Planning Statement

Conversion of garage (retrospective)

15 Pelling Way, Horsham

prepared by

WPS Planning

Planning Statement
15 pelling way

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1.0 INTRODUCTION

1.1 WPS Planning has been instructed by Mr Cooper to submit a retrospective householder application for the existing garage to provide habitable accommodation.

1.2 A planning application is required due to condition 26 (DC/12/2202), which states that all garages shall be retained for the parking of vehicles.

2.0 SITE AND SURROUNDING AREA

2.1 The application site is located on the western side of Pelling Way and consists of a two storey end of terrace dwelling with attached single garage.

2.2 Pelling Way is located within Wickhurst Green, which lies to the south of Broadbridge Heath. The site lies within of the defined built-up area of Horsham.

3.0 PLANNING HISTORY

3.1 The site has the following planning history:

- DC/12/2202 - Approval of reserved matters for the erection of 320 residential units (256 private and 64 affordable housing units) comprising 101 x 2-bed, 165 x 3-bed and 54 x 4-bed houses/flats, landscaping, highways, parking and associated works pursuant to approved outline planning application DC/09/2101 (Erection of 963 residential units and other associated development) - Permitted

4.0 THE PROPOSAL

4.1 The proposal would seek retrospective planning permission for the conversion of the garage to provide habitable space.

5.0 PLANNING POLICY

National Planning Policy

5.1 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accord with the development plan without delay, and that where the development plan is silent or relevant policies are out of date, that permission be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, or policies of the NPPF indicate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.

5.2 Sustainable development is seen within the NPPF as having three roles, namely an economic, social and environmental role which should be a golden thread running through both plan making and decision taking.

5.3 The following sections within the NPPF (2023) are important factors in the assessment of the proposal:

- Section 9 - Promoting sustainable transport
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed and beautiful places

Local Plan

5.4 In terms of the local planning policy context for the Application Site, the adopted Development Plan for the Horsham District is composed of the following relevant documents:

- Horsham District Planning Framework (HDPF) – Adopted November 2015.
  - Policy 1 - Sustainable Development
  - Policy 2 – Strategic Development
  - Policy 32 – The Quality of New Development
  - Policy 33 – Development Principles
  - Policy 41 – Parking

6.0 PLANNING ASSESSMENT

Proposal

6.1 The development comprises the conversion of the existing attached single garage to provide additional habitable space within the existing dwelling as well as retaining some storage space for bikes etc. The garage door has been retained to provide access to the storage.

Principle

6.2 The site is located within the built-up area boundary of Horsham, meaning that development is acceptable in principle.

6.3 It is also significant that Policy 33 (Development Principles) in the HDPF states that:

> *new development should make efficient use of land, and prioritise the use of previously developed land whilst respecting constraints that exist. Further, Paragraph 17 in the NPPF encourages the effective use of land on previously developed sites (brownfield land), provided they are not of high environmental value. This is the case with the footprint of the existing dwelling within a built-up area.*

6.4 The existing building is not a Listed Building, nor is the site situated within a Conservation Area. The proposal marks a more efficient use of the land which is

in keeping with its surroundings and would also provide additional living space.

6.5 The site does not lie within a flood risk area and has no other constraints. There are also no ecology concerns with the site.

6.6 There are a number of examples of similar garage conversions within the newly developed Wickhurst Green area. Notable 23 Carter Way (DC/23/1124), 45 Carter Way (DC/20/2187) and 46 Sargent Way (DC/20/2439) along with others in the area. As such, setting a precedent for the conversion of the garage and the provision of sufficient parking.

6.7 It is therefore considered that the principle of development in this location is acceptable as complying with Policies 3 and 33 in the HDPF (2015) and the NPPF.

Design & Impact upon the Character of the Area

6.8 The NPPF sets out at paragraph 124 that the Government attaches great importance to the design of the built environment and good design is a key aspect of sustainable development. Paragraph 125 sets out that it is important to plan for the achievement of high quality design and inclusive design for all developments.

6.9 Policies 32 and 33 of the HDPF set out the Council's criteria in respect of the quality and design of new development. Policy 32 states "High quality and inclusive design for all development in the District will be required based on a clear understanding of the local, physical, social, economic, environmental and policy context for development".

6.10 Policy 33 states that in order to conserve and enhance the natural and built environment, developments shall 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,

landscape, open spaces and routes within and adjoining the site.

6.11 The conversion of the garage has made only internal changes, as the main garage door has been retained for access to the storage area. The conversion has only made internal changes with no new external openings as part of the conversion.

6.12 The proposal is therefore considered to comply with Policies 32 & 33 of the HDPF and the aims of the NPPF.

Neighbour Amenity

6.13 Policy 33 of the HDPF states "In order to conserve and enhance the natural and built environment developments shall be required to ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, for example through overlooking or noise, whilst having regard to the sensitivities of surrounding development".

6.14 Given the works are only internal, the development does not have any impact upon the amenities of the neighbouring dwellings, in terms of overlooking or loss of privacy. The proposed dwelling therefore complies with Policy 33 of the HDPF and the aims of the NPPF.

Access & Parking

6.15 It is noted that condition 26 of the original permission DC/12/2202 requires the retention of the garage for parking. It is however questionable whether this condition meets the test of being enforceable. Whilst the garage can be retained as a space in theory, garages in these types of developments are rarely used for parking of vehicles, rather a storage space. It is therefore unrealistic that the Council would enforce every garage (156) approved as part of the above permission.

6.16 The applicant currently utilise their driveway for parking of vehicles with no impact

upon highway safety, with a sufficient level of visitor parking spaces along Pelling Way. The conversion works still enables bicycles to be stored in the front part of the garage.

6.17 It is clear with other examples of garage conversions, it is accepted that the driveways and other parking spaces are sufficient for residential properties in the area, thereby not having any detrimental impact.

6.18 It is therefore considered that the conversion of part of the garage does not have a detrimental impact upon parking in the area or highway safety and so complies with Policies 40 and 41 of the HDPF, West Sussex County Council standards and the NPPF.

7.0 CONCLUSION

7.1 In summary, it is considered that the development makes a more efficient use of the site. The garage conversion does not have a detrimental impact upon the surrounding development, as there are no external alterations. The existing dwelling has an appropriate level of parking. The proposed development would sit comfortably within the residential character and appearance of the surrounding area.

7.2 As such, it is respectfully requested the application is approved, as it has been clearly demonstrated to accord with National and Local Planning Policy.