Planning Statement

Planning Application for
Erection of detached garage and associated driveway to serve the dwelling approved under reference DC/26/0834
at
Stoneleigh, Tower Hill,
Horsham, West Sussex, RH13 0AQ
on behalf of
Mr P Westergaard

September 2026

Chartered Town Planner
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1. Introduction

1.1. This Statement supports the planning application for the erection of detached garage to serve the dwelling recently approved under reference DC/26/0834 at Stoneleigh, Tower Hill, Horsham, West Sussex, RH13 0AQ. This Statement should be read in association with the planning application forms and drawings, which include a site location plan, proposed site plan, elevations and floor plan.

1.2. This Statement sets out the background to the application and need for the development, before summarising the relevant planning policies. It then analyses the proposals against that background before concluding how the development would meet those policies and other material considerations.

2. Site Description and Proposals

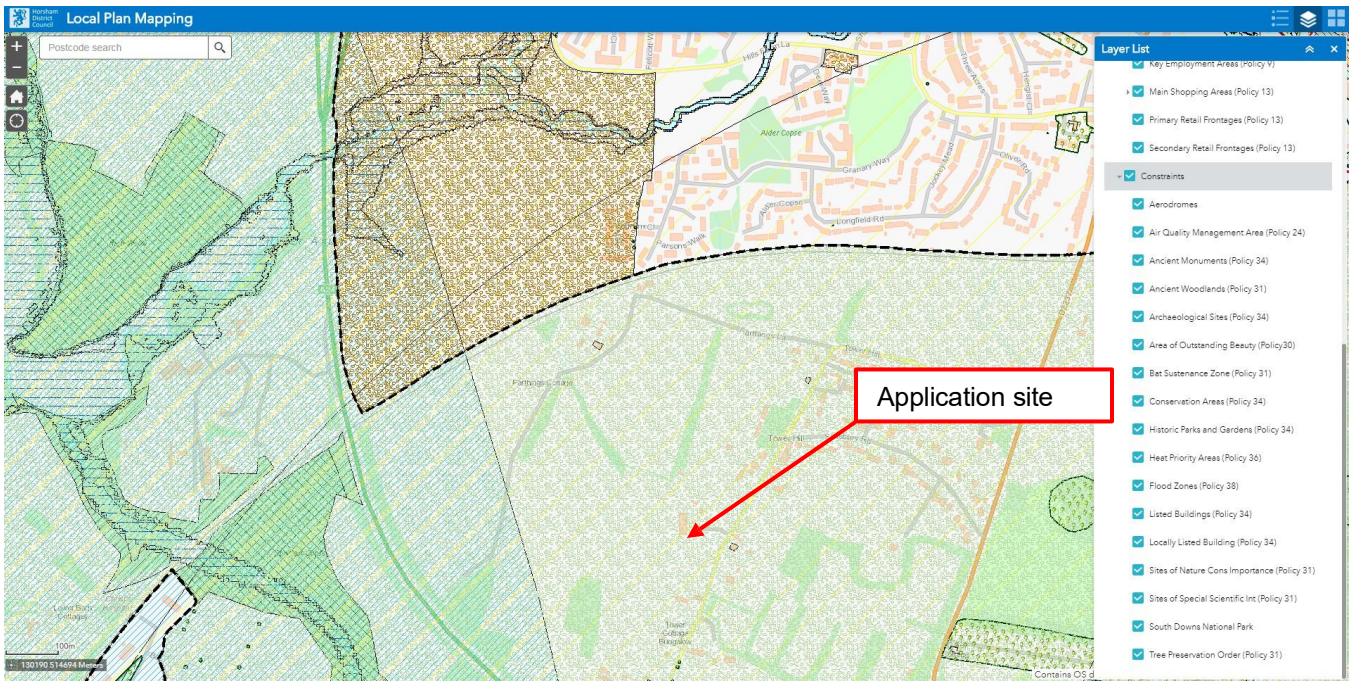
2.1. The proposal is to erect a detached garage to serve the recently approved dwelling at Stoneleigh under reference DC/26/0834. The new dwelling would be formed from the conversion of the existing barn into a dwelling. The proposed garage would be of a sympathetic design in relation to its rural surroundings. The proposed siting would be within the residential curtilage of the approved dwelling and immediately to the side of it. A full application is submitted to enable the development as the approved dwelling has not yet been established.

