



TO: Planning Committee South

BY: Development Manager

DATE: 17 January 2017

DEVELOPMENT: Outline application with all matters reserved for the demolition of existing dwelling and construction of two detached 5 bedroom dwellings and associated garaging

SITE: Crosswinds Hampers Lane Storrington Pulborough

WARD: Chantry

APPLICATION: DC/16/1664

APPLICANT: Mr Merrick

REASON FOR INCLUSION ON THE AGENDA: More than 8 representations have been received contrary to the officer recommendation.

RECOMMENDATION: Approve subject to conditions

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 The application seeks outline planning consent for demolition of the existing detached dwelling and the erection of two detached dwellings with associated garages. All matters, i.e. appearance, access, landscaping, layout and scale, are reserved for future approval. The application is though accompanied by illustrative plans which indicate that the site would be subdivided to create north and south plots with an internal access road from the north-eastern corner of the site, which links onto Hampers Lane.

DESCRIPTION OF THE SITE

1.3 The application site comprises a substantial backland plot which is set back a considerable distance from Hampers Lane, accessed via an unmade track. The northern part of the site accommodates a modest chalet-bungalow with the remainder of the site garden space largely enclosed by substantial and well established vegetation. The surrounding area is characterised by low density housing dominated by detached dwellinghouses set within spacious wooded plots. The site, and immediate surroundings, are within the Storrington and Sullington built-up area boundary.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT GOVERNMENT POLICY

- 2.2 **National Planning Policy Framework:**
NPPF6 - Delivering a wide choice of high quality homes
NPPF7 - Requiring good design
NPPF14 - Presumption in favour of sustainable development

RELEVANT COUNCIL POLICY

- 2.3 **Horsham District Planning Framework (HDPF 2015)**
HDPF1 - Strategic Policy: Sustainable Development
HDPF3 - Strategic Policy: Development Hierarchy
HDPF15 - Strategic Policy: Housing Provision
HDPF25 - Strategic Policy: The Natural Environment and Landscape Character
HDPF32 - Strategic Policy: The Quality of New Development
HDPF33 - Development Principles
HDPF35 - Strategic Policy: Climate Change
HDPF40 - Sustainable Transport
HDPF41 - Parking

RELEVANT NEIGHBOURHOOD PLAN

- 2.4 The Storrington, Sullington and Washington Neighbourhood Plan has not progressed to referendum. The parishes continue to be covered by the HDPF which remains the up to date plan for the area.

2.5 PLANNING HISTORY

SG/14/62	Permanent dwelling in place of Faerydown to be demolished.	PER
SG/4/62	Site for dwelling adj. Faerydown.	REF

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 None

OUTSIDE AGENCIES

- 3.3 Southern Water: No objection. The exact position of a water main and foul sewer must be determined on site and no excavation should be carried out within 4 metres of the main (without consent from Southern Water). There are no surface water sewers in the area and alternative means of drainage are therefore required. A formal application for a connection to the public foul sewer would be required.

- 3.4 West Sussex County Council – Highways: No objection, the proposals would not have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

PUBLIC CONSULTATIONS

- 3.5 Washington Parish Council: Object, the narrow access road and proposed dwellings, with multiple car parking areas at the end of a narrow drive, would be overdevelopment. If the application is approved the privacy of neighbouring properties should be paramount.
- 3.6 Representations have been received from 10 addresses, objecting to the proposal for the following reasons:-
- The access is long and narrow with difficult entry;
 - The southern house would overlook adjoining properties;
 - Two dwellings on the site would not be in keeping with the existing character of the area;
 - The application does not include an assessment of waste and surface water;
 - Increase traffic from construction.

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

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

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

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

6. PLANNING ASSESSMENTS

Principle

- 6.1 The application site is within the built-up area boundary of Storrington and Sullington, which is identified by the HDPF as a settlement with a good range of services and facilities, strong community networks and local employment provision, together with reasonable rail and / or bus services. Policy 3 of the HDPF states that development will be permitted within built-up area boundaries, with any infill development required to demonstrate that it is of an appropriate nature and scale to maintain the characteristics and function of the settlement. In this location the redevelopment of the site to provide 2 dwellinghouses, and a net gain of 1 unit, would be acceptable in principle and would contribute towards the provision of windfall housing within the District.

Character and appearance

- 6.2 The application site is in a backland location, accessed via an unmade track, and as such is not readily appreciated from the public realm. The key characteristic of the site, particularly when viewed from adjoining properties, is considered to be the boundary screening provided by established vegetation and trees. The immediate surroundings are

characterised by low density detached dwellinghouses of varying siting, form, scale and design set within plots which although relatively spacious vary in size. While development is low-density there are numerous examples of infill development in the locality, for example, Hemingways, Blackbird Cottage and Hylates to the east of the site.

