Horsham District Council

DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:
DC/24/0289
38A Quarry Way, Southwater, West Sussex, RH13 9SU

DESCRIPTION:
Demolition of outbuildings and construction of a new detached double storey dwelling (Class C3).

RELEVANT PLANNING HISTORY:

DC/12/0776	Proposed new (3-bed) dwelling	Application Permitted on 13.07.2012.

SITE AND SURROUNDS

38A Quarry Way is located at Timber Mill within the built-up area of Southwater. The existing terrace house has an extensive garden stretching to both the south and the east. The application site is situated next to a car park used by residents of dwellings that do not benefit from a driveway.

DETAILED DESCRIPTION

The application seeks permission to demolish the outbuildings and construct a new detached two-storey dwelling (Class C3) for residential use.

RELEVANT PLANNING POLICIES
The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):
Policy 2 - Strategic Policy: Strategic Development
Policy 3 - Strategic Policy: Development Hierarchy
Policy 4 - Strategic Policy: Settlement Expansion
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 35 - Strategic Policy: Climate Change
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 - Sustainable Transport
Policy 41 - Parking

Paragraph 33 of the NPPF requires that all development plans complete their reviews no later than 5 years from their adoption. Horsham District Council is currently in the process of reviewing its development plan however at this stage the emerging policies carry only limited weight in decision making. As the HDPF is now over 5 years old, the most important policies for the determination of this application must be considered as to whether they are 'out of date' (NPPF paragraph 11d). This includes, for applications involving the provision of housing, whether the Council can demonstrate a five-year supply of deliverable housing sites (NPPF footnote 8).

The Council is currently unable to demonstrate a five-year supply of deliverable housing sites, with the supply currently calculated as being 2.9 years. The presumption in favour of development within Paragraph 11d) of the NPPF therefore applies in the consideration of all applications for housing development within the district (unless footnote 7 or Paragraph 14 applies to relevant applications), with Policies 2, 4, 15 and 26 now carrying only moderate weight in decision making.

All other policies within the HDPF as itemised above have been assessed against the NPPF and are considered to be consistent such that they continue to attract significant weight in decision making.

Southwater Neighbourhood Development Plan (2019-2031):
SNDP14 - Adequate provision of car parking
SNDP16 - Design

REPRESENTATIONS AND CONSULTATIONS RESPONSES
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.

Consultations:
INTERNAL CONSULTATIONS
HDC Arboriculture: Comment

The application site was formerly part of the amenity area serving no.38 Quarry Way.

The site contained 2 of the 4 oak trees subject of Tree Preservation Order (TPO) no. 1236. These trees were a recognised landscape feature of high public visual amenity value. They were of fair form and condition for the species as is evident from the photographs taken when the TPO was confirmed in 2005.

Following planning permission and latter build out of a new dwelling in 2012 (DC/12/0776) the relationship of the 2 trees to the new build and its smaller associated amenity area led to fairly rapid decline in tree health, foreseeably due to damage to the roots and key rooting environment of the trees on the pervading clay soil.

Regrettably the trees terminal decline resulted in them being felled in 2019 under exemption, due to their moribund condition. The statutory requirement to re-plant that this action triggers resulted in the planting of some apple trees close to the southern boundary fence of the property in 2020.

There are 2 remaining mature oak trees (protected by the TPO) in the adjacent gardens of Timber Mill. These trees have a cojoined crown form that has even greater visual amenity value now, as they are the only mature natural landscape feature within the immediate visual area.

The submitted design and access statement refers to the fact that there are no mature trees remaining in the site or within 10m of the proposed build. However, it fails to recognise that the 2 remaining oaks are within just a few metres of the development site boundary.

Whilst the proposed foundation line will not foreseeably have a significant direct impact upon the future health of these trees, the demolition/build process and associated intensification of site usage and desires for new hardstanding and garden sheds, furniture and associated paraphernalia could do. Particularly bearing in mind the fate of the two former trees on the site itself.

In addition, as the trees are effectively due south of the new dwelling, the intensification of habitable form will foreseeably place additional pressure on the trees from desires to contain or reduce crown form to improve light levels and reduce perceived nuisance their presence may incur.