2.2. The site is located to the south west of Horsham off Tower Hill, that runs parallel to Worthing Road (B2237). The site lies within the countryside as defined by the Horsham District Planning Framework. Importantly in this location, the land is unaffected by any special landscape designations and the house is not listed. There are other residential properties to all sides. The proposed siting is screened from Tower Hill by mature trees and hedges, limiting views towards the application site from passing vehicular and pedestrian traffic.

2.3. The proposal would involve a detached garage as a domestic structure erected near to the house. The building would have an attractive traditional timber clad appearance with 2 bays which are suitable to park cars, bicycles as well as

providing other storage space, including refuse and recycling. The proposed garage would be proportionate in size to the dwelling it serves, within a plot sufficiently large so that no harm is caused to the character or amenities of the immediate surroundings.

2.4. An extract from the Council's proposal map showing the location of the site is included below:



Key:

Built Up Area Boundary (Policy 3)

Area Outside Built Up Area Boundary (Policy 3)

Housing/Mixed Development Sites (Policy CP8)

Aerodromes

Bat Sustenance Zone (Policy 31)

Extract taken from Horsham District Planning Framework Proposals Map

3. Planning Policy

3.1. With reference to the Horsham District Local Plan, the site is located outside settlement boundaries within countryside defined as an 'Area outside built-up area boundary'. Applications for development will be assessed against policies contained within the Horsham District Planning Framework and Southwater Neighbourhood Plan, having regard to the National Planning Policy Framework (NPPF) as a material consideration.

National Planning Policy Framework 2026

3.2. Chapter 3 concerns Decision-making policies with Policy DM3: Determining development proposals requiring local planning authorities to:

"a. Work with the applicant in a positive and proactive manner where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;

b. Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;

d. …Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines…

f. Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations."

3.3. DM6: Use of planning conditions and obligations states that:

"1. Planning conditions should only be attached to planning permissions and other associated consents for development where they are: a. Necessary to make the development acceptable in planning terms; b.

Relevant to the development and to planning considerations generally; c. Sufficiently precise to make them capable of being complied with and enforced; and d. Reasonable in all other respects." Part 3 reiterates that **"Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification."**

3.4. Chapter 4 Achieving sustainable development Under Policy S3: Presumption in favour of sustainable development states that **"Decisions on development proposals should apply a presumption in favour of sustainable development. This means: …**

b. Outside settlements, policy S5 should be applied; and

c. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay." I

3.5. Policy S5 sets out in part 1 that the following **"development should be approved outside settlements… unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:..**

d. The redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential);

e. Limited infilling within groups of houses;…

j. Development which would address an evidenced unmet need…"

3.6. Chapter 14 is entitled 'Achieving well-designed places' and primarily focuses on ensuring that high quality buildings and places are created. More specifically, Policy DP3: Key principles for well-designed places seeks at part 2 g. to **"create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting".**

3.7. Annex A confirms at part 2 that **"Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight."**

Horsham District Planning Framework (November 2015)

3.8. Policy **25** 'The Natural Environment and Landscape Character' states that all new development must respect and, where appropriate, enhance the character and distinctiveness of the landscape and habitats.

3.9. Policy **26** 'Countryside Protection' seeks to protect the countryside from inappropriate development. The proposal does not include alterations that would adversely harm the openness of the countryside being closely related to the approved house.

3.10. Policy **28** 'Replacement Dwellings and House Extensions in the Countryside' is particularly relevant to this proposal and reads as follows:
"Outside the defined built-up areas, house extensions, replacement dwellings and ancillary accommodation will be supported if the development can be accommodated appropriately within the curtilage of the existing dwelling. In addition:

1. *(Not applicable)*
2. *(Not applicable)*
3. *Ancillary accommodation and garaging will be required to meet with all other appropriate policies, particularly design principles, and demonstrate that the need for additional space cannot be met from an existing dwelling or buildings suitable of conversion on the site. The size of any new outbuilding should have regard to the dwelling they serve and should be grouped with the house, and*
4. *Garages and any new outbuildings should have regard to the dwelling they serve and should be grouped with the house. …"*

3.11. In this case, the proposal is grouped with the approved house and is strictly for keeping the household's vehicles, bicycles and general domestic storage.

