



**TO:** Planning Committee South

**BY:** Head of Development and Building Control

**DATE:** 15 March 2022

**DEVELOPMENT:** Erection of a two storey side extension, associated parking and garage (revision of SG/48/00).

**SITE:** Upways, Chantry Lane, Storrington, Pulborough, West Sussex, RH20 4BU

**WARD:** Storrington and Washington

**APPLICATION:** DC/21/1092

**APPLICANT:** **Name:** Mr Stuart Holmes **Address:** Upways, Chantry Lane, Storrington, Pulborough, West Sussex, RH20 4BU United Kingdom

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

**RECOMMENDATION:** To approve planning permission.

## **1. THE PURPOSE OF THIS REPORT**

To consider the planning application.

### **DESCRIPTION OF THE APPLICATION**

- 1.1 The application seeks planning permission for the erection of a two storey side extension, associated parking and garage. The garage would sit beneath the side extension and open onto a new area of excavated hardstanding, access via a new gated access from Chantry Lane. The two storey side extension proposed would have the same pitched roof as the existing dwellinghouse, with a deep catslide to the northern elevation to limit views to the rear. The proposed associated parking would allow for off road as well as a new on street parking bay on Chantry Lane. The application has been amended during the consideration of the application to address officer concerns regarding the design of the proposal.

### **DESCRIPTION OF THE SITE**

- 1.2 The application relates to a detached two-storey dwelling located on the eastern side of Chantry Lane within the built up area of Storrington and Sullington. The dwelling is composed of a stock brick and white rendered walls to all elevations, timber framed fenestration and tiled roof, and sits in an elevated position above the road. The area is characterised by

detached dwellings of a similar proportion and scale to the proposal site. The application site benefits from modest garden space and no onsite parking. Chantry Lane is a narrow lane which slopes up from the north and south to a high point outside the site.

## 2. INTRODUCTION

### STATUTORY BACKGROUND

2.1 The Town and Country Planning Act 1990.

### 2.2 National Planning Policy Framework

### 2.3 Horsham District Planning Framework (HDPF 2015)

Policy 1 - Strategic Policy: Sustainable Development

Policy 2 - Strategic Policy: Strategic Development

Policy 25 - Strategic Policy: The Natural Environment and Landscape Character

Policy 32 - Strategic Policy: The Quality of New Development

Policy 33 - Development Principles

Policy 40 - Sustainable Transport

Policy 41 - Parking

### RELEVANT NEIGHBOURHOOD PLAN

2.4 Storrington, Sullington and Washington Neighbourhood Plan 2018- 2031  
- Policy 14 (Design).

2.5 Storrington, Sullington and Washington Parish Design Statement

### PLANNING HISTORY AND RELEVANT APPLICATIONS

|          |  |  |
|----------|--|--|
| SR/84/85 | Erection of a double garage & alteration to vehicular access<br>Comment: Adj meadow cottage<br>(From old Planning History) | Application Permitted on<br>26.03.1986 |
| SG/48/00 | Double garage with studio above and conservatory and new access<br>Site: Upways Chantry Lane Storrington                   | Application Permitted on<br>15.03.2001 |

## 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](http://www.horsham.gov.uk)

### INTERNAL CONSULTATIONS

### 3.2 HDC Tree Officer: Comment

It is clear that several sections of hedging along the western and northern boundaries of the property will need to be removed to facilitate this scheme, as well as several sections of hedging from within the garden. The hedge along the northern boundary does provide a good barrier between the applicants' home and the property to the north; for this reason, I would recommend that consideration is given to ensuring that this is retained as is shown on the proposed site plan.

The plans also show that a medium-sized Compressors macrocarpa on the western boundary would also need to be removed for the development to be built as proposed. However, from looking at street view images of the property and the case officers site photos, despite the tree's location at the front of the property abutting Chantry Lane. It does not strike me as a tree of any rare, particular or exceptional merit, and I would not have any objection to its removal. I am not of the view that there are any trees on the site of such exceptional importance as to justify refusal of these development proposals put forward.

## OUTSIDE AGENCIES

### 3.3 **WSCC Highways: No Objection**

#### Access

The plans indicate implementation of a private layby parking space on private land, part of this layby will require a VCO. The details submitted raise no concerns.

The plans provided indicate vehicle visibility splays of 2.4 x 20 metres. While these visibility splays are below standards, the LHA appreciates that the nature of the road in this location, partnered with the benefit of removing vehicles off the highway, would allow the LHA to deem this acceptable.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the new would operate unsafely. With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the proposed access.

#### Vehicle Parking & Turning

The plans provided indicate an adequate hardstand and garage for the proposal. The hardstand includes a turning provision for the site. The LHA would request that this turning area is needed to ensure all vehicles parking in the site have the ability to leave in a forward gear. To summarise the LHA raises no concerns over the Vehicle Parking & Turning.

#### 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 111), and that there are no transport grounds to resist the proposal. The LHA have suggested conditions applied below.