If minded to approve the development, I recommend that the minimum recommended root protection area (RPA) of these trees is fenced off as an exclusion zone from all demolition and construction processes. This requires robust barrier fencing erected 10m from the stem of the nearest oak tree.

I also recommend that no soakaways or new hardstanding associated with the intensification of development are permitted within this exclusion zone. This can be controlled by condition, however in this instance, bearing in mind the lack of any reference to the potential impact on the trees from the proposed development within the submitted information, I recommend details of landscaping and drainage are garnered as part of the material considerations prior to determination.

Horsham Drainage: More information (summarised)

The applicant is yet to provide the following information, and until such time as this information is received, Horsham District Council cannot determine the suitability of the proposals with regards to surface water and foul drainage.

- Applicant should provide site drainage patterns.
- Applicant should provide measurement of pre and post development permeable and impermeable areas.
- Applicant should provide flow and volume rates.
- Applicant should provide a fully designated surface water management strategy.
- Applicant should provide evidence of measures to prevent pollution of receiving groundwater.
- Applicant should provide a detailed surface water drainage strategy.
- Applicant should provide a Maintenance and Management plan.

OUTSIDE AGENCIES

WSCC Highways: Comment

Summary
This application seeks the demolition of existing outbuildings and erection of a detached residential dwelling. The site is located on Timber Mill, an unclassified road subject to a speed restriction of 30 mph. Following an inspection of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility
The site will utilise an existing vehicular access point on Timber Mill. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on to the maintained highway. The proposed development for one dwelling is not anticipated to give rise to a significant material intensification of movements to or from the site.

Parking
Vehicular parking for both the existing and proposed dwellings have been demonstrated. Having inspected the plans, the proposed hardstanding can accommodate approximately three car parking spaces to be shared by both the existing and proposed dwellings. The WSCC Car Parking Demand Calculator indicates that the proposed dwelling should be provided with at least two car parking spaces.

A single-bay garage is proposed for the proposed dwelling – however, this would not be considered for parking provision as it does not meet the minimum specifications for a single bay garage of 3m x 6m as outline in Manual for Streets (MfS). The applicant is advised to enlarge the proposed garage to ensure modern sized cars can be accommodated inside.

Notwithstanding the above, any overspill parking could be accommodated on-street. The potential shortfall of one off-street parking space as per WSCC Parking Standards would not be anticipated to give rise to a highway safety concern or parking capacity issue in this location, but the LPA may wish to consider the potential amenity impacts on on-street parking.

Regarding cycles, no details have been provided. The LHA would request that secure cycle parking provision for at least one bicycle be provided for the proposed dwelling in accordance with WSCC Parking Standards.

Sustainability
The site is located within walking/cycle distance of local services and amenities within Southwater. Nearby bus stops on Worthing Road provide regular services to larger urban areas. Cycling is a viable option in the area.

Conclusion
The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.

WSCC Highways: Comment (received 11.04.2024)

WSCC in its role as Local Highway Authority (LHA) has been reconsulted on this application, following the applicant's submission of amended plans. The LHA previously provided comment on this application, dated 15/03/2024, raising no highway safety concerns.

From inspection of the amended plans, the changes appear minor and do not significantly impact upon the LHAs previous comments, which would still be considered valid. Therefore, the LPA are advised to refer to the LHAs previous consultation response, dated 15/03/2024, for relevant comments.

Southern Water: Comment

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service: developerservices.southernwater.co.uk and please read our New Connections Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements.

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

Natural England: No Objection

We concur with the conclusion of your authority's HRA appropriate assessment insofar that adverse effects on the integrity of the Arun Valley Designated sites can be ruled out, as such:

We have no objections subject to the: delivery, management and maintenance of measures identified in the water neutrality statement to achieve water neutrality.

