

Delegated Decision

Sign off Sheet

Ref. No:	DM/26/1584	Case Officer:	Peter Davies
Application Type:	Householder Application		
Proposal:	Hip to gable roof enlargement. loft conversion with rear dormer and front facing roof windows. Single storey rear and side extensions. New vehicular access and parking to the principle front elevation.		
Site:	10 Furzeland Way, Sayers Common, Hassocks, West Sussex, BN6 9JB, , ,		
Validation Date	9 Jul 2026	Overall Expiry Date:	24 Aug 2026
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	11 Sep 2026
Target Date:	3 Sep 2026	Recommending Officer Signature:	Peter Davies

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
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Signed and Agreed By:	Stephen Ashdown	Date:	11 Sep 2026
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/26/1584

**10 Furzeland Way, Sayers Common, Hassocks, West Sussex, BN6 9JB, ,
Hip to gable roof enlargement. loft conversion with rear dormer and front facing roof windows.
Single storey rear and side extensions. New vehicular access and parking to the principle front
elevation.**

Mr Matt Staplehurst

REPRESENTATION RECEIVED

None received.

SUMMARY OF CONSULTEES

WSCC Highways:

The site will be accessed from London Road, a B-classified road subject to a speed restriction of 30 mph. There are no visibly concerns with onsite turning achievable.

The works would be subject to a license from WSCC and have a policy of not granting licenses for access that crossover/sever large expanses of grass amenity areas. An application for a VCO could be refused.

Proposal would not have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network.

PARISH COUNCIL OBSERVATIONS

The Committee recommends that MSDC grant permission for the proposed building works. However, the committee recommends refusal of the proposed new vehicular access. The committee considers this to present a significant safety concern, as the access is onto a busy road and is located in close proximity to a commercial garage. The proposed access would require crossing a wide grass verge and pavement which the committee believes would have a detrimental impact on the visual amenity and damage the overall aesthetic quality of the street scene.

INTRODUCTION

The application seeks planning permission for a single storey side extension, single storey rear extension, loft conversion with hip to gable extension, rear dormer and front rooflights and associated alterations. The proposal also seeks permission for a new access onto London Road and the creation of a driveway to the front.

RELEVANT PLANNING HISTORY

HP/055/91 - Proposed single storey extension to front.

DM/26/1577 - Proposed single storey side extension. Single storey rear extension. Loft conversion with rear dormer and front facing roof windows. Adaption of existing extensions to allow compliance with GPDO. Permission

SITE AND SURROUNDINGS

The application property is a semi-detached bungalow located on the west side of London Road and accessed to the rear via the end of the cul-de-sac Furzeland Way on the west side. The site is located within the built-up area boundary of Sayers Common.

The application property has a hipped roof and is constructed from white render with clay roof tiles and brown windows and doors. The dwelling has a garden to the front with pedestrian access onto London Road. To the rear is a garden as well as a detached garage. The locality is characterised by semi-detached bungalows and two-storey dwellings of varying scale, form and design. To the north of the site is a car sales dealership.

APPLICATION DETAILS

The single storey side extension is to be located on the north side of the dwelling and have a width and depth of 3.81 metres and 6.85 metres. The extension will have a crown roof with an eaves height of 3.15 metres and an overall height of 3.25 metres. The extension will have front and rear facing windows.

The proposed rear extension will have a width and depth of approximately 3.55 metres and 3.0 metres joining onto the side of an existing rear extension. The extension will have a crown roof with an eaves height of 3.15 metres and an overall height of 3.25 metres. The extension will have double glazed doors with raised steps with a maximum height of approximately 0.55 metres.

The loft is to be converted with a hip to gable roof extension extending the ridge line by 3.417 metres. On the west (rear) elevation is to be a dormer with a width and depth of 7.62 and 3.40 metres. The dormer will have a shallow pitched roof with a height of 2.45 metres and have windows on the rear. Three no. Velux rooflights are proposed on the east side (front) elevation and will sit flush with the roof.

Adaptions of existing house include relocation of the front door and internal alterations.