### 3.4 **Natural England: Objection**

It cannot be concluded that existing abstraction within the Sussex North Water Supply Zone is not having an adverse effect on the integrity of the Arun Valley SAC/SPA/Ramsar sites. Developments within Sussex North must therefore must not add to this impact and one way of achieving this is to demonstrate water neutrality. The definition of water neutrality is the use of water in the supply area before the development is the same or lower after the development is in place.

To achieve this Natural England is working in partnership with all the relevant authorities to secure water neutrality collectively through a water neutrality strategy. Whilst the strategy is evolving, Natural England advises that decisions on planning applications should await its completion. However, if there are applications which a planning authority deems critical to

proceed in the absence of the strategy, then Natural England advises that any application needs to demonstrate water neutrality.

## PUBLIC CONSULTATIONS

### 3.5 **Parish Council Consultation: Objection.**

The Parish object to the amended plans due to concerns raised to the overdevelopment of the site. The overall size of the extension is considered to be large. Concerns have also been raised to the new access as Chantry Lane is a very narrow lane the proposed access would also be exiting almost directly across from the road opposite. It is unclear what effect the extension will have on the street scene but it will no doubt add to the intrusion of the proposed parking/access. The provision of a vehicle access changes significantly the character of the street scene/lane. Members also object to the removal of a substantial amount of trees and natural wildlife habitat.

### 3.6 11 letters of objection, from 9 independent addresses, 1 from the general public and 1 from outside the district were received in connection with the proposal.

The main material grounds for objection can be summarised as:-

#### Overdevelopment and Design

- Concerns raised to the overall size of the extension as it would be doubling the existing footprint of the existing property.
- The extension would be out of character of the surrounding area in terms design and scale.
- Concerns raised that the upper storey would be seen from the surrounding area
- Harmful impact to adjoining properties.
- Unsympathetic design and out of character

#### Highways, Access and Parking

- The proposed access and parking would cause disruption to the road and existing traffic
- Impact on traffic movements onto the narrow lane

#### Trees and Landscaping

- Removal of the bank and vegetation would erode the character of the surrounding area.
- Unnecessary loss of trees and landscaping

## 4. **HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS**

### 4.1 Article 8 (Right to respect of a Private and Family Life) and Article 1 of the First Protocol (Protection of Property) of the Human Rights Act 1998 are relevant to this application, Consideration of Human rights forms part of the planning assessment below.

## 5. **HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER**

### 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

## 6. **PLANNING ASSESSMENTS**

### 6.1 The main issues are the principle of the development in the location and the effect of the development on;

- The character of the dwelling and the visual amenities of the area
- The amenities of the occupiers of adjacent properties
- Access and parking

### **Design & Appearance**

- 6.2 Policy 33 of the Horsham Development Framework states that permission will be granted for developments which ensure the scale, massing, and appearance of the development is of a high standard of design which relates well to the host building, and adjoining neighbouring properties.
- 6.3 The two storey side extension would facilitate the creation of a two bay garage at the lower ground floor level; a kitchen, dining and snug room, an entrance hall, utility and boot room at ground floor level; and two additional bedrooms, a new bathroom, and study at upper ground floor / first floor level. The proposed two storey side extension proposes to match the overall form of the original dwelling and would be in line with the principal elevation and set in line with the main ridge height of the existing dwellinghouse.
- 6.4 The proposed two storey side extension would run to the rear of the property to be in-line with the existing rear wall. The roof profile to the western would present a deep cat slide with four rooflights in the slope to reduce the overall mass and bulk of the extension when viewed from the northern boundary.
- 6.5 Overall, the proposal would reflect the form, scale and detailing of the existing building and would appear a coherent and sympathetic addition. The proposed two storey side extension is considered to be an improved projection of the western elevation and therefore would not unduly unbalance the main dwelling or otherwise over-dominate or harm its surroundings.
- 6.6 It is also proposed to create a hardstanding to facilitate the creation of a gated driveway off street parking spaces to the front of the property, and a separate parking space outside the site on Chantry Lane. As Chantry Lane is a narrow single track lane, the only available parking for the house is currently on the narrow road. It is noted that this arrangement is only for Upways as all neighbouring properties have established driveways. The creation of off street parking spaces and a driveway is thus considered to be acceptable and would reduce the likelihood of on street parking within the vicinity. In order to create the access area vegetation from the western boundary would need to be removed and the embankment excavated out. The Council's Tree Officer has identified no major issues with removing trees or vegetation from this boundary, including the medium sized Macrocarpa tree that sits just inside the site. However, in order to understand the extent of reduction of land and trees to the proposed replacement planting/boundary scheme further details are requested via condition.
- 6.7 Overall, the proposed extension and associated works are considered appropriately designed and scaled in relation to the main dwellinghouse and would not serve to unbalance the main dwelling or its surroundings. Although the works would be visible from a public vantage, it is considered that they would not have a detrimental effect on the appearance of the dwellinghouse or the wider area, in accordance with Policy 33 of the Horsham District Planning Framework. Whilst the proposals for off street parking would result in the loss of vegetation and excavation into the embankment, this impact is offset by new planting fronting the street and the benefit of removing parked vehicles from Chantry Lane given the current absence of on-site parking for this property.