3.12. Policies **32** 'The Quality of New Development' and **33** 'Development Principles' require significant consideration within development proposals for attractive environments, respect for local character, optimal land uses and maximising design and layout standards to cater for surrounding amenity and accessibility needs.

3.13. Policy **41** 'Parking' states that adequate parking and facilities must be provided within developments to meet the needs of anticipated users.

Southwater Neighbourhood Plan 2020

3.14. The Southwater Neighbourhood Plan contains several policies which are relevant. Policy SNP1 (Core Principles) requires all development to be of high quality, respect local character, and protect residential amenity.

3.15. Policy SNP14 (Adequate Provision Of Car Parking) requires suitable provision accordance with the standards.

3.16. Policy SNP16 (Design) sets expectations for scale, massing, materials, and integration with the existing built form, ensuring outbuildings are screened and provide a good level of security.

3.17. Policy SNP17 (Site Levels) encourages development to utilise existing site levels with a height which does not adversely impact neighbouring properties or the character of the area.

4. Analysis

4.1. The submission concerns the erection of a detached garage to serve the recently approved dwelling at Stoneleigh. The building is required for parking the applicant's cars, bicycles and for domestic storage, including refuse and recycling. The approved dwelling does not include any secure storage for such items which are reasonably required. There is therefore an evidenced need for the proposed building. Given that the approved dwelling is outside of the built up area it would reasonably be considered previously developed land under the NPPF once works commence. The proposal will also essentially infill a space between existing group of houses.

4.2. The building would have 2 enclosed bays for secure storage. There would be no windows in the sides of the garage to improve security. The building would have internal dimensions of 7.3m width x 6.0m depth resulting in an internal floor area of 43.8m^2. External dimensions would be 7.5m (width), 6.3m (depth) and 4m (height to ridge), 2.5m (height to eaves), resulting in a gross external floor area of 47.25m^2.

4.3. It is suggested that the following issues are of most relevance in this case and are addressed in detail below:

- Impact on the countryside and visual amenities
- Residential amenities
- Access and parking

Impact on the countryside and visual amenities

4.4. The approved dwelling is relatively large with 4 bedrooms and a study and set in a modest plot. The garage would not be an overly dominant feature in the countryside, given its siting behind the mature vegetation fronting Tower Hill and the size of the house served. Outbuildings are common in the area and in many instances larger than that currently proposed. Policy 28 requires garages to meet with all other appropriate policies and design principles.

4.5. Sited to the eastern end of the approved house, the garage would relate well to the orientation and be subservient and not unduly bulky. In form, the new garage building would be a rectangular structure finished in timber cladding, with a dual pitched roof, having a gable at each end. A metal anthracite profile sheet roof is proposed to match the approved dwelling.

4.6. Both national and local policy (policy 28 in the case of the latter) confirm that the erection of outbuildings is acceptable providing this accords with the scale of the dwelling served. There are no other outbuildings to meet the needs of future occupiers for garaging or secure storage. The garage is a reasonable size and for the storage requirements of the applicant, meeting an evidenced need. The garage is considered to be a proportionate addition that would not compromise the openness of the countryside. The garage would thereby conform to considerations under policies 10, 26, 28, 32 & 33.

4.7. The garage is of an appropriate design which is considered to be compatible with the area's rural edge character and reflective of the Sussex vernacular.

4.8. From Tower Hill, the siting of the proposed garage is not very visible due to the dense natural screening consisting of mature laurel hedging which means that there would not be noticeable visual impact from a domestic scale outbuilding in this location and the landscape character of the countryside will be maintained.

4.9. In response to comments from Horsham District Council's Conservation (Heritage) Officer regarding the potential for domestic paraphernalia to formalise and urbanise the informal semi-rural character of Tower Hill, the proposed garage has been sited in the location of the existing pony shed and will be screened from the public road by the established laurel hedging. This location enables vehicles to be accommodated discreetly and does away with any visual impact associated with parked cars and any domestic paraphernalia within the site.

4.10. The garage has been designed in a simple rural barn style to match the design and agricultural character of the existing (adjacent) building. No windows or doors will be visible from the public road/view point. The garage doors will only

be visible to the users of the garage and will not be visible from the public highway. The proposal therefore preserves the semi-rural and agricultural character of the site.

