Horsham District Council

DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:
DC/25/0992
41 Bell Road, Warnham, West Sussex, RH12 3QJ

DESCRIPTION:
Creation of a vehicle crossover.

RELEVANT PLANNING HISTORY:

DC/15/0883	Proposed single and two storey rear extension, internal alterations and open front porch	Application Permitted on 29.07.2015

RELEVANT PLANNING POLICIES
The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 41 - Parking

Neighbourhood Plan:
Warnham Neighbourhood Development Plan (2017-2031).

Parish Design Statement:
Warnham Parish Design Statement

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:

Arboricultural Officer: No Objection [summary]
No concerns raised on Arboricultural grounds due to the proposed development falling just outside of the RPA of the off-site, TPO'ed oak to the west; please determine as you see fit.

Natural England: Standing Advice:-
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.

WSCC Highways: No Objection [summary]
In summary, 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 116), and that there are no transport grounds to resist the proposal.

Parish Comments:
No objection.

Representations:
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:

The application has been assessed on the basis of the submitted details, together with the planning history of the site and adjoining properties, available images and photographs supplied by the agent. These details were considered sufficient to allow the application to be properly considered and determined.

Character and Appearance

Policies 32 and 33 of the HDPF seek to ensure that development promotes a high standard and quality of design in order to enhance and protect locally distinctive characters. The policies also seek to ensure that the scale, massing and appearance of development relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views.

Policy W5 of the NP states that development will be supported where they demonstrate high quality design that is in keeping with the scale and existing character of buildings and layout in the area.

41 Bell Road is a semi-detached dwelling in the built-up boundary area of Warnham. The site benefits form a large residential curtilage and is set considerably from the main road. The creation of access would allow for the residents to park outside the front of the dwelling, similarly to many other properties along Bell Road.

The existing hedge row and grass area to the front of the dwelling has been removed and replaced with tarmac, creating additional parking spaces.

The proposal would be and appropriate alteration and is considered to be of a design, form and scale which is suitable to the character and appearance of the existing dwelling, and which would not harm the character or appearance of the wider area. It is therefore considered that the visual impact of the proposal is acceptable and would accord with the above policies.

Impact on Neighbouring Amenity

Policy 33 of the HDPF 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.

It is considered that the siting and layout of the proposed vehicle crossover and parking area and the resulting relationship with adjoining properties would be sufficient to prevent any unacceptable harm to neighbouring amenity.

Impact to Parking

Parking - Policy 41 11.9 This policy seeks to find the right balance between ensuring that adequate parking is provided to support new development whilst ensuring that it is suitably located and does not conflict with other uses

Following consultation with WSCC Highways, Bell Road is a C-classified road subject to a speed restriction of 20 mph. WSCC confirmed from inspection of WSCC mapping, there are no apparent visibility concerns with the proposed point of access on Bell Road.

The site frontage appears of suitable size to accommodate at least two cars. On-site turning does not appear achievable, so cars may have to exit the site in reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact in this location. Neighbouring properties operate similar access arrangements with no known highway safety concerns. While this is noted, no harm to the function and safety of the public highway has been noted, and it would not be considered reasonable to refuse the proposed development.

The creation of parking and dropped kerb is therefore considered not to have an adverse impact on highway use. It is therefore considered that the highways impact of the proposal is acceptable and would accord with the above policies.

Water Neutrality

There is no clear or compelling evidence to suggest the nature and scale of the proposed development 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 193 and the Council's obligations under the Conservation of Habitats and Species Regulations 2017.

Biodiversity Net Gain

In accordance with the Biodiversity Gain Requirements (Exemptions) Regulations 2024, all householder applications are current exempt from the statutory requirement to demonstrate a 10% net gain in biodiversity.

Conclusion

The proposal is considered to comply with relevant local and national planning policies and is therefore recommended for approval.

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.

NOTE TO APLICANT

Vehicle Crossover – Minor Highway Works
The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/

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, in order to be able to, where possible, grant permission.

Plans list for: DC/25/0992
Schedule of plans/documents **approved**:

Plan Type	Description	Drawing Number	Received Date
Block plan	Existing	NONE	12.07.2025
Block plan	Proposed	NONE	12.07.2025
Location plan		NONE	16.06.2025

DELEGATED

Case Officer sign/initial Meg Bayliss Date: 18/09/2025

Authorising Officer sign/initial RHERMITAGE Date: 19.09.2025