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Planning Committee (South)

Tuesday, 20th June, 2017 at 2.30 pm

Main Conference Room, Parkside, Chart Way, Horsham

Councillors:

John Blackall	Gordon Lindsay
Jonathan Chowen	Tim Lloyd
Philip Circus	Paul Marshall
Paul Clarke	Mike Morgan
Roger Clarke	Brian O'Connell
David Coldwell	Kate Rowbottom
Ray Dawe	Jim Sanson
Brian Donnelly	Ben Staines
David Jenkins	Claire Vickers
Nigel Jupp	Michael Willett
Liz Kitchen	

You are summoned to the meeting to transact the following business

Tom Crowley
Chief Executive

Agenda

	Page No.
1. Election of Chairman	
2. Apologies for absence	
3. Appointment of Vice-Chairman	
4. To approve the time of meetings of the Committee for the ensuing year	
5. Minutes	5 - 10
a) To approve as correct the minutes of the meeting held on 16th May 2017	
b) To correct Minute No. PCS/107 of the meeting held on 21st March 2017 regarding planning application DC/16/2108 - Monastery Lane, Storrington, Pulborough:	
To amend the resolution printed in the minutes as follows:	
'That planning application DC/16/2915 DC/16/2108 be granted subject to the conditions and reasons as reported and the completion of a legal agreement to be delegated to the Development Manager in consultation with Ward Members.'	

6. **Declarations of Members' Interests**

To receive any declarations of interest from Members of the Committee

7. **Announcements**

To receive any announcements from the Chairman of the Committee or the Chief Executive

To consider the following reports of the Head of Development and to take such action thereon as may be necessary:

8. **Appeals** 11 - 14

Applications for determination by Committee:

9. **DC/17/0347 - 46 London Road, Pulborough (Ward: Pulborough & Coldwaltham) Applicant: Mr S O'Carroll** 15 - 26

10. **DC/17/0665 - 8 Chestnut Way, Henfield (Ward: Henfield) Applicant: Mr Alan Murphy** 27 - 34

11. **Urgent Business**

Items not on the agenda which the Chairman of the meeting is of the opinion should be considered as urgent because of the special circumstances

Agenda Annex

GUIDANCE ON PLANNING COMMITTEE PROCEDURE

(Full details in Part 4a of the Council's Constitution)

Addressing the Committee	Members must address the meeting through the Chair. When the Chairman wishes to speak during a debate, any Member speaking at the time must stop.
Minutes	Any comments or questions should be limited to the accuracy of the minutes only.
Quorum	Quorum is one quarter of the total number of Committee Members. If there is not a quorum present, the meeting will adjourn immediately. Remaining business will be considered at a time and date fixed by the Chairman. If a date is not fixed, the remaining business will be considered at the next committee meeting.
Declarations of Interest	Members should state clearly in which item they have an interest and the nature of the interest (i.e. personal; personal & prejudicial; or pecuniary). If in doubt, seek advice from the Monitoring Officer in advance of the meeting.
Announcements	These should be brief and to the point and are for information only – no debate/decisions .
Appeals	The Chairman will draw the Committee's attention to the appeals listed in the agenda.
Agenda Items	The Planning Officer will give a presentation of the application, referring to any addendum/amended report as appropriate outlining what is proposed and finishing with the recommendation.
Public Speaking on Agenda Items (Speakers must give notice by not later than noon two working days before the date of the meeting)	Parish and neighbourhood councils in the District are allowed 2 minutes each to make representations; members of the public who object to the planning application are allowed 2 minutes each, subject to an overall limit of 6 minutes; applicants and members of the public who support the planning application are allowed 2 minutes each, subject to an overall limit of 6 minutes. Any time limits may be changed at the discretion of the Chairman.
Rules of Debate	<p>The Chairman controls the debate and normally follows these rules but the Chairman's interpretation, application or waiver is final.</p> <ul style="list-style-type: none"> - No speeches until a proposal has been moved (mover may explain purpose) and seconded - Chairman may require motion to be written down and handed to him/her before it is discussed - Secunder may speak immediately after mover or later in the debate - Speeches must relate to the planning application under discussion or a personal explanation or a point of order (max 5 minutes or longer at the discretion of the Chairman) - A Member may not speak again except: <ul style="list-style-type: none"> o On an amendment to a motion o To move a further amendment if the motion has been amended since he/she last spoke o If the first speech was on an amendment, to speak on the main issue (whether or not the amendment was carried) o In exercise of a right of reply. Mover of original motion

	<p>has a right to reply at end of debate on original motion and any amendments (but may not otherwise speak on amendment). Mover of amendment has no right of reply.</p> <ul style="list-style-type: none"> ○ On a point of order – must relate to an alleged breach of Council Procedure Rules or law. Chairman must hear the point of order immediately. The ruling of the Chairman on the matter will be final. ○ Personal explanation – relating to part of an earlier speech by the Member which may appear to have been misunderstood. The Chairman’s ruling on the admissibility of the personal explanation will be final. <ul style="list-style-type: none"> - Amendments to motions must be to: <ul style="list-style-type: none"> ○ Refer the matter to an appropriate body/individual for (re)consideration ○ Leave out and/or insert words or add others (as long as this does not negate the motion) - One amendment at a time to be moved, discussed and decided upon. - Any amended motion becomes the substantive motion to which further amendments may be moved. - A Member may alter a motion that he/she has moved with the consent of the meeting and seconder (such consent to be signified without discussion). - A Member may withdraw a motion that he/she has moved with the consent of the meeting and seconder (such consent to be signified without discussion). - The mover of a motion has the right of reply at the end of the debate on the motion (unamended or amended).
Alternative Motion to Approve	<p>If a Member moves an alternative motion to approve the application contrary to the Planning Officer’s recommendation (to refuse), and it is seconded, Members will vote on the alternative motion after debate. If a majority vote against the alternative motion, it is not carried and Members will then vote on the original recommendation.</p>
Alternative Motion to Refuse	<p>If a Member moves an alternative motion to refuse the application contrary to the Planning Officer’s recommendation (to approve), the Mover and the Secunder must give their reasons for the alternative motion. The Director of Planning, Economic Development and Property or the Development Manager will consider the proposed reasons for refusal and advise Members on the reasons proposed. Members will then vote on the alternative motion and if not carried will then vote on the original recommendation.</p>
Voting	<p>Any matter will be decided by a simple majority of those voting, by show of hands or if no dissent, by the affirmation of the meeting unless:</p> <ul style="list-style-type: none"> - Two Members request a recorded vote - A recorded vote is required by law. <p>Any Member may request their vote for, against or abstaining to be recorded in the minutes.</p> <p>In the case of equality of votes, the Chairman will have a second or casting vote (whether or not he or she has already voted on the issue).</p>
Vice-Chairman	<p>In the Chairman’s absence (including in the event the Chairman is required to leave the Chamber for the debate and vote), the Vice-Chairman controls the debate and follows the rules of debate as above.</p>

