below.

- 1 **Plans Condition:** The development hereby permitted shall be carried out in accordance with the approved plans listed.

Reason: For the avoidance of doubt and in the interest of proper planning.

- 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 take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for, but not be limited to:

- i. construction working hours
- ii. the parking of vehicles of site operatives and visitors
- iii. loading and unloading of plant and materials
- iv. storage of plant and materials used in constructing the development
- v. the erection and maintenance of security hoarding, where appropriate
- vi. the provision of wheel washing facilities if necessary
- vii. measures to control the emission of dust and dirt during construction
- viii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- ix. a site plan indicating the location of relevant features listed above.

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

- 4 **Pre-Commencement Condition:** No development shall commence until precise details of the existing and proposed finished floor levels 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).

- 5 **Pre-Commencement Condition:** No development shall commence until a drainage strategy detailing the proposed means of foul and surface water disposal and an implementation timetable, has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable.

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).

- 6 **Pre-Commencement Condition:** No development shall commence until a detailed surface water drainage scheme including a Surface Water Drainage Statement, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall be in general accordance with the landscape scheme. The development shall subsequently be implemented prior to first occupation in accordance with the approved details and thereafter retained as such.

Reason: As this matter is fundamental to prevent the increased 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).

- 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 drawing number [700 Rev A located within the Arboricultural Impact Assessment], as well as those off-site whose root protection areas ingress into the site, shall be fully protected 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.

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

- 8 **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).

- 9 **Pre-Commencement (slab level) Condition:** No development shall commence above ground floor slab level until a scheme for sound attenuation against external noise has been submitted to and approved by the Local Planning Authority. The approved sound attenuation works shall be completed before the units are occupied and be retained thereafter.

Reason: As this matter is fundamental in the interests of residential amenities by ensuring an acceptable noise level for the occupants of the building hereby approved and in accordance with Policy 33 of the Horsham District Planning Framework (2015)

- 10 **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).

- 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 details of the measures to facilitate the provision of high speed broadband internet connections to the development have been submitted to and approved in writing by the local planning authority, details shall include a timetable and method of delivery for high speed broadband of each dwelling/unit. The delivery of high speed broadband infrastructure shall be implemented in accordance with the approved details.

Reason: As this matter is fundamental to ensure a sustainable development that meets the needs of future occupiers in accordance with Policy 37 of the Horsham District Planning Framework (2015).

- 12 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, full details of the hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The approved landscape 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. Any plants, which within a period of 5 years, die, are removed, or become 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).

- 13 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a landscape management 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).

- 14 **Pre-Occupation Condition:** Prior to first occupation of the development hereby permitted, full details (including elevations, materials and internal configuration) of the refuse/recycling bin storage facility indicated on plan reference [P_01 Rev P2] shall have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided prior to the first occupation (or use) of any part of the development, and thereafter 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).

- 15 **Pre-Occupation Condition:** Prior to first occupation of the development hereby permitted, full details (including elevations, materials and internal configuration) of the cycle parking facility indicated on plan reference [P_01 Rev P2] shall have been submitted to and approved in writing by the Local Planning Authority. The cycle storage facility shall be provided prior to the first occupation (or use) of any part of the development, and thereafter 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).

- 16 **Pre-Occupation Condition:** Prior to the first occupation (or use) of any part of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport and 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, details of the parking turning and access facilities shall have been submitted to and approved by the Local Planning Authority in writing. The building/dwelling shall not be first occupied until the approved parking, turning and access facilities have been fully implemented. The parking turning and access facilities shall thereafter be retained as such.

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

- 18 **Pre-Occupation Condition:** The building hereby permitted shall not be occupied until all windows associated with a bathroom, en-suite or water closet have been fitted with obscured glazing. Once installed the obscured glazing shall be retained permanently thereafter.

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

- 19 **Pre-Occupation Condition:** No dwelling hereby permitted shall be first occupied until the car parking spaces serving it have been constructed and made available for use in accordance with approved drawing number [P_01 Rev P2]. The car parking spaces permitted shall thereafter be retained as such for their designated use.

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

Informatives:

DISCH 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

INF08 Highways Informative

The applicant is advised to contact West Sussex County Council Highways, tel no: 01243 642105 or to visit <https://www.westsussex.gov.uk/> for information on how to obtain formal approval from the highway authority to carry out works to the public highway. All necessary costs, the appropriate license and application fees for any works and any costs associated with the movement of any existing street furniture will have to be funded by the applicant. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed.

INF09 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.

INF10 Surface Water Drainage Statements

A Surface Water Drainage Statement is a site-specific drainage strategy that demonstrates that the drainage scheme proposed is in compliance with the National Planning Policy Framework and the Non-Statutory Technical Standards for Sustainable Drainage Systems. An Advice Note and a proforma for the statement can be found using the following link

<https://www.horsham.gov.uk/planning/development-management>.

INF11 Unexpected Contamination

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

INF12 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:

- 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

Background Papers:

DC/17/2148