DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:
DC/24/0693
Sandgate House, Water Lane, Storrington, West Sussex, RH20 3LY

DESCRIPTION:
Subdivision of a house to create two semidetached dwellings, including the formation of a porch and detached car port.

RELEVANT PLANNING HISTORY:

DC/21/0483	Erection of single-storey rear extension.	Application Permitted on 01.06.2021
DC/23/1929	Subdivision of a house to create two semidetached dwellings, including the formation of a porch and detached car port.	Application Refused on 27.03.2024

SITE AND SURROUNDS
The application site consists of a large two storey dwellinghouse with 7 bedrooms. The dwelling is set back within its plot to the east of Water Lane. There is a detached garage in advance of the principle elevation to the northern part of the plot. The site boundary treatment is hedging with an access of timber fence and gate. The application site is outside of the built-up area boundary and so is within the countryside in policy terms.

DETAILED DESCRIPTION
The application seeks permission for the subdivision of the dwelling to create two semi detached dwellings. This would incorporate the addition of porches and detached car port. The resultant two dwellings would comprise of a three bedroom and a four-bedroom dwelling.

The alterations to the principle (west elevation) would be the addition of a porch to both dwellings and three windows at first floor level. The rear (east elevation) would also have three windows inserted at first floor level. The proposed three bay car port would be in advance of the principle elevation. The materials of the house would remain part brickwork and horizontal weatherboard with the new porches in weatherboarding.

RELEVANT PLANNING POLICIES
The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):
Policy 1 - Strategic Policy: Sustainable Development.
Policy 2 - Strategic Policy: Strategic Development.
Policy 3 - Strategic Policy: Development Hierarchy.
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character.
Policy 26 - Strategic Policy: Countryside Protection.
Policy 32 - Strategic Policy: The Quality of New Development.
Policy 33 - Development Principles.
Policy 34 - Cultural and Heritage Assets.
Policy 40 - Sustainable Transport.
Policy 41 - Parking.

Paragraph 33 of the NPPF requires that all development plans complete their reviews no later than 5 years from their adoption. Horsham District Council is currently in the process of reviewing its development plan however at this stage the emerging policies carry only limited weight in decision making. As the HDPF is now over 5 years old, the most important policies for the determination of this application must be considered as to whether they are 'out of date' (NPPF paragraph 11d). This includes, for applications involving the provision of housing, whether the Council can demonstrate a five-year supply of deliverable housing sites (NPPF footnote 8).

The Council is currently unable to demonstrate a five-year supply of deliverable housing sites, with the supply currently calculated as being 4.3 years. The presumption in favour of development within Paragraph 11d) of the NPPF therefore applies in the consideration of all applications for housing development within the district (unless footnote 7 or Paragraph 14 applies to relevant applications), with Policies 2, 4, 15 and 26 now carrying only moderate weight in decision making.

All other policies within the HDPF as itemised above have been assessed against the NPPF and are consistent such that they continue to attract significant weight in decision making.

Storrington, Sullington & Washington Neighbourhood Plan 2018-2031
Policy 8 Countryside protection
Policy 14 Design
Policy 18 Car parking

Planning Advice Notes:
Facilitating Appropriate Development
Biodiversity and Green Infrastructure

REPRESENTATIONS AND CONSULTATIONS RESPONSES
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

Consultations:
Natural England; No objection, concur with the conclusion of your authority's HRA appropriate assessment insofar that adverse effects on the integrity of the Arun Valley Designated sites can be ruled out, as such no objections subject to the: delivery, management and maintenance of measures identified in the water neutrality statement to achieve water neutrality.

Southern Water: The Environment Agency should be consulted directly by the applicant regarding the use of a septic tank drainage which disposes of effluent to sub-soil irrigation.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

WSCC Highways: There are no proposed changes to the existing access on to Water Lane. The LHA has consulted the most up to date WSCC Accident data which shows two incidents have occurred within proximity of the access point however these were not attributed to any highway defect or any concerns with the layout of the existing access point.