Planning Committee (South)
16 MAY 2017

Present: Councillors: Brian O'Connell (Chairman), John Blackall, Roger Clarke, David Coldwell, Ray Dawe, Brian Donnelly, David Jenkins, Tim Lloyd, Kate Rowbottom and Jim Sanson

Apologies: Councillors: Paul Clarke, Jonathan Chowen, Philip Circus, Nigel Jupp, Liz Kitchen, Gordon Lindsay, Paul Marshall, Mike Morgan, Ben Staines, Claire Vickers and Michael Willett

PCS/121 **MINUTES**

The minutes of the meeting of the Committee held on 25th April 2017 were approved as a correct record and signed by the Chairman.

PCS/122 **DECLARATIONS OF MEMBERS' INTERESTS**

DC/15/1992 – Councillor Brian Donnelly declared a personal interest in this item because his wife played tennis at Steyning Tennis Club.

DC/16/2915 – Councillor Brian O'Connell declared a personal and prejudicial interest in this item because he lived adjacent to the application site. He withdrew from the meeting during determination of the application.

DC/16/2522 – Councillor Brian O'Connell declared a personal and prejudicial interest in this item because he lived adjacent to the application site. He withdrew from the meeting during determination of the application.

PCS/123 **APPOINTMENT OF VICE-CHAIRMAN**

Councillor David Jenkins was appointed Vice-Chairman for the purposes of the meeting.

PCS/124 **ANNOUNCEMENTS**

The Chairman announced that Aidan Thatcher, Head of Development, would be leaving the Council shortly. He thanked him for all the support he had given to Councillors on planning matters and wished him well in his new role.

PCS/125 **APPEALS**

The list of appeals lodged, appeals in progress and appeal decisions, as circulated, was noted.

PCS/126 **DC/15/1992 - STORRINGTON SQUASH CLUB, GREYFRIARS LANE, STORRINGTON (WARD: CHANTRY) APPLICANT: STORRINGTON SQUASH CLUB**

The Head of Development reported that this application sought permission for the demolition of the squash club and the erection of a building of nine flats with associated car parking. Matters for consideration under this outline application were the principle of development, access, and layout of the building and parking spaces, with all other matters reserved for future determination. The access off Greyfriars Lane was shared with Storrington Tennis Club and neighbouring residential properties.

The applicant had indicated that the building would be designed in brick, with a glazed, lightweight third-storey set in from the lower levels of the building.

The application site was located within the built-up area of Storrington and included a private members squash club with changing facilities, gym and club room. Storrington Community Centre and Museum were to the north, Storrington Tennis Club to the west, a Grade II Listed Building to the east, and a car park used by the squash club and tennis club to the south.

Details of relevant government and council policies and relevant planning history, as contained within the report, were noted by the Committee. The responses from statutory internal and external consultees, as contained within the report, were considered by the Committee.

The Parish Council objected to the application. Fifty-five letters of objection and one letter of comment had been received. Two members of the public, including the Chair of Steyning Tennis Club, spoke in objection to the application. The applicant and the Manager of the squash club both addressed the Committee in support of the proposal. A representative of the Parish Council spoke in objection to the application.

Members considered the officer's planning assessment which indicated that the key issues for consideration in determining the proposal were: the principle of development; character and appearance; neighbouring amenity; and the impact on the highway. The applicant had advised that the facility was no longer financially viable and a commuted sum towards improvements to leisure facilities in the District, and off-site affordable housing, had been proposed.

Members noted concerns regarding the narrow access road, in particular with regard to disruption during construction and its impact on the adjacent tennis club. Whilst concerns regarding ownership of land along the site boundary with the tennis club was not a planning matter, Members were concerned that the current parking arrangements, where the areas used by the two clubs were not clearly demarcated, did not allow the parking need generated by the squash club to be accurately measured, thus making predictions of the traffic and parking impact of the proposal hard to determine.

Members concluded that the ten parking spaces proposed in the outline application could be insufficient for the nine proposed units, and there was insufficient flexibility within the site to amend the layout to provide additional parking should the proposed housing mix require more parking spaces.

Members concluded that the ten parking spaces proposed in the outline application could be insufficient for the nine proposed units, and there was insufficient room on the site for additional parking should the siting be fixed at this stage.

RESOLVED

That planning application DC/15/1992 be refused for the following reason:

A lack of sufficient parking spaces on the site to accommodate the need arising from the proposed residential development.

PCS/127 **DC/16/2915 - BLACKLANDS FARM CAMPING, BLACKLANDS FARM, WHEATSHEAF ROAD, HENFIELD (WARD: HENFIELD) APPLICANT: MR NEIL & GRAHAME GOODRIDGE**

The Head of Development reported that this application sought permission for an extension to the campsite of 50 additional tent/caravan pitches, for seasonal use between 1st March and 30th September, and the regularisation of the access track along the boundary of the site and of the washing facilities in the north-west corner.

The application had been deferred by the Committee in March to allow for a more comprehensive Location Plan to be submitted and for further discussions with the applicant regarding the use of land under the applicant's ownership for seasonal camping (Minute No. PCS/190 (21.03.17) refers). The applicant had also submitted a revised Site Management Plan.

The application site was located outside the built-up area on the north of Wheatsheaf Road, surrounded by open countryside with some sporadic residential development, to the north of Wheatsheaf Road.

Members were referred to the previous report which contained details of relevant policies, planning history, the outcome of consultations and a planning assessment of the proposal.

One member of the public, the applicant and the agent all spoke in support of the application. A representative of the parish council spoke in objection to it. Councillor Brian O'Connell, who had declared a personal and prejudicial interest, addressed the committee in objection to the application. He then withdrew from the meeting and took no part in its determination.

The applicant had met with Local Members and agreed that land to the north of the site, including Field 3 and Spinning Woods, would not be used for overnight camping, and had agreed to erect a fence along part of the boundary to protect the amenity of nearby residents. The recommended conditions had been amended to reflect this.