A new access is proposed on the west side to access London Road with a driveway to be created. The new access will involve hardstanding across an existing grass bank to the front with a depth of approximately 8.60 metres.

The agent has confirmed that all materials are to match the existing dwelling as well as confirming the differences between Lawful Development Certificate DM/26/1577 and this application are the new access and driveway, crown roof on the side and rear extension as well as the raised steps to serve the rear extension.

LEGAL FRAMEWORK AND LIST OF POLICIES

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, Site Allocation Development Plan Document (DPD) and Hurstpierpoint and Sayers Common Neighbourhood Plan

National policy (which is contained in the National Planning Policy Framework and National Planning Policy Guidance) does not form part of the development plan, but is an important material consideration.

Mid Sussex District Plan

The District Plan was adopted at Full Council on 28th March 2018.

Relevant policies:

DP21 - Transport

DP26 - Character and Design

Site Allocations DPD

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031.

There are no relevant policies.

Hurstpierpoint and Sayers Common Neighbourhood Plan (February 2015)

There are no relevant policies.

Other Material Considerations

Mid Sussex District Plan 2021-2039 Consultation Draft

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031 and its policies will have full weight. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 is currently at Examination with initial hearings held in February/March 2026. The Council is consulting on Main Modifications which are required to ensure the plan is legally compliant and sound. The District Plan remains at Examination until the Inspector has published his report, until that time only minimal weight can be given to the Plan and this planning application has been assessed against the policies of the adopted District Plan.

Relevant Policies:

DPB1 - Character and Design

DPT4 - Parking and Electric Vehicle Charging Infrastructure

Mid Sussex Design Guide Supplementary Planning Document (SPD)

The Council has adopted a 'Mid Sussex Design Guide' SPD that aims to help deliver high quality development across the district that responds appropriately to its context and is inclusive and sustainable. The Design Guide was adopted by Council on 4th November 2020 as an SPD for use in the consideration and determination of planning applications. The SPD is a material consideration in the determination of planning applications.

National Planning Policy Framework (NPPF) (August 2026)

National Planning Policy Guidance

ASSESSMENT

It is considered that the main issues that need to be considered in the determination of this application are as follows;

- Character and Design
- Impact on neighbouring properties
- Impact on Highway Safety and Parking Provision
- Biodiversity Net Gain

Character and Design

Policy DP26 of the District Plan relates to character and design. However, it is considered to have very limited weight as it is materially inconsistent with the NPPF, and greater weight should be given to policy DP3 of the NPPF.

Policy DP3 of the NPPF sets out the key principles for well-designed places. This sets out in part that proposals should respond to their context, so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets.

Principle DG49 of the Mid Sussex Design Guide relates to general principles for extensions and requires that extensions should fit in with both the existing house and its surroundings, appearing as a subordinate addition rather than overwhelming or competing with the original building.

Principle DG50 of the Mid Sussex Design Guide relates to side extensions and states that side extensions should be subservient to the original dwelling and will be resisted where they have an adverse impact on the street scene.

Principle DG51 of the Mid Sussex Design Guide relates to rear extensions and requires that rear extensions can be more modern or innovative in design, particularly when they are hidden from public view, but they should still relate well to the existing house, respect neighbouring properties, and avoid appearing disconnected from the original building.

Principle DG52 of the Mid Sussex District Plan highlights that dormer windows should be proportionate and respect the established roofscape.

The proposed rear extensions are of the same size as approved in DM/26/1577 as a fallback position with changes to the height to allow for a difference in roof design. The extensions are of an acceptable scale, form and design to the character of the dwelling and the area. The proposed dormer remains the same design as approved in DM/26/1577 and so whilst the dormer does not accord with DG52 of the Design Guide, the dormer can be carried out as permitted development with no changes and therefore not grounds for refusal.