### **Impact on Amenity**

- 6.8 Policy 33 of the Horsham District Planning Framework 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. Given the revisions to the scheme, the siting and proximity of the proposed extension to the boundaries and positioning within the curtilage of the site, no issues of overlooking, overshadowing, or overbearing is envisaged to the adjoining and neighbouring properties.

- 6.9 Whilst it is acknowledged that the application site is situated at a higher ground level from the main road, it is well screened and has no visibility from the street scene. This is so, for the majority of properties on Chantry Lane. The proposed extension sits at a reasonable distance from the existing side boundary to the western elevation, and would ensure that the proposal would not have an overbearing impact on the neighbouring properties. This is further enhanced by the fact that the proposed extension would be levelled at the main ridge height of Upways and is well screened to the rear of the site.
- 6.10 It is considered that the proposed driveway and off road parking, taking into account its configuration and land levels, would not result in any additional overlooking into the habitable living space of the adjoining properties. As such, the development is considered to be acceptable on amenity grounds in accordance with Policy 33 of the Horsham District Planning Framework.

### **The highways impacts of the proposal**

- 6.11 Policies 40 and 41 of the Horsham District Planning Framework states that development should provide a safe and adequate access, suitable for all users. The proposed development would be served by a new access point from Chantry Lane to the west. The submitted details indicate that the proposed dwellings would be served by a total of 2no parking spaces including a lay-by. WSCC Highways have confirmed that suitable visibility splays have been provided for vehicles entering and exiting the site, and that no highway safety issues have been identified.

### **Water Neutrality**

- 6.12 There is no clear or compelling evidence to suggest the nature and scale of the proposed domestic extension would result in a more intensive occupation of the dwelling, necessitating an increased consumption of water that would result in a significant impact on the Arun Valley SAC, SPA and Ramsar sites, either alone or in combination with other plans and projects. The grant of planning permission would not therefore adversely affect the integrity of these sites or otherwise conflict with policy 31 of the HDPF, NPPF paragraph 180 and the Council's obligations under the Conservation of Habitats and Species Regulations 2017.

### **Conclusion**

- 6.13 In conclusion the proposed works would represent a sizeable addition to the dwelling and whilst it would increase the overall mass from width and built form, the proposed extension would be in keeping with the existing, which would not create an incongruous appearance between the old and new. The resulting building would not be disproportionate to the size of the plot or the character of the surrounding area. The visual impact of the extension is considered be minimal due to the existing screening. The new proposed access is viewed to improve the existing parking associated to the property. The retained separation from shared boundaries is considered sufficient to ensure no unacceptable harm to neighbouring amenity would result.
- 6.14 Therefore, the application is considered to enhance the immediate surrounding and ensure that the development would not result in harm to the immediate setting, and neighbouring amenity and therefore recommend approval.
- 6.15 Conditions are suggested to ensure; adequate boundary treatments, detailed use of materials to be provided, a landscaping scheme to confirm all hard and soft landscaping

details/materials. Conditions have also been suggested to ensure adequate parking, turning and access facilities necessary to serve that dwelling have been implemented in accordance with the approved plans.

#### 6.16 COMMUNITY INFRASTRUCTURE LEVY (CIL)

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

**It is considered that this development constitutes CIL liable development.** At the time of drafting this report the proposal involves the following:

| Use Description      | Proposed | Existing                | Net Gain      |
|----------------------|----------|-------------------------|---------------|
| District Wide Zone 1 | 183.34   |                         | 176.12        |
|                      |          | <b>Total Gain</b>       | <b>176.12</b> |
|                      |          | <b>Total Demolition</b> | <b>7.22</b>   |

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

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

### 7. RECOMMENDATIONS

7.1 It is recommended that planning permission is permitted subject to the following conditions-

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

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

- 3 **Pre-Commencement Condition:** Prior to the commencement of any part of the development hereby permitted, full details of all hard and soft landscaping works shall have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include plans and measures addressing the following:

- Details of all existing trees and planting to be retained
- Details of all proposed trees and planting, including schedules specifying species and plant numbers
- Details of all hard surfacing materials and finishes
- Details of all boundary treatments
- Details of all external lighting

The approved landscaping scheme shall be fully implemented in accordance with the approved details within the first planting season following the first occupation of any part of the development. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development. Any proposed planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015)

- 4 **Pre-Commencement Condition:** The use of the access and parking area shall not commence until the vehicular access, parking and turning area serving the development has been constructed in accordance with the approved site plan, and visibility splays of 2.4 x 20 metres have been provided at the proposed site vehicular access onto Chantry Lane in accordance with plans and details submitted to the Local Planning Authority. The splays shall be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: To ensure adequate visibility splays is available to serve the development and in the interests of road safety in accordance with Policies 40 and 41 of the Horsham District Planning Framework (2015).

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

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).