Parish Comments:
Objection:

- Over intensification/overdevelopment of the site
- No SNP14.1 Car parking Design SNP16 (e)
  As upstairs has a study and two bedrooms 3 car parking spaces are required for this house. As it's using the existing parking spaces for the existing house the 3-bedroom
- property on whose land this is being built requires additional parking to meet 14.1.
- 16 (e) this house will affect the light in the garden next door.
- Does not show a water neutrality strategy the documentation suggests rainwater recycling fitting water restrictors on both properties but does not confirm this.
- The existing 3-bedroom property might change hands and the restrictors removed no way of monitoring the water usage.
- Also, the proposed 65l per person per day for both houses is highly unrealistic and is just speculative.

Representations:
None received.

Member Comments:
None received.

HUMAN RIGHTS AND EQUALITY:

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

PLANNING ASSESSMENT

Principle of Development:

Policies 2 and 3 of the Horsham District Planning Framework state that the district has a distinctive settlement pattern, which the framework seeks to retain and enhance. Development within the built-up area boundaries is accepted in principle, and that appropriate development, including infilling, within the built-up areas will be prioritised.

The site is located within the built-up area of Southwater, which is defined as a small town / larger village with a good range of services and facilities, strong community networks and local employment provision, together with reasonable bus services. The settlements acts as hubs for smaller villages to meet their daily needs, but also have some reliance on larger settlements / each other to meet some of their requirements.

The proposal involves the demolition of existing outbuildings and the construction of a new detached double storey dwelling, that would be sited within the curtilage of an existing residential dwelling. Given the location of the site, within the built-up area boundary of Southwater, the principle of development for a residential dwellinghouse is considered acceptable.

Design and Appearance:

Policies 32 and 33 of the HDPF seek to ensure that development promotes a high standard and quality of design in order to enhance and protect locally distinctive characters. The policies also seek to ensure that the scale, massing and appearance of development relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views.

SNP16 advocates for design to be of high quality. Though there is no specific architectural style to Southwater, design should be appropriate and respectful of the neighbouring amenity in terms of privacy, outlook, daylight, and sunlight.

The proposed dwelling would accommodate a kitchen, living room, 2 bedrooms, study, and bathrooms. The dwelling would sit at an angle to the terraced dwellings, located towards the car park to the east of the site. Towards the rear, there is significant vegetation which screens the dwelling from some views. Due to the orientation of the dwelling, views from the south west would be blocked by the neighbouring 38A Quarry Way. The dwelling would be of a similar scale and size to the existing dwellings in the

surrounding area. The proposed dwelling would sit 2.7m from 38A Quarry Way, which is considered a sufficient distance to maintain privacy and separate amenity spaces. The dwelling would be 8.4m in length, and 7.3m across.

The site is currently used as amenity space for 38A Quarry Way, with a garage and outbuilding. The proposed dwelling would sit in line with the building line of the existing terraced dwellings near the site, which itself was formerly amenity garden space for no. 38 prior to the 2012 consent. The roof ridge would be set down on the side closer to the neighbouring dwelling to reduce potential impacts. The proposed dwelling has been designed to integrate well into the surrounding setting, with red bricks used to match those on the existing dwelling on site, as well as tile hanging and clay roof tiles to blend with the existing street scene. While it is noted that the dwelling would be detached rather than semi-detached or terraced, the design would blend well with the other dwellings in the area. The proposed dwelling has secure cycle storage within the garage that also allows for an e-bike charging facility.

The objection from Southwater Parish Council relating to the overdevelopment and over-intensification of the site is acknowledged. However, it is considered that the application site benefits from a sizeable curtilage, that could comfortably accommodate the proposed dwelling without harmfully impacting on amenity. While some level of light may be reduced due to the location of the dwelling, it is considered that this would not be detrimental to the enjoyment of the neighbouring dwelling.

It is considered that the siting, scale, design, and form of the proposed dwelling is acceptable and would been seen in the wider context of residential development. The visual impact of the proposal is therefore considered acceptable and in accordance with the above policies.

Trees and Landscaping:

With regards to landscaping, 2 mature oak trees protected by a Tree Preservation Order in the adjacent gardens of Timber Mill. These trees are considered of great visual amenity value. It is considered that the proposed foundation line will not foreseeably have a significant direct impact on the future health of the trees, but the demolition process and associated intensification of site use may have an impact. The HDC Arboricultural Officer recommended a minimum root protection area (RPA) of these trees is fenced off as an exclusion zone from all demolition and construction processes. Further details are required regarding landscaping and drainage, this will be secured through a condition.