The proposed new access and driveway would result in the opening up of the frontage of the property along London Road. Whilst the properties of Furzeland Way that face onto London Road are accessed to the rear and have closed frontages, the frontage to the adjoining car sales garage to the north is open with a large entrance across the grass bank area. The Parish Councils comments are noted regarding the impact in visual amenity however it is considered that whilst there may be some harm to the character of the area it would not be grounds for refusal due to the other accesses within the locality including the garage.

It is therefore concluded that the proposal would be acceptable and considered to comply with policy DP3 of the NPPF and policy DP26 of the District Plan

Impact on neighbouring properties

Policy DP26 in part seeks to ensure that new development does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings. It is considered that this policy has very limited weight as it is considered to be materially inconsistent with the NPPF and consideration should be given to policies L2 and P3 of the NPPF.

Policy L2 of the NPPF relates to making effective use of land. Part L2(1dii) requires proposals to have '*acceptable living standards for residents and neighbours in terms of access to daylight, sunlight, privacy and external amenity space*'.

Policy P3 of the NPPF relates to living conditions and pollution. Part 2(b) of this policy requires proposals '*Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site*'.

The proposed rear and side extensions are single storey of an acceptable height. The side extension will be approximately 1.5 metres from the boundary to the north marked by close board fencing with the car garage beyond. the rear extension is approximately 4 metres to the shared boundary with no. 9

Furzeland Way with an existing rear extension in between. the windows are at ground floor level facing into the application property garden.

The proposed hip to gable extension is located on the north side of the building approximately 5 metres from the boundary with the car garage to the north. The dormer and Velux windows will face into the front and rear garden of the application property and will therefore not result in unacceptable harm in terms of overlooking. The dormer is located on the north side of no. 9 Furzeland Way with no. 9 also having an existing rear extension and therefore the dormer is not considered to result in an unacceptable harm to daylight.

The proposed new access and driveway are to the front of the property visible from the street scene and will not result in unacceptable harm to neighbour amenities due to the nature of the works.

The proposal is therefore not considered to cause unacceptable harm to the amenities of neighbouring residents. The proposal is therefore considered to comply with the above mentioned parts of policies L2 and P3 of the NPPF and policy DP26 of the District Plan.

Impact on Highway Safety and parking provision

Policy DP21 of the District Plan seeks development to provide adequate car parking taking into account accessibility of development, the type, mix and use, and the availability and opportunities for public transport. It is considered that this policy has very limited weight as it is considered to be materially inconsistent with the NPPF and consideration should be given to policies TR4 and TR6 of the NPPF.

Policy TR4 of the NPPF relates to street design, access and parking. Part TR3(1e) requires proposals to *'Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations.'*

Policy TR6 of the NPPF relates to assessing transport impacts. Policy TR6(4) states *'Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.'*

West Sussex County Council Highways have commented on the proposal stating that there are no visibility concerns at the new access point on London Road with on-site turning achievable within the site. The LHA does not consider that the proposal would have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network. The Parish Councils comments are noted about highway safety however the LHA have raised no objection on this matter.

The LHA also comment that the works will require a license from the LHA, noting that WSCC have a policy of not granting licenses for accesses that cross/sever large expanses of grass amenity areas, of which this grass area may be considered such an amenity area and could be refused for this reason. However, this is not a planning matter and not a reason for refusal of this planning application.

The proposal would result in an increase to available off-street parking within the site with the creation of 3 spaces and therefore have acceptable parking.

As such the proposal is considered acceptable in terms of highway safety and parking provision. The proposal therefore complies with policies TR4 and TR6 of the NPPF and policy DP21 of the District Plan.

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. This is a householder application within the meaning of article 2(1) of the

Town and Country Planning (Development Management Procedure) (England) Order 2015. As a householder application this development is exempt from the requirement to provide biodiversity net gain.

PLANNING BALANCE AND CONCLUSION

In conclusion, the proposal is considered to be acceptable in terms of design, scale and form to the dwellinghouse and locality and would not cause unacceptable harm to the amenities of neighbouring residents. Therefore, the application complies with policies DP3, L2 and P3 of the NPPF, policy DP26 of the Mid Sussex District Plan and is considered acceptable.

Decision: Permission

Case Officer: Peter Davies