The applicant and Local Members had also discussed a proposed requirement that the total number of pitches on the formal camping areas and seasonal areas should be restricted to a maximum of 200 at any one time. Such a restriction would require a legal agreement to ensure the applicant would not continue to benefit from Permitted Development Rights, and because the camping areas owned by the applicant included land outside the application site.

After considering the potential impact of the proposal on the surrounding area, Members concluded that securing a restriction on the total number of pitches to 200 was in the interests of the amenity of nearby residents and of the surrounding countryside setting.

The Vice Chairman requested that the Parish Council's request, that the public footpath which crossed Field 2 of the site should be re-routed to avoid conflict between walkers and users of the campsite, be considered during determination of the application.

RESOLVED

- (i) That a legal agreement be entered into to restrict the number of pitches on land in the applicant's ownership to 200 at any one time.
- (ii) That on completion of (i) above, planning application DC/16/2915 be determined by the Head of Development. The view of the Committee was that the application should be granted.

PCS/128 **DC/16/2522 - BLACKLANDS FARM, WHEATSHEAF ROAD, HENFIELD (WARD: HENFIELD) APPLICANT: MR GRAHAME & NEIL GOODRIDGE**

The Head of Development reported that this application sought permission for the retention of two untreated timber bridges that crossed a pond to the north-east of the site. One bridge connected the eastern and western fields, and the other connected the western field to an island. The application had been deferred by the Committee in March to allow it to be considered at the same time as planning application DC/16/2915 (Minute No. PCS/110 (21/03/17) refers).

The application site was located outside the built-up area on the north of Wheatsheaf Road, surrounded by open countryside with some sporadic residential development. The site was used as a campsite and for agriculture.

Members were referred to the previous report which contained details of relevant policies, planning history, the outcome of consultations and a planning assessment of the proposal.

The applicant and the agent both spoke in support of the application. Councillor Brian O'Connell, who had declared a personal and prejudicial interest, addressed the committee in support of the application. He then withdrew from the meeting and took no part in its determination.

The officer's planning assessment indicated that the key issues for consideration in determining the proposal were: the principle of development; landscape character of the site and the surrounding area; and the amenities of nearby residents.

Members considered the bridges to relate sympathetically with the surrounding countryside.

RESOLVED

That planning application DC/16/2522 be granted for the reasons as reported.

The meeting closed at 3.45 pm having commenced at 2.30 pm

CHAIRMAN

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Planning Committee (South)

Date: 20th June 2017

Report by the Head of Development: APPEALS
Report run from 04/05/2017 to 07/06/2017

1. Appeals Lodged

I have received notice from the Department of Communities and Local Government that the following appeals have been lodged:-

Ref No.	Site	Date Lodged	Officer Recommendation	Committee Resolution
DC/16/1930	High Croft Hampers Lane Storrington Pulborough West Sussex RH20 3HY	10 th May 2017	Refuse	Refuse
DC/16/2673	2 Henderson Walk Steyning West Sussex BN44 3SG	14 th May 2017	Refuse	
DC/16/2427	Lower Barn Brooks Green Road Coolham Horsham West Sussex RH13 8GR	16 th May 2017	Refuse	
DC/17/0383	Steyning Football Club Shooting Field Steyning West Sussex BN44 3RQ	18 th May 2017	Refuse Prior Approval	
DC/16/2719	Chates Cottage Henfield Road Cowfold Horsham West Sussex RH13 8DU	31 st May 2017	Refuse	

2. Live Appeals

I have received notice from the Department of Communities and Local Government that the following appeals are now in progress:

Ref No.	Site	Appeal Procedure	Start Date	Officer Recommendation	Committee Resolution
DC/16/2579	9 Freemans Close Billingshurst West Sussex RH14 9UQ	Fast Track	23 rd May 2017	Refuse	
DC/14/1515	St Josephs Hall Greyfriars Lane Storrington Pulborough West Sussex RH20 4HE	Written Reps	24 th May 2017	Refuse	

DC/16/1904	Chestnut Cottage Water Lane Storrington Pulborough West Sussex RH20 3LY	Written Reps	23 rd May 2017	Refuse	
DC/16/1963	High Chaparral London Road Washington Pulborough West Sussex RH20 3BP	Written Reps	24 th May 2017	Refuse	Refuse
DC/16/2153	Yew Tree Stud Farm Harbolets Road West Chiltington Pulborough West Sussex RH20 2LG	Written Reps	28 th May 2017	Refuse	
DC/16/2371	1 Orchard Close Small Dole Henfield West Sussex BN5 9YA	Written Reps	4 th May 2017	Refuse	
DC/16/2376	Woodleigh Nutbourne Lane Nutbourne Pulborough West Sussex RH20 2HS	Written Reps	9 th May 2017	Refuse	
DC/16/2414	Land Rear of Oakley Flats High Street Partridge Green West Sussex RH13 8HX	Written Reps	4 th May 2017	Refuse	
DC/16/2848	Bo Peeps Barn Wheatsheaf Road Henfield BN5 9AX	Written Reps	5 th May 2017	Refuse	
DC/16/2922	Singers Farm Henfield Road Cowfold Horsham West Sussex RH13 8DU	Written Reps	24 th May 2017	Refuse	

3. Appeal Decisions

I have received notice from the Department of Communities and Local Government that the following appeals have been determined:-

Ref No.	Site	Appeal Procedure	Decision	Officer Recommendation	Committee Resolution
DC/16/1415	1 Woodcot New Road Billingshurst West Sussex RH14 9DS	Written Reps	Dismissed	Refuse	Refuse
DC/16/1957	Ashley House Station Road Pulborough West Sussex RH20 1AH	Written Reps	Allowed	Refuse	

DC/16/2583	23 Pound Lane Upper Beeding Steyning West Sussex BN44 3JB	Fast Track	Dismissed	Refuse	
DC/16/2598	Springlands Barn Frylands Lane Wineham West Sussex BN5 9BP	Written Reps	Allowed	Refuse	
DC/16/2599	Springlands Barn Frylands Lane Wineham West Sussex BN5 9BP	Written Reps	Allowed	Refuse	
DC/16/2600	Springlands Barn Frylands Lane Wineham West Sussex BN5 9BP	Written Reps	Allowed	Refuse	
DC/16/2601	Springlands Barn Frylands Lane Wineham West Sussex BN5 9BP	Written Reps	Allowed	Refuse	
DC/16/0932	Coombewick House London Road Ashington Pulborough West Sussex RH20 3AU	Written Reps	Allowed	Refuse	
DC/16/1895	Spear Hill Spear Hill Ashington Pulborough West Sussex RH20 3BA	Written Reps	Dismissed	Refuse	Refuse

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**Horsham
District
Council**

PLANNING COMMITTEE REPORT

TO: Planning Committee South
BY: Development Manager
DATE: 20 June 2017
DEVELOPMENT: Construction of detached two storey building to provide 2no. two bedroom maisonettes with associated access and parking.
SITE: London Road Pulborough West Sussex, RH20 1AS
WARD: Pulborough and Coldwaltham
APPLICATION: DC/17/0347
APPLICANT: Mr S O'Carroll

REASON FOR INCLUSION ON THE AGENDA: At the request of Ward Councillor and owing to number of representation letters received.