The access is to be served via a gate which is set back from the highway a sufficient distance to accommodate a vehicle awaiting the gate opening. This allows the free flow of traffic along Water Lane and removes a waiting vehicle in the highway. The LHA does not anticipate that the proposals would give rise to a material intensification of movements to or from the site.

The applicant proposes six car parking spaces for this development, comprising of an existing car port and the proposed car port. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least six car parking spaces. Therefore, the LHA is satisfied with the proposed level of parking provision. From inspection of the plans, the parking bays in the car ports are suitably sized and on-site turning has been demonstrated.

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 115), and that there are no transport grounds to resist the proposal.

Parish Comments:
No objection and comment included. Councillors have referred to the rainwater harvesting tank, this is in the planning statement but has no mention in the water neutrality report

Representations:
None received

Member Comments:
None received

HUMAN RIGHTS AND EQUALITY:
The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

PLANNING ASSESSMENT

Background

A preceding application on the site for 'Subdivision of a house to create two semidetached dwellings, including the formation of a porch and detached car port' was refused under ref: DC/23/1929 for the following reason: -

> *Insufficient information has been provided to demonstrate with a sufficient degree of certainty that the proposed development would not contribute to an existing adverse effect upon the integrity of the internationally designated Arun Valley Special Area of Conservation, Special Protection Area and Ramsar sites by way of increased water abstraction, contrary to Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy Framework (2021), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).*

This current application is a resubmission with an updated water neutrality statement to address the above reason for refusal. The preceding application was found to be acceptable in all other respects.

Principle of Development:

The proposal involves the subdivision of an existing dwelling which has been extended previously and

is set within a sizeable plot. The application site is within a rural countryside location and the HDPF is silent on the subdivision of existing dwellings in such locations. The NPPF at paragraph 84 does though support the development of isolated homes in the countryside unless it would involve the subdivision of an existing residential building.

The existing dwelling comprises a substantial 6 / 7-bedroom dwelling with the proposal seeking a conversion to 1x3-bed and 1x4-bed dwelling. It is considered that this subdivision would be supported by the thrust of paragraph 84, with the level of development such that it would not be expected to result in a significant increase in the level of activity in this countryside location. It is therefore considered that the principle of the development is acceptable subject to other material considerations.

Design and Appearance:

Policies 25, 32, and 33 of the HDPF promote development that protects, conserves and enhances the landscape and townscape character from inappropriate development. Proposals should take into account townscape characteristics, with development seeking to provide an attractive, functional and accessible environment that complements the locally distinctive character of the district. Buildings should contribute to a sense of place, and should be of a scale, massing, and appearance that is of a high standard or design and layout which relates sympathetically to the landscape and built surroundings.

The overall character of the immediate locality is rural with low density residential development with either two storeys or bungalow with roof additions or catslide additions. The locality largely consists of large and semi-detached properties with those to the east of Water Lane mostly in closer proximity to the street than those on the western side of the road. There are few examples within the vicinity of garages in advance of principle elevations of dwellings to the eastern side of the road.

Few external alterations are proposed to the dwellinghouses, being two new porches in the same material as the existing and three new windows to the east elevation and three to the west elevation.

The proposed detached garage would sit in advance of the principle elevation and would be subordinate in scale in comparison to both dwellings such that it would not appear to compete with the main residences. Overall, the external appearance of the development would be modest in scale such that it would not appear overly prominent from the street scene and would not result in an incongruous character to the surrounding dwellings.

The visual impact of the proposal is therefore considered acceptable and would accord with the above policies.

Amenity Impacts:

Policy 33 of the HDPF states that development should consider the scale, massing and orientation between buildings, respecting the amenities and sensitivities of neighbouring properties.

The nearest neighbour, ‘Bickleigh’, to the south is set near its northern boundary treatment such that development within the application site could give rise to loss of residential amenity through loss of light, obtrusive appearance and loss of privacy. The proposed garage would be located adjacent to the Bickleigh but would maintain a sufficient distance so as not to appear overly prominent or result in any other unacceptable harm.