4.11. Alternative locations have been considered. Whilst a garage of these dimensions (no more than 4m in height) could potentially be constructed under permitted development rights elsewhere within the curtilage, there is no room to the north as any building there would obstruct the access to the fields beyond, and the only alternative position would take up the dwelling's garden area to the south, which would result in almost no garden space and be detrimental to the enjoyment of the dwelling. The proposed siting represents the visually least intrusive and most appropriate solution.

Neighbour amenities

4.12. In terms of the amenities of neighbouring and future occupiers, the proposed garage would be viewed alongside the approved dwelling and should not be considered harmful from the perspective of neighbouring properties. The garage would utilise the existing access with a short section of drive connecting to this. The proposed single storey garage will have no significant neighbour amenity impacts, due to the single storey nature of the building, the spacing between the buildings and the fact that the proposed garage has no windows or rooflights.

4.13. The garage is an ancillary domestic structure considered to be acceptable in principle, sympathetic in scale and appearance to the site and reasonably required by the applicant's family. The garage would be subservient in relation to the main house, with trees and hedging bordering the site limiting any potential impact to neighbours.

4.14. There would be no impact upon neighbouring properties by way of loss of privacy, light or overbearance as the garage is some distance from the majority of the neighbouring residential properties and single storey in height. The sympathetic design means that the garage would integrate with the wider setting including these properties in line with policies 28, 32 and 33.

Access and parking

4.15. As above, policy 28 provides for domestic outbuildings, providing that they are not excessive in size having regard to the dwelling they serve. With regard to needs relating to access and parking, it is considered reasonably necessary for a property of this size to have a double garage. The new garage would broadly meet the minimum standard for garage parking spaces (3m x 6m internally) within the West Sussex County Council Guidance for Parking in New Residential Developments 2010. This standard would require an internal width and depth of 6m for 2 cars and the proposed internal dimensions of 7.3m x 6m will be sufficient with additional space for storing of bicycles, refuse and recycling etc. The storage provision is appropriate for a dwelling of this size. The garage is conveniently sited in relation to the access drive and would only require a short extension of the existing driveway to link to the garage and provide sufficient space for turning. The existing driveway will continue to provide the same space for parking of vehicles, including visitors, in line with the Neighbourhood Plan.

5. Permitted development rights

5.1. It should be noted that a garage could be lawfully constructed on the site in the same form and siting under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The proposed structure would fall within the scope of Schedule 2, Part 1, Class E, which permits the erection of buildings incidental to the enjoyment of the dwellinghouse, provided that the garage would be located within the curtilage of the property and not be situated to sit forward of the principal elevation and that it would comply with the relevant height limitations, together with being used solely for purposes incidental to the dwellinghouse, namely the storage of vehicles and domestic items. Permitted development rights for outbuildings were not removed by condition 10 of permission DC/26/0834 with the condition only removing the rights for extensions.

5.2. On this basis, the proposed development could accord with the criteria of Class E and therefore benefit from permitted development rights, not requiring express planning permission. However, these permitted development rights will not be crystalised until the dwelling is created. Therefore planning permission is required. However the fallback position of being able to build the garage in the near future under permitted development is a material consideration. There is logic in constructing the garage first as it will provide a secure space for storing materials whilst works are undertaken for the approved dwelling.

6. Conclusions

6.1. The application concerns the erection of a detached domestic garage building to serve the recently approved dwelling under reference DC/26/0834.

6.2. The garage would be proportionate in size to the dwelling it serves and meet a need for garaging cars, bicycles and domestic storage, including refuse and recycling bins.

6.3. Given that it would have a limited scale and be well screened behind boundary hedging and trees, the garage would not be an intrusive form of development or harm neighbouring properties. The garage would be of traditional design, complementing the approved dwelling. It is considered to be reasonably required to serve a residential property of this size and does not detract from the surrounding countryside.

6.4. It therefore complies with the objectives of the National Planning Policy Framework and the relevant Local Plan and Southwater Neighbourhood Plan policies, which allow for the erection of ancillary domestic garages/outbuildings.

6.5. An identical garage could be constructed under permitted development rights in the same location in any case once the dwelling is established which is a material consideration.

6.6. For the above reasons, it is respectfully requested that the Local Planning Authority support this planning application and grant permission under delegated powers.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