Amenity Impacts:

Policy 33 of the HDPF states that permission will be granted for development that does not cause unacceptable harm to the amenity of the occupiers/users of nearby properties and land.

The proposed dwelling would sit next to a car park in Timber Mill. It would be next to the end terrace dwelling of 38A Quarry Way. It is considered that there would be no significant or harmful overlooking to any neighbouring dwellings in the surrounding vicinity. A level of overlooking would be expected in a residential setting like this with gardens backing onto each other, but it considered that any potential overlooking would not be so harmful to warrant refusal. The dwelling has been designed in such a way to ensure that privacy is maintained between themselves and 38A Quarry Way, as an obscure glazed bathroom window is proposed at the first floor on the south elevation, closest to the existing dwelling, and the first-floor bedroom window would be situated at an angle overlooking the rear of the curtilage and not impacting the existing dwelling by causing harmful overlooking. Sufficient rear amenity space would be retained for both the existing dwelling and the proposed. Vegetation, trees and bushes would help to shelter the dwelling in views from the south.

The window on the east elevation is for a bathroom and as such would be obscure glazed, which further reduces any potential privacy impacts on the neighbours to the east. The neighbouring dwellings to the east are also located a sufficient distance from the site, as a car park sits between them. Therefore, it is not considered that the development would result in adverse harm on neighbouring amenity and the proposal is considered acceptable in accordance with the above policy.

Highways Impacts:

Policy 40 of the Horsham District Planning Framework states that transport access and ease of movement is a key factor in the performance of the local economy. The need for sustainable transport and safe access is vital to improve development across the district. Policy 41 of the Horsham District Planning Framework states that development that involved the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere. Adequate parking facilities must be provided within the developments to meet the needs of the anticipated users.

SNP14.1 – *Residential development must include provision for adequate off-street parking spaces in accordance with the following criteria:*

a. *Every dwelling will provide, for use associated with that dwelling, 2 parking spaces and one additional parking space for each additional bedroom over a total of three, with an upstairs study counting as a bedroom within its curtilage (or within the development).*

SNP14.2 – *where a proposed development would result in the loss of a garage, the application will be refused unless the applicant can provide an alternative parking space within the curtilage of the dwelling.*

The application site is located on Timber Mill, an unclassified road subject to a speed restriction of 30 mph. The site is accessed to the north, with a car park to the east that stretches along the boundary of the site. Accessing the existing dwellinghouse will not be adversely affected by the proposed building. WSCC Highways highlighted that there are no apparent visibility concerns with the existing point of access on the maintained highway and the proposal is not anticipated to give rise to a significant material intensification of movements to or from the site. The application proposed an internal garage for parking, however, following consultation with WSCC Highways, the internal single-bay garage was removed, and the area was converted into a utility room.

Southwater falls into Parking Behaviour Zone 2 of the WSCC Parking Demand Calculator. The West Sussex County Council Guidance on Parking at New Developments (September 2020) states that expected levels of parking demand in residential development should be determined, where appropriate, taking account of location (parking behaviour zone), dwelling size (rooms), parking provision (allocated or unallocated), and arrangements for control/enforcement (charges, etc). Calculation of expected levels of parking demand should normally be based on local or comparable data taking account of forecast changes in demand for the local plan period.

Table 2 within the West Sussex County Council Guidance on Parking at New Developments (September 2020) indicates that a 2-bedroom dwelling within Parking Behaviour Zone 2 would be anticipated to provide 1.7 off-road parking spaces.

It is considered that there is a sufficiently sized driveway that can accommodate multiple cars. The proposed hardstanding can accommodate approximately three car parking spaces to be shared by both the existing and proposed dwellings. Notwithstanding the above, any overspill of parking can be accommodated on street, which benefits from unrestricted parking. WSCC Highways considered that the shortfall of potentially 1 parking space would not be anticipated to give rise to any highway safety concerns or parking capacity issues within the locality.