Additionally, given the modest scale of the proposals, it would not be considered that the proposal would have a detrimental impact on the neighbouring dwelling. The relationship between the semi-detached properties would not result in intrusive or unusual levels of mutual overlooking, and the introduction of an additional dwelling would not be expected to result in significant potential for harmful levels of noise or disturbance. The amenity impacts of the proposal are considered acceptable and in accordance with the above policy.

Highways Impacts:

Policies 40 and 41 of the HDPF state that development should provide safe and adequate access and parking, suitable for all users. The proposed dwellings would be served by the existing access point and would provide an additional detached three bay car port.

Having consulted WSCC Highways with regards to the proposals the two separate dwellings would have sufficient parking provision. One additional dwelling one site would not be considered to give rise to an intensification that would give rise to a severe material increase in the number of vehicle movements. As no objections are raised by WSCC Highways, it is considered that the proposals would be in accordance with policies 40 and 41 of the Horsham District Planning Framework (2015).

Water Neutrality:

The application site falls within the Sussex North Water Supply Zone as defined by Natural England which draws its water supply from groundwater abstraction at Hardham. Natural England has issued a Position Statement for applications within the Sussex North Water Supply Zone which states that it cannot be concluded with the required degree of certainty that new development in this zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites.

Natural England advises that plans and projects affecting sites where an existing adverse effect is known will be required to demonstrate, with sufficient certainty, that they will not contribute further to an existing adverse effect. The received advice note advises that the matter of water neutrality should be addressed in assessments to agree and ensure that water use is offset for all new developments within the Sussex North Water Supply Zone.

A Water Neutrality statement has been submitted and provide an existing baseline based on a flow survey of the existing fixtures and fittings for the 7-bedroom dwelling. This is supported by average water bills that advances a baseline of 540 Litres/day. The proposed water consumption would result in a 4-bedroom dwelling and 3-bedroom dwelling and have detailed the number of fixtures and fittings for this with flow rates. This details that the 4-bedroom property would use 128.7 litres per person per day and have an occupancy of 2.89 litres per day such that in total it would use 372 litres per day. For the 3-bedroom dwelling it would use 90 litres per person per day with 2.47 people occupying it such that it would use 224 litres per day. This would result in 596 litres per day and not be water neutral. As such, retrofitting the shower heads with more efficient fixtures detailed in Appendix D document would save 56 litres per day. Overall, they would use 508 litres per day such that the proposal post development would be water neutral.

Biodiversity Net Gain (BNG):

Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). This requires that development must achieve at least 10% BNG on all habitats within the development site. The application was though submitted prior to the BNG requirements being in place (2nd April 2024) and is. As such, the application is considered exempt from these requirements.

Climate change:

Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change.

The proposed development includes the following measures to build resilience to climate change and reduce carbon emissions:

- Dedicated refuse and recycling storage capacity
- Cycle parking facilities
- electric vehicle charging points

Other matters:

The application site is within an amber zone for the Great Crested Newt however given the nature of the proposal which would not result in significant built form that could impact Great Crested Newts, and no adverse impacts are considered likely.

Conclusions:

The proposal would result in one additional dwelling through the subdivision of the existing 7 bedroom dwellinghouse. The proposal would be acceptable in terms of its design, impact on amenity space, would not be considered to result in risk to public safety from a Highways perspective and would represent a water neutral development. On this basis the proposal is recommended for approval.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

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

It is considered that this development constitutes CIL liable development. The figures below are approximate.

Use Description	Proposed	Existing	Net Gain
District wide zone 1	381.00	300.00	81
		Total Gain	**81 sqm**
		Total Demolition	**0 sqm**

Please note that the above figures will be reviewed by the CIL Team prior to issuing a CIL Liability Notice and may therefore change.