RECOMMENDATION: To grant planning permission

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.2 The proposal seeks full planning consent for the erection of a detached two-storey building on the open area of land adjacent to the terrace of three properties. The new building would form 2 self-contained, 2-bed maisonettes. Each would be independently accessed, with bedrooms at the rear and living rooms at the front of the dwellings.
- 1.3 The proposed building would have a traditional appearance, using brick and part tile-hanging to the elevations, with a tiled hipped roof. The block would be some 8.65m wide and 11.682m deep with a stepped footprint. The highest part of the roof is indicated at some 8.2m. The closest corner of the proposed development would be some 2m off the boundary with No.46, and some 5m off the rear corner of this property.
- 1.4 The new building would be provided with a cycle store and bin store area along the site's western boundary, alongside No.46 London Road, and a new 2m high close-boarded fence alongside the northern boundary to the railway line.
- 1.5 The site would be provided with three vehicular parking spaces across the forecourt, on a ratio of one space per dwelling and one visitor space.

DESCRIPTION OF THE SITE

- 1.6 The application site comprises an open area of land which is situated between a terrace of three red-brick post-war dwellings, a railway line and a raised public highway known as London Road. The land appears to have been previously used as garden land to the adjacent terrace.
- 1.7 The site and neighbouring terrace are served by way of a shared access off London Road. Parking for these three properties is by way of areas of land to the side and front of the terrace.
- 1.8 The adjacent road to the east of the site lies at an elevated level, with a level difference of between 1.2m - 2.1m.
- 1.9 A large supermarket and petrol filling station with convenience store lie within 360m of the site, and the Pulborough railway station lies some 1.2km distant, whilst the wider facilities within Pulborough village also lie some 1.2km distant. The site is not subject to any heritage designations, or Tree Preservation Orders.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

- 2.2 **National Planning Policy Framework (NPPF):**
 - NPPF1 - Building a strong, competitive economy
 - NPPF4 - Promoting sustainable transport
 - NPPF6 - Delivering a wide choice of high quality homes
 - NPPF7 - Requiring good design
 - NPPF11 - Conserving and enhancing the natural environment
- 2.3 **Horsham District Planning Framework (HDPF 2015)**
 - HDPF1 - Strategic Policy: Sustainable Development
 - HDPF2 - Strategic Policy: Strategic Development
 - HDPF15 - Strategic Policy: Housing Provision
 - HDPF16 - Strategic Policy: Meeting Local Housing Needs
 - HDPF25 - Strategic Policy: The Natural Environment and Landscape Character
 - HDPF32 - Strategic Policy: The Quality of New Development
 - HDPF33 - Development Principles
 - HDPF40 - Sustainable Transport
 - HDPF41 - Parking

RELEVANT NEIGHBOURHOOD PLAN

- 2.4 The Pulborough Parish Neighbourhood Plan (2015-2031) has been formally submitted for examination. At this stage, no decision has been forthcoming

PLANNING HISTORY AND RELEVANT APPLICATIONS

DC/14/2284	The erection of one detached two storey house	Application Permitted on 17.12.2015
DC/14/0938	Erection of one pair of semi-detached houses (Outline)	Withdrawn Application on 08.07.2014

3. OUTCOME OF CONSULTATIONS

3.1 The following section provides a summary of the responses received as a result of internal and external consultation, however, officers have considered the full comments of each consultee which are available to view on the public file at www.horsham.gov.uk

OUTSIDE AGENCIES

3.2 **West Sussex Highways** - No Objection in principle:-

- Accident data does appear to indicate a collision near the access, but this is not anticipated to have been as a result of the use of the access or visibility at the location. London Road is a Class A road subject to a 30mph speed limit. No apparent concerns with existing properties using this same access
- Existing bell-mouth junction onto London Road is sufficient in size to enable two vehicles to pass in the event of one seeking to exit onto London Road and one wish to turn into the access, ensuring no disruption to the free flow of traffic along London Road
- Site would be serviced by way of existing refuse / recycling operations and by way of an existing vehicular access which serves existing residential properties
- The initial scheme indicated two parking spaces to be included within the site, whilst the West Sussex County Council (WSSCC) parking demand calculator indicates 3 spaces (1 each per dwelling and 1 undesignated space) to be sufficient to serve two maisonettes in this location, along with secure cycle provision. However, the impact arising from any overspill parking on adjacent streets was not considered to result in a 'severe' impact on the operation of the highway network, and therefore the provision of two spaces was considered to be in line with para 32 of the NPPF.
- The proposal is sited within a short walk to shops and reasonable walking distance to bus stops and Pulborough Train Station. This offers alternatives for commuters and alleviates the reliance on the use of a car for transportation.
- A subsequent amendment to include three spaces across the forecourt raised concerns regarding the manoeuvrability of vehicles seeking to enter the marked 'visitor' space, whilst concerns were also raised regarding the visibility over adjacent land, where it appeared a new fence line would be sited to the boundary with No.46

Comments are awaited from the Highway Authority regarding a revised forecourt layout and sight-line proposal, which will be reported to Members at the meeting.

3.3 **Southern Water** - No objection, subject to conditions.

PUBLIC CONSULTATIONS

3.4 **Parish Council Consultation** – Objection, the proposal represents an overdevelopment of the site.