The objection from Southwater Parish Council relating to the shortfall of parking is acknowledged. It is considered that while the dwelling would accommodate 1 or 2 parking spaces for the proposed dwelling on the driveway, which is shared with shared by both 38A Quarry Way and the proposed dwelling; that Timber Mill is an area used predominately for parking in the area. Timber Mill is a no through road, which is comprised of two car parking areas for dwellings to the south and east, which do not benefit from driveways, and a turning area. This area comprises unrestricted parking, with no permit required. It is considered that the potential use of this area for parking overspill is not considered to be harmful.

For the reasons above, the highway impacts of the proposal are considered acceptable and in accordance with the above policies.

Climate change:

Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity, and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change. The proposed development includes the following measures to build resilience to climate change and reduce carbon emissions:

- Requirement to provide full fibre broadband site connectivity.
- Dedicated refuse and recycling storage capacity
- Cycle parking facilities
- Improved pedestrian and cycle links
- Electric vehicle charging points.

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

Water Neutrality:

The application site falls within the Sussex North Water Supply Zone as defined by Natural England which draws its water supply from groundwater abstraction at Hardham. Natural England has issued a Position Statement for applications within the Sussex North Water Supply Zone which states that it cannot be concluded with the required degree of certainty that new development in this zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites.

Natural England advises that plans and projects affecting sites where an existing adverse effect is known will be required to demonstrate, with sufficient certainty, that they will not contribute further to an existing adverse effect. The received advice note advises that the matter of water neutrality should be addressed in assessments to agree and ensure that water use is offset for all new developments within the Sussex North Water Supply Zone.

The submitted Water Neutrality Statement outlines that the proposed dwelling would have an increased occupancy and as such an increased water demand. The existing baseline water consumption of the main dwellinghouse on site is 369 litres per day. The existing dwelling has an actual occupancy of 2, so the per person water demand is 184.5 l/p/d. The proposed water demand of the new dwelling would be 103.96 l/d. Through the combination of offsetting within the existing and the proposed dwellinghouse and rainwater harvesting, there would be an overall reduction in water use of 258.4 l/d. Therefore, the proposal would be water neutral.

Natural England were consulted on the water strategy following the carrying out of an Appropriate Assessment by officers, and raised no objection, subject to the delivery, management and maintenance of measures identified in the water neutrality statement to achieve water neutrality. The information available and the mitigation measures proposed are considered to provide the necessary certainty to demonstrate that the proposed development would be water neutral. Appropriate mitigation measures have been demonstrated and are considered sufficient to avoid adverse effects on the integrity of the interest features of the Arun Valley SPA, SAC, and Ramsar site from the development either alone or in combination with other plans and projects, in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy Framework (2023), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats and species).

Other Matters:

Horsham Drainage were consulted on the application and requested further information in order to determine the suitability of the proposals with regards to surface water and foul drainage. It is considered that this information can be provided as part of a discharge of conditions application, and so a pre-commencement condition is attached to permission.

Conclusions:

Given the location of the site, within the built-up area boundary of Southwater, the principle of development for a residential dwellinghouse is considered acceptable. The application site benefits from a sizeable curtilage which could sufficiently accommodate the proposed dwelling, which would be sited on the footprint of the existing garage and outbuildings. The overall dwelling would be modest in scale and designed to integrate well into the surrounding built settlement. It is therefore considered that the proposal would accord with the relevant local and national planning policies and is therefore recommended 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.

Use Description	Proposed	Existing	Net Gain
District Wide (Zone 1)	95m2	0m2	95m2
		Total Gain	**95m2**
		Total Demolition	**0m2**

Please note that the above figures will be reviewed by the CIL Team prior to issuing a CIL Liability Notice and may therefore change.

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.

Recommendation: Application Permitted

Conditions:

2 **Standard Time Condition**: The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

3 **Pre-Commencement Condition**: No development shall 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:

- The off-site TPO oak trees to the south-east 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) at a minimum distance of 10m from the trunk of the nearest tree.
- 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.
- The areas so fenced off shall be treated as a zone 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).