Exemptions and/or reliefs may be applied for up until the commencement of a chargeable development.

If planning permission is granted, a CIL Liability Notice will be issued thereafter. CIL payments are payable on commencement of development.

Recommendation: Application Permitted

Conditions:

2 **Standard Time Condition**: The development hereby permitted shall begin 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-Occupation Condition**: Prior to the first occupation 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, planting size, densities and plant numbers and tree pit details

- Details of all hard surfacing materials and finishes
- Details of all boundary treatments, including the retention of the boundary hedgerow

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-Occupation Condition:** No dwelling hereby permitted shall be occupied until a fast charge electric vehicle charging point for that dwelling has been installed. As a minimum, the charge point specification shall be 7kW mode 3 with type 2 connector. The means for charging electric vehicles shall be thereafter retained as such.

Reason: To mitigate the impact of the development on air quality within the district and to sustain compliance with and contribute towards EU limit values or national objectives for pollutants in accordance with Policies 24 & 41 of the Horsham District Planning Framework (2015).

5 **Pre-Occupation Condition:** The development hereby permitted shall be undertaken in full accordance with the approved water neutrality strategy. No additional dwelling shall be first occupied until evidence has been submitted to and been approved in writing by the Local Planning Authority that the approved water neutrality strategy has been implemented in full. The evidence shall include the specification of fittings and appliances used, evidence of their installation, and completion of the as built Part G water calculator or equivalent. The installed measures shall be retained as such thereafter.

Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy Framework (2021), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

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

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).

7 **Regulatory Condition**: No dwelling hereby permitted shall be first occupied unless and until provision for the storage of refuse and recycling has been provided within the garage or side or rear garden for that dwelling. The facilities shall thereafter be retained for use at all times.

Reason: To ensure the adequate provision of refuse and recycling facilities in accordance with Policy 33 of the Horsham District Planning Framework (2015).

8 **Regulatory Condition**: No part of the development hereby permitted shall be occupied until the cycle parking facilities serving it have been provided within the side or rear garden for that dwelling. The facilities shall thereafter be retained for use at all times. 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).

9 **Regulatory Condition:** No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide adequate on-site car parking and turning space for the development and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

10 **Regulatory Condition:** No works for the implementation of the development hereby approved, including works of demolition, shall take place outside of 0800 hours to 1800 hours Mondays to Fridays and 0800 hours to 1300 hours on Saturdays nor at any time on Sundays, Bank or public Holidays.

Reason: To safeguard the amenities of the occupiers of the neighbouring residential properties in accordance with Policy 33 of the Horsham District Planning Framework (2015).

POSITIVE AND PROACTIVE STATEMENT

Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, to be able to, where possible, grant permission.

Plans list for: DC/24/0693

(The approved plans will form Condition 1 on the Decision Notice of all Permitted applications)

Schedule of plans/documents **approved**:

Plan Type	Description	Drawing Number	Received Date
Location & Block plan		ADC 1538/LP REV A	03.05.2024
Site plan	Existing	ADC 1538/03	03.05.2024
Floor plan	Existing	ADC 1538/02	03.05.2024
Site plan	Proposed	ADC 1538/03 REV B	03.05.2024
Floor plan	Proposed	ADC 1538/04 REV C	03.05.2024
Elevation plan	Existing South and West	ADC 1538/05	03.05.2024
Elevation plan	Existing North and East	ADC 1538/06	03.05.2024
Elevation plan	Proposed West and South	ADC 1538/07	03.05.2024
Elevation plan	Proposed East and North	ADC 1538/08	03.05.2024
Elevation & Floor plan	Proposed Car Port	ADC 1538/09 REV A	03.05.2024
Supporting Statement	Planning	ADC 1538	03.05.2024
Supporting Statement	Water Neutrality	20240314P4 REV 1	03.05.2024

DELEGATED

Case Officer sign/initial Hannah Darley Date: 30/07/2024

Authorising Officer sign/initial Guy Everest Date: 30.07.2024