3.5 **Public Consultations** - Letters of objection have been received from 12 neighbouring and nearby properties:

- Blind access onto London Road with cars often travelling faster than speed limit
- Insufficient parking – most households have two cars & visitor parking
- Increased demand for on-street parking

- If permitted, then controls should be in place to stop parking in nearby roads and obstructing adjacent parking and turning areas
- Additional vehicles pulling out of access will increase danger to children of St Marys School
- Frontage of terrace already contains 5 cars – likely parking spillover would obstruct existing properties and access
- If footbridge is constructed alongside road-bridge – do plans take account of this? Potential access problem for new owners
- Disruption during build
- Blocking of access to neighbouring houses

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

Background:

- 6.1 Outline planning permission has already been for a single detached two storey house under DC/14/2284. As part of this application access and layout were approved, with all other matters reserved. This permission has not been commenced but remains extant until December 2018.

Principle:

- 6.2 The National Planning Policy Framework (NPPF) sets out that there is a presumption in favour of sustainable development and that this should run through both plan-making and decision-taking. In terms of the determination of planning applications this should mean the approval of developments that accord with the development plan without delay, and that where the development plan is silent or relevant policies are out of date, that permission be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, or policies of the NPPF indicate otherwise.
- 6.3 Policy 3 of the HDPF states that development will be permitted within settlements that have defined built-up areas. The application site is within the built-up area of Pulborough, which is defined as a settlement with a good range of services and facilities, strong community networks and local employment provision. The site is therefore well located in policy terms for the principle of additional residential infill development, provided it is of an appropriate nature and scale to maintain the characteristics of the settlement.

Character and appearance:

- 6.4 Policy 32 of the HDPF requires new development to 'Complement locally distinctive characters and heritage of the district', 'Contribute a sense of place both in the buildings

and spaces themselves and in the way they integrate with their surroundings'. Policy 33 requires developments to relate sympathetically with the built surroundings

- 6.5 The principle of a building on the site was established through the granting of planning permission for a single dwelling (ref: DC/14/2284). In contrast to this permission the current scheme would comprise a larger footprint with a siting parallel with London Road, and contrasting with the adjoining terrace row.
- 6.6 Although of a larger footprint than each of the adjacent terraced dwellings, the proposed building would, on account of its siting within the site, not be seen as unduly large or dominant in views from the immediate surroundings. While the site has an irregular shape and sloping land levels, the proposed building would be set into the land with levels that are comparable to the adjacent terrace. The proposed development would utilise materials which complement the adjacent terrace, with the design of the block and hipped roof also suited to the wider context of the site. This approach would further minimise the visual impact, such that no significant harm to the prevailing character and appearance of the area would result.
- 6.7 The proposal is therefore considered to result in a form of development which respects the wider character, in accordance with policies 32 and 33 of the HDPF.

Residential Amenity:

- 6.8 Policy 33 of the HDPF seeks to avoid unacceptable harm to neighbouring amenity of occupiers and users of nearby property and land.
- 6.9 In this instance, the proximity between the adjacent property at No.46 and the proposed development has been taken into account. Owing to the splayed siting of the proposed block, there would be no adverse impact on the outlook from the habitable windows at No.46, even though the proposed development would be set beyond the rear building line of the terrace.
- 6.10 The side-facing windows to the proposed development would serve a bathroom at ground floor and a landing at first-floor, both of which could be conditioned to be obscure-glazed and with restricted openings, thus ensuring that no adverse loss of privacy or overlooking occurs to the neighbouring residential property.
- 6.11 The proposal is therefore considered to accord with the requirements of Policy 33 of the HDPF.

Highways and Traffic:

- 6.12 Policy 40 of the HDPF supports proposals which provide safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods, whilst Policy 41 requires adequate parking facilities within developments. Chapter 4 of the National Planning Policy Framework sets out that 'development should only be refused on transport grounds where the residual cumulative impacts of development are severe'.
- 6.13 The Highway Authority has assessed the existing access from London Road to the terraced properties, which would be used to serve the proposed development. The achievable visibility splays, and the 30mph speed limit along London Road, comply with the guidance laid out in the Manual for Streets, whilst the existing bell-mouth access can accommodate two passing vehicles, thus ensuring that any manoeuvring into / out of the site does not affect the free-flow of traffic on the public highway.
- 6.14 The scheme originally included two parking spaces whilst the parking demand calculator indicated 3 spaces should serve the new dwellings. The applicant, in response to concerns

raised by local residents, amended the plan to allow for three parking spaces, one of which was to be a designated 'visitor' space. However, following concerns raised by the Highway Authority regarding the layout, and the potential resulting conflict with pedestrians emerging from No.46 and the manoeuvrability into / out of the designated visitor space, further revisions have been sought in order to address this situation.

- 6.15 The potential sight-line concerns arising by way of the proximity of space 1 and the boundary with No.46 is considered to be addressed by way of the current boundary fence line, which is set back from the front corner of the house and the front door to the property. As a result there would be more than sufficient sight-lines in this area to ensure that any pedestrians emerging from the adjacent property at No.46 would be aware of any vehicular movements into/out of this space, and vice versa.
- 6.16 The revised layout, showing the demarcated spaces 1 and 2, and a sizable area to the eastern side of the site, would provide for occasional visitor parking, suitable manoeuvring space and sufficient space to access the properties on foot. It is noted that the arrangements to secure use of the visitor parking area would be informal and would be reliant on the co-operation between residents within the new development.
- 6.17 It is considered that such an informal arrangement would be suited to this scale of proposal, where the needs of visitor parking may arise on a flexible basis. However, the resulting proposal would achieve the desired three spaces as advised by the WSCC Parking Standards Calculator, and the eventual layout could be subject to a planning condition which would also be subject to approval of final landscaping details and plans. On this basis the proposal is considered to accord with policies 40 and 41 of the HDPF.

Other Matters:

- 6.18 The proposal incorporates communal amenity space for future occupants of both units. It is understood that a division of the site into two fenced-off gardens might not be achievable or desirable given the site levels along the eastern side and the potential for overlooking windows into the adjacent garden. It is considered, in this particular instance, that a well-designed landscaping scheme to create a communal garden, to which both new properties have an equal access, would be preferable to the creation of two smaller parcels of private amenity space which are fenced and potentially underutilised. The proposed arrangement would therefore be sufficient for the needs of future occupants.
- 6.19 The application site is located between a busy highway and a railway line. As part of the existing permission the principle of a dwelling on the site was considered acceptable following noise assessments which informed a scheme for soundproofing to ensure acceptable living conditions for future occupants. The current application would adopt the same approach as the existing permission, with a condition recommended to ensure the development would provide an acceptable standard of accommodation.
- 6.20 In respect of the additional points raised in neighbour representations, noise and disturbance during construction would though be controlled through the Construction Method Statement required by condition 3, and would not amount to such harm to warrant refusal of the application. While potential future proposals for a footbridge alongside the road are noted any land ownership issues would need to be addressed outside of the planning process.