4 **Pre-Commencement (slab level) Condition:** No development above ground floor slab level shall commence until details of the proposed treatment and filtration system for the proposed rainwater harvesting system serving the washing machine has been submitted to and approved in writing by the Local Planning Authority. The submitted detail shall include:

- Details, including a plan or schematic, showing the supply, storage tanks, and treatment of the system.
- Detail on what type of treatment that will be installed on the supply, demonstrating that the supply will be to a potable standard.
- Detailed information clearly indicating that it is appropriate for the amount of water being used.
- Detail on how the treatment system, pipework, tanks etc will be cleaned and maintained and who will maintain them for the lifetime of the development.

The approved details shall be operated in full at all times. No alterations or revisions to the approved management plan shall be implemented without the written approval of the Local Planning Authority.

Reason: To ensure that the washing machine is supplied with a suitable water supply and that the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy Framework (2021), and to enable the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

5 **Pre-Commencement (slab level) Condition**: No development above ground floor slab level shall commence until full details of the water efficiency measures and rainwater/greywater harvesting system required by the approved water neutrality strategy (Water Neutrality Statement 2 received 02.04.24) have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy Framework (2021), and to enable the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

6 **Pre-Occupation Condition**: No dwelling hereby permitted shall be first occupied until evidence has been submitted to and been approved in writing by the Local Planning Authority that the approved water neutrality strategy for that dwelling has been implemented in full. The evidence shall include the specification of fittings and appliances used, evidence of their installation, and completion of the as built Part G water calculator or equivalent. The installed measures shall be retained as such thereafter.

Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy Framework (2021), and to enable the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

7 **Pre-Occupation Condition**: No part of the development hereby permitted shall occupied until the first-floor window serving the bathroom on the east elevation and the first-floor window serving the ensuite on the south elevation, as shown on Plan 2312 04A have been fitted with obscured glazing. No part of that/those window(s) that are/is less than 1.7 metres above the floor of the room in which it is installed shall be capable of being opened. Once installed the obscured glazing and non-openable parts of those windows shall be retained permanently thereafter.

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

8 **Pre-Occupation Condition**: No part of the development hereby permitted shall be occupied until details of secure and covered cycle parking facilities for the occupants of, and visitors to, the development 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).

9 **Pre-Occupation Condition**: No part of the development hereby permitted shall be occupied until the car parking spaces necessary to serve it have been constructed and made available for use in accordance with approved drawing number [2312 01A]. The car parking spaces permitted shall thereafter be retained as such for their designated use.

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

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

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

11 **Pre-Occupation Condition**: No part of the development hereby permitted shall be occupied until the necessary in-building physical infrastructure and external site-wide infrastructure to enable superfast broadband speeds of 30 megabits per second through full fibre broadband connection has been provided to the premises.

Reason: To ensure a sustainable development that meets the needs of future occupiers in accordance with Policy 37 of the Horsham District Planning Framework (2015).

12 **Regulatory Condition**: The materials to be used in the development hereby permitted shall strictly accord with those indicated on the application form and approved plans.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

13 **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).

14 **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) the dwelling hereby permitted shall not be enlarged under Class A, AA or B of Part 1 within Schedule 2 of the Order without express planning consent from the Local Planning Authority first being obtained.

Reason: In the interest of visual amenity and due to the constraints of the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

NOTE TO APPLICANT

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. To make an application visit Southern Water's Get Connected service:

www.developerservices.southernwater.co.uk

POSITIVE AND PROACTIVE STATEMENT

Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Plans list for: DC/24/0289

Schedule of plans/documents **approved**:

Plan Type	Description	Drawing Number	Received Date
Floor plan	Existing Ground	2310 05	27.02.2024
Elevation plan	Existing	2312 02	27.02.2024
Design & Access Statement		NONE	21.02.2024
Elevation plan	Proposed	2312 04 REV A	17.04.2024
Floor plan	proposed	2312 03 REV A	17.04.2024
Location & Block plan		2312 01 REV A	02.04.2024
Supporting Statement	Water Neutrality	NONE	21.02.2024

DELEGATED

Case Officer sign/initial	Bethan Tinning	Date:	01.05.2024
Authorising Officer sign/initial	RHERMITAGE	Date:	07.05.2024