- 6.3 It is considered that in this context, where backland infill development is an established part of the character of the area, the subdivision of the plot is acceptable in principle. While layout has been reserved the illustrative plans indicate the site would be divided to form north and southern plots. This approach would reflect the siting of adjoining development to the east and west and given the location of the site and nature of the boundary screening the resulting development would not appear visually cramped. Similarly, while scale and appearance are reserved the illustrative plans indicate two-storey articulated dwellings which would be in keeping with the surroundings.
- 6.4 The submitted plans, although illustrative, identify the location of boundary screening and possible locations for enhanced planting, particularly to the shared western boundary of the site. While landscaping is reserved there are no protected trees on the site and this approach would allow for retention of the most significant boundary planting, and would preserve the prevailing character and appearance of the site and wider surrounding area.
- 6.5 It is considered that while the proposal would represent an increase in density the plot subdivision, and formation of an additional dwelling, would not result in any significant harm to the established character and appearance of the area. The illustrative plans indicate that an appropriate layout, scale, appearance and landscaping could be achieved, and such detail would be secured through a subsequent reserved matters application. The proposal is therefore considered to accord with policies 25, 32 and 33 of the HDPF.

Impact on neighbouring amenity

- 6.6 The detailed amenity considerations would be considered at reserved matters stage once the layout, scale and appearance has been finalised. The proposed plot sizes would though allow sufficient separation to be retained around the proposed dwellings which, coupled with landscaping to shared boundaries, would prevent any harmful loss of light, outlook or privacy to adjoining occupants.
- 6.7 The formation of an additional dwellinghouse, and associated outdoor amenity space, in an established residential area would not be expected to generate significant or harmful levels of noise or disturbance for occupants of adjoining properties.

Highways

- 6.8 While access is reserved the submitted plans indicate this would be achieved via the existing unmade track off Hampers Lane, and this represents the only way access could practicably be achieved. The roads in the vicinity of the site are privately maintained bridleways and therefore open to public use. Hampers Lane is a narrow single-lane track along much of which there is insufficient space for two vehicles to pass, albeit there are a number of passing spaces along its length; the site access comprises an unmade track with no passing space for vehicles. A number of representations have been received setting out concerns that this (unadopted) road network is inadequate to accommodate further residential development.
- 6.9 While the access and wider road network have limitations this is an existing situation with no evidence to suggest the arrangement causes either a material nuisance or safety hazard. The proposed development, of a single dwellinghouse, would not result in a disproportionate increase in traffic movements to or from the site. In the absence of any concerns from the Highway Authority it would be difficult to argue that a single dwelling

would amount to such harm as to create a safety hazard or amenity impact. It is therefore considered that the existing situation provides adequate access, with the current form of the access and lane capable of dealing with the net increase in traffic resulting from the proposal.

- 6.10 The submitted plans, although illustrative only, demonstrate that sufficient provision can be made for on-site parking and manoeuvring space to allow vehicles to exit on to Hampers Lane in a forward gear.
- 6.11 The Highway Authority does not consider that the proposal for a single dwelling would have a 'severe' impact on the operation of the highway network, and therefore there are no transport grounds to resist the proposal. As such, the proposal is considered to accord with policy 41 of the Horsham District Planning Framework.

Conclusion

- 6.12 The application is made in outline only but the indicative information submitted demonstrates that a scheme of acceptable layout which limits landscape and townscape harm, maintains a good level of amenity for adjacent residents and for future occupiers and which provides sufficient parking could come forward at the reserved matters stage.

7. RECOMMENDATIONS

- 7.1 It is recommended that outline consent is granted, subject to the following conditions:

1. A list of the approved plans
2. (a) Approval of the details of the layout of the development, the scale of each building, the appearance of each building, access to and within the site and the landscaping of the development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

(b) Plans and particulars of the reserved matters referred to in condition (a) above, relating to the layout of the development, the scale of each building, the appearance of each building, access to and within the site and the landscaping of the development, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

(c) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

(d) The development hereby permitted shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.

3. 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 adjoining residential properties in accordance with Policy 33 of the Horsham District Planning Framework (2015).

4. No development shall commence until precise details of the existing and proposed finished floor levels of the development in relation to nearby datum points 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. No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles, method of access and routing of vehicles during construction and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: As this matter is fundamental to avoid undue congestion of the site and consequent obstruction to access and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

6. No development shall commence until a drainage strategy detailing the proposed means of foul and surface disposal has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme.

Reason: As this matter is fundamental to ensure that the development is properly drained and complies with the current Building Regulations as well as Policy 38 of the Horsham District Planning Framework (2015).

7. No development above ground floor slab level of any part of the development hereby permitted shall take place level until confirmation has been submitted, in writing, to the Local Planning Authority that the relevant Building Control body shall be requiring the optional standard for water usage across the development. The dwellings hereby permitted shall meet the optional requirement of building regulation G2 to limit the water usage of each dwelling to 110 litres per person per day. The subsequently approved water limiting measures shall thereafter be retained.

Reason: As this matter is fundamental to limit water use in order to improve the sustainability of the development in accordance with Policy 37 of the Horsham District Planning Framework (2015).

8. Prior to the first occupation of any part of the development hereby permitted, details of the parking turning and access facilities shall be submitted to and approved by the Local Planning Authority in writing. The building / dwelling shall not be occupied until the approved parking, turning and access facilities have been fully implemented. The parking turning and access facilities shall thereafter be retained as such.

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

9. Prior to the first occupation of any part of the development hereby permitted, details of secure cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and 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).

Background Papers: DC/16/1664