Conclusion:

- 6.21 The proposal would lead to an acceptable form of development and would not lead to material harm in terms of its impact on the residential amenities of neighbouring properties and the character of the surrounding area. Furthermore, the proposal is within the built-up area boundary and in a sustainable location. The Highway Authority has not raised an

objection to the principle of the proposal, noting that the impact of the development would not be severe, and thus a reason for refusal on these grounds could not be sustained, particularly as the amended layout now provides for three parking spaces in line with the parking demand calculator.

7. **Recommendation:**

7.1 That planning permission be granted subject to the following conditions:-

1 Approved plans list

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

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of 44-46 London Road 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 has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

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

6 **Pre-Commencement Condition:** No development shall commence until details have been submitted to and approved in writing by the Local Planning Authority

showing how the public sewer will be protected during works. The development shall be carried out in accordance with the approved scheme.

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

- 7 **Pre-Commencement Condition:** No development shall commence until a scheme for sound attenuation against external noise has been submitted to and approved by the Local Planning Authority. The scheme shall have regard to the requirements of BS8233:2014 and shall include provision of appropriate alternative ventilation where required. The approved sound attenuation works shall be completed before the dwelling(s) 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 development hereby permitted and 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-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 be 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).

- 10 **Pre-Occupation Condition:** The building/extension hereby permitted shall not be occupied until the window(s) at ground and first floor on the north-west facing elevation on Plan 1621/03 and 1621/04 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 the adjoining occupants at No.46 London Road in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 11 **Pre-Occupation Condition:** No dwelling hereby permitted shall be occupied or use hereby permitted commenced until the car parking spaces serving it have been constructed and made available for use in accordance with approved drawing number 1621/02 rev A. The car parking spaces permitted shall thereafter be retained as such for their designated use.

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

- 12 **Pre-Occupation Condition:** No dwelling hereby permitted shall be occupied or use hereby permitted commenced until the cycle parking facilities serving it have been constructed and made available for use in accordance with approved drawing number 1621/02 rev A. The cycle parking facilities shall thereafter be retained as such for their designated use.

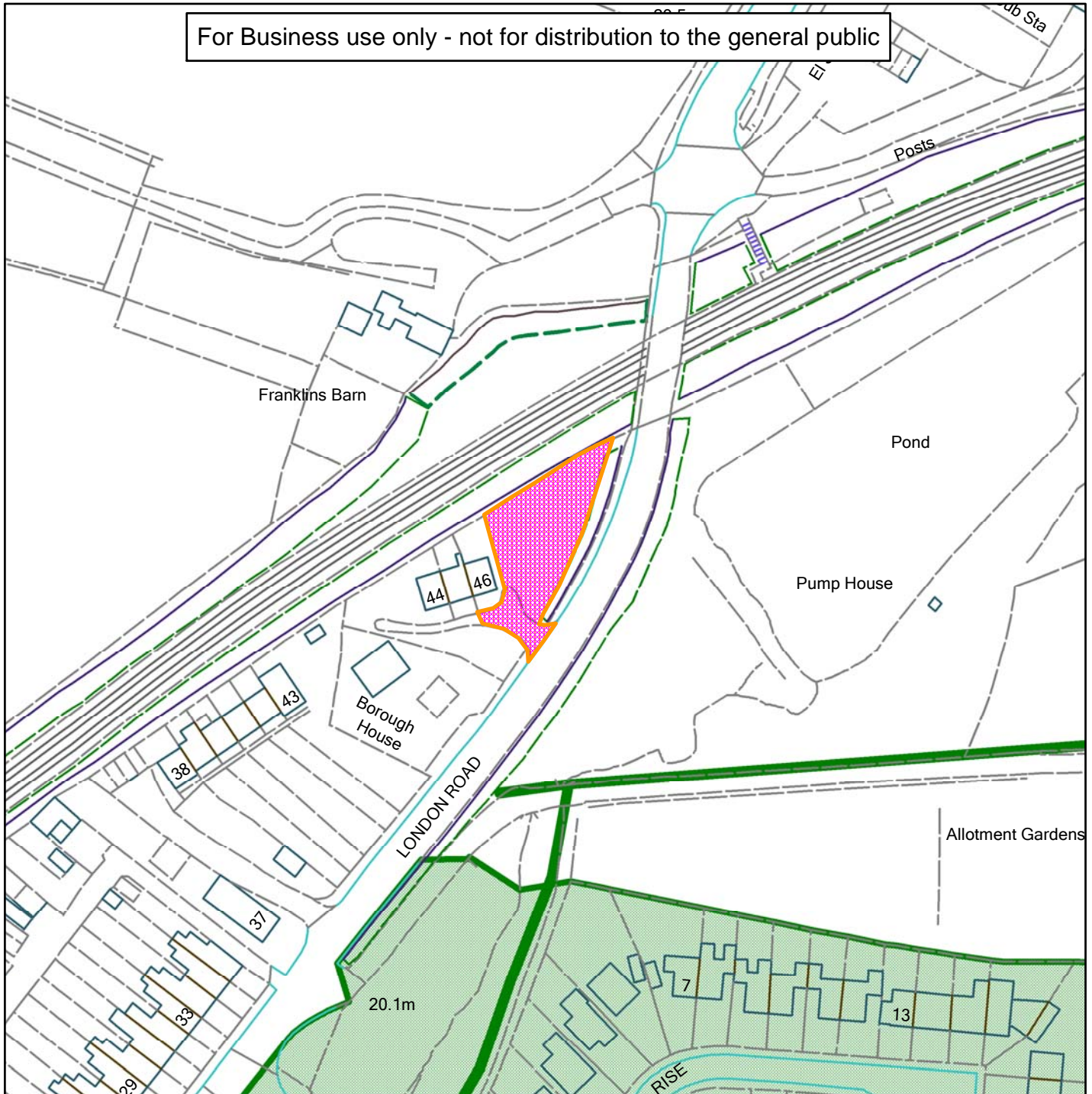
Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

Background Papers: DC/17/0347

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Date	08/06/2017
MSA Number	100023865

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**Horsham
District
Council**

**PLANNING COMMITTEE
REPORT**

TO: Planning Committee South

BY: Development Manager

DATE: 20 June 2017

DEVELOPMENT: Erection of a single storey side extension and detached garage.

SITE: 8 Chestnut Way Henfield West Sussex BN5 9PA

WARD: Henfield

APPLICATION: DC/17/0665

APPLICANT: Mr Alan Murphy

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

RECOMMENDATION: To grant planning permission.

1. THE PURPOSE OF THIS REPORT

To consider the planning application.

DESCRIPTION OF THE APPLICATION

- 1.1 Planning permission is sought for the erection of a single-storey side extension which would project approximately 7.35m from the northern side elevation of the dwelling, spanning 9.5m in width, comprising pitched roof with an eaves height of 2.6m and a ridge height of 4.6m, set 0.5m below the main roof of the dwelling. The application also includes the erection of a replacement detached single garage sited 2.6m from the side elevation of the extension, spanning 3.6m in width, 6.4m in depth, and would include a pitched roof with an eaves height of 2.6m and a ridge height of 4.4m.

DESCRIPTION OF THE SITE

- 1.2 The application relates to a detached bungalow sited on the eastern side of Chestnut Way, Henfield. The dwelling is composed of a dark stock brick facing to all elevations, with a painted rendered northern and western elevation, including a front and rear facing projection with a gable end. The site also hosts an existing detached felt roofed single garage, and an existing rear conservatory. The surrounding area is suburban in character, located behind the main high street, made up of detached bungalows of a similar character and description, with some variation to the north and south of the street. The site is located wholly within the Henfield Conservation Area.

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:**

NPPF7 - Requiring good design

NPPF12 - Conserving and enhancing the historic environment

- 2.3 **Horsham District Planning Framework (HDPF 2015)**

HDPF1 - Strategic Policy: Sustainable Development

HDPF33 - Development Principles

HDPF34 - Cultural and Heritage Assets

RELEVANT NEIGHBOURHOOD PLAN

- 2.2 Henfield Parish Neighbourhood Development Plan – Designated (Regulation 5 and 6)

PLANNING HISTORY AND RELEVANT APPLICATIONS

HF/17/63	Detached bungalow. Comment: And b. regs. (From old Planning History)	Application Permitted on 03.04.1963
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3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk.

INTERNAL CONSULTATIONS

- 3.2 Arboricultural Officer: No objection, given the presence of existing built form and hardstanding on the site, the proposed development would not likely result in any additional harm to the trees over and above the existing arrangement.

OUTSIDE CONSULTATIONS

- 3.3 West Sussex County Council – Highways: No objection. While the layout of the garage and access could be improved the proposal would not be detrimental to highway safety or capacity.

PUBLIC CONSULTATIONS

- 3.4 Henfield Parish Council: Object, consider the proposal contrary to Policies 33 and 34 of the HDPF (2015).
- 3.5 Fourteen letters of representation have been received objecting to the proposal and subsequent revisions on the following grounds:
- Inappropriate in scale for the size of plot
 - Unsympathetic design
 - Negative impact on streetscene

- Overdevelopment on site
- Will result in increased on street parking
- Loss of light to neighbouring window
- Danger to highway safety
- Insensitive design for Conservation Area
- Impact on trees

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 It is considered that the principle issues in the determination of the application are:

- a) Design and Appearance;
- b) Impact on Conservation Area;
- c) Impact on Neighbouring Amenity;
- d) Highways, and;
- e) Impact on Trees

Design and Appearance

- 6.2 Policy 33 of the Horsham District Planning Framework states that developments should be required to ensure that the scale, massing and appearance of the development is of a high standard of design and layout and where relevant relates sympathetically with the built surroundings.
- 6.3 The proposed side extension would project 7.35m from the northern side elevation of the dwelling, spanning a similar width to the widest parts of the original part of the dwelling, incorporating gable ended projections to the front and rear to match the existing. The roof of the extension would match the appearance of the main roof of the dwelling, which would be set some 0.5m lower than the existing ridge. The extension would facilitate an additional bedroom with en-suite, a relocated kitchen area, and a utility room.
- 6.4 The site benefits from a generous corner plot location, which extends to the north, adjoining the junction to Church Street. While the proposed extension is large it is considered that the size of the plot, and the siting and orientation of the dwelling within the plot, could accommodate an extension of this size. The roof of the extension would be set below the ridge of the main dwelling and this allows the addition to both reflect changing ground levels and read as a smaller element in relation to the main dwelling. This approach would reduce the impact of the additional width on the resulting building, which would not appear unsightly or overdeveloped.
- 6.5 The application also proposes to demolish the existing detached flat roofed garage to the north of the dwelling, and erect a replacement pitched roof detached garage in its place.

The proposed replacement garage would comprise a similar footprint to the existing, albeit slightly wider, and would utilise a roof form to closely match to the roof of the main dwelling. Detached flat roofed garages are a common feature on the street, and as such resisting the principle of the replacement garage would be difficult to justify. Considering the size of the site's plot, the cumulative visual impact of both the extension and the replacement garage would be appropriately accommodated, and sympathetically designed.

- 6.6 Overall, the proposed extension and replacement garage would be sympathetic to the design and appearance of the main dwelling and the prevailing character of the street. Whilst the extension is large, the size of the plot would adequately accommodate an extension of this proportion. As such, the proposed extension and replacement garage is therefore considered in accordance with Policy 33 of the HDPF.

Impact on Conservation Area

- 6.7 Policy 34 of the Horsham District Planning Framework states that the Council will sustain and enhance its historic environment through positive management of development affecting heritage assets, stating that development within a Conservation Area will only be permitted if the proposal would preserve or enhance the Conservation Area.
- 6.8 The site is located wholly within the Henfield Conservation Area. Chestnut is a street composed of detached bungalows, with detached two-storey dwellings sited to the south on Chestnut End, with more traditional dwellings to the north on Church Street. The street comprises a relatively modern vernacular, in which the modest dwellings do little to harm the character of the Conservation Area, and neighbours a more traditional form of development to the north.
- 6.9 Whilst the proposed extension is large, the development would neither dominate the appearance of the dwelling, appear unduly prominent on the street, nor comprise an appearance out of context with the prevailing character of the area. It is considered that the development would have a neutral impact on the setting and character of the Conservation Area, as the design and size of the proposal would not adversely impact on the appearance of the surrounding character. As such, the proposal is considered to accord with Policy 34 of the HDPF.

Impact on Neighbouring Amenity

- 6.10 Policy 33 continues to state that permission will be refused where a development may negatively impact on neighbouring amenity.
- 6.11 The proposed side extension would project from the northern elevation of the dwelling, which would be sited some 10.2m from 6 Croft Villas to the east, and 21.1m from No. 2 Chestnut Way to the west. The site is bound by a 1.8m fence and 2m high hedge to the eastern boundary to Craggits Lane, which separates the site from Croft Villas.
- 6.12 Considering the single-storey nature of the development, coupled with the separation distances from neighbouring dwellings, retention of boundary screening to the rear-east of the site, the proposed side extension and replacement garage would not result in any adverse impact to the neighbours by way of loss of light or outlook. The proposal would not introduce any potential for overlooking of adjoining properties, with the resulting relationship comparable to that which already exists in this location. The proposed development is considered to accord with Policy 33 of the HDPF.

Highways

- 6.13 It is noted that neighbouring representations have been received raising concerns regarding the parking on and off the site, and access to the site from the street. The

existing drive would be extended approximately 2m to accommodate an additional parking space and the resulting arrangement is considered acceptable in principle. A condition is recommended to require further details in respect of tactile paving to either side of the access and for a minor revision to improve the southern side of the access. This approach would ensure the proposal is acceptable in highway safety terms, and accords with policy 40 of the HDPF.

Impact on Trees

- 6.14 Neighbouring and local concern has also been raised with regards to the impact on the trees to the rear of the site, which back on to Craggits Lane. Given the presence of existing built form and hardstanding on the site, the proposed development would not likely result in any additional harm to the trees over and above the existing arrangement.

7. RECOMMENDATIONS

- 7.1 That the application be approved, subject to the following conditions:

1 Approved Plans

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

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

- 3 **Regulatory Condition:** The materials and finishes of all new external walls, windows and roofs of the development hereby permitted shall match in type, colour and texture those of the existing building.

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

- 4 **Pre-Commencement Condition:** Notwithstanding the submitted drawings, prior to the commencement of the development plans and details pertaining to the hereby approved access shall be submitted to and approved in writing by the Local Planning Authority. The details shall make provision for tactile paving at either side of the access, and, revisions to the southern side of the access to provide adequate access to the garage. The development shall be carried out in accordance with the agreed details.

Reason: In the interest of road safety, and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

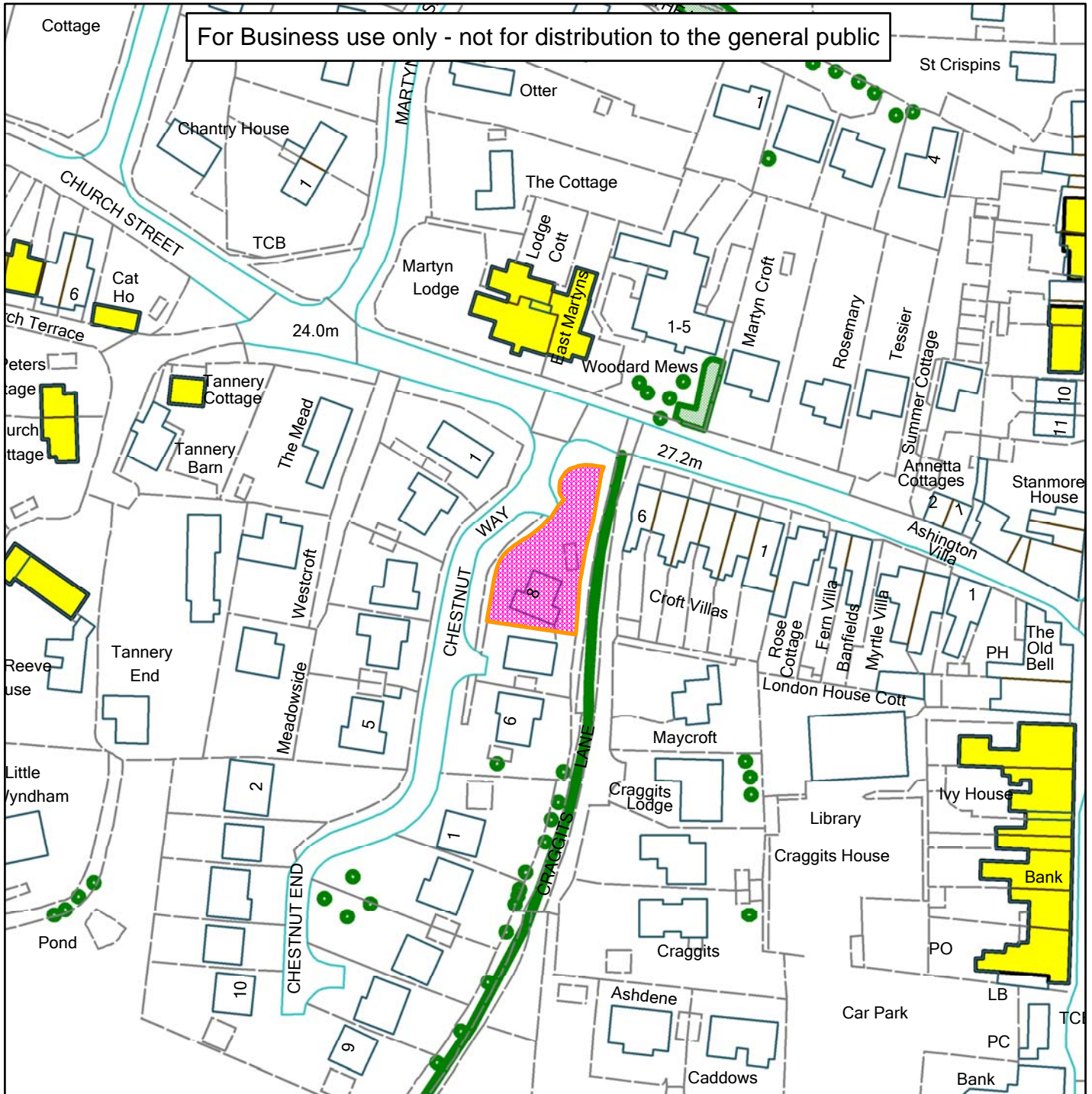
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8 Chestnut Way

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