

Delegated Decision

Sign off Sheet

Ref. No:	DM/26/1350	Case Officer:	Peter Davies
Application Type:	Householder Application		
Proposal:	Proposed double garage to front drive area and new front gates.		
Site:	Brambleside, Felcot Road, Furnace Wood, East Grinstead, West Sussex, RH19 2PX, ,		
Validation Date	4 Jun 2026	Overall Expiry Date:	28 Sep 2026
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	29 Sep 2026
Target Date:	30 Jul 2026	Recommending Officer Signature:	Peter Davies

Date Legal Agreement Completed: (if applicable)		No of Representations:	1
--	--	-------------------------------	---

Signed and Agreed By:	Steven King	Date:	29 Sep 2026
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/26/1350

**Brambleside, Felcot Road, Furnace Wood, East Grinstead, West Sussex, RH19 2PX,
Proposed double garage to front drive area and new front gates.
Mr Tim Daniels**

REPRESENTATION RECEIVED

1 letter of representation was received in support of the application.

SUMMARY OF CONSULTEES

WSCC Highways

No objection.

Southern Water

No objection.

TOWN COUNCIL OBSERVATIONS

Worth Parish Council supports this application, however, requests that officers consider the width of the access road and its suitability for construction and delivery vehicles. Given the potential constraints of the road, appropriate measures should be put in place to ensure that the movement of materials and construction traffic can be undertaken safely and without undue inconvenience to neighbouring residents or obstruction of the highway.

INTRODUCTION

The application seeks planning permission for the construction of a double garage to the front and new front gates.

RELEVANT PLANNING HISTORY

WP/004/84 - Erection of detached dwelling-house with integral garage. Appeal Allowed

WP/145/84 - One four bedroom detached chalet bungalow with integral garage (Reserved matters for outline application WP/004/84). Permission

SITE AND SURROUNDINGS

The application property is a detached chalet bungalow located on the east side of Felcot Road, located within the countryside.

The application property has a hipped roof and is constructed from brick with clay roof tiles and white uPVC fenestration. The property has 3 no. dormers across the front roof slope. The dwelling is set back from the highway with soft landscaping to the front and mature hedging along the front boundary and side boundaries. The locality consists of large, detached dwellings on large plots with varying design and form.

APPLICATION DETAILS

The application seeks planning permission for the construction of a double garage to the front of the dwelling and for the construction of gates and wall at the driveway entrance. The garage will have a

width and depth of 6.47 metres. The garage will have a flat roof with a height of 2.68 metres. The garage will be constructed from stained spruce vertical cladding, with a felt roof and black uPVC fenestration.

The front entrance is to have a curved brick wall with a height of 1.80 metres with piers up to 2.10 metres leading to entrance gates set back approximately 3.0 metres from the highway. The gates will have a maximum height of 2.0 metres.

Amended plans were received to reduce the size from a three bay to two bay garage and to move the garage further from the front boundary.

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 Crawley Down 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:

DP12 - Protection and Enhancement of Countryside

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.

Crawley Down Neighbourhood Plan (adopted January 2016)

Relevant policies:

CDNP04.1 - Building extensions

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 has consulted on Main Modifications which are required to ensure the plan is legally compliant and sound with further Hearings taking place in November 2026. 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:

DPC1 - Protection and Enhancement of the Countryside
DPS2 - Sustainable Design and Construction
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;

- Design and Impact on Character of the Area
- Impact on Neighbouring properties
- Impact on Highway Safety and Parking Provision
- Other matters
- Biodiversity Net Gain

Design and Impact on character of area

Policy DP12 and DP26 of the District Plan relate to protection and Enhancement of Countryside, and Character and Design. A similar ethos to DP26 is found within policy CNP04.1 of the Crawley Down Neighbourhood Plan. However, these policies are considered to have very limited weight as they are materially inconsistent with the NPPF, and greater weight should be given to policies S5 and DP3 of the NPPF.

Policy S5 requires that certain forms of development should be approved outside settlements unless the benefits of doing so would be substantially outweighed by any adverse impacts when assessed against the national decision-making policies in this Framework.

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.

The proposed garage is of an acceptable scale, form and design to the existing dwellinghouse and the character of the area. The garage will be of a modest height set back slightly from the front boundary marked by mature hedging and will have partial views of the roof from the street scene. The garage is to be constructed from appropriate materials. The application property is located within countryside, however the locality consists of many large properties on large adjoining plots. Multiple dwellings within the locality have detached garages to the front including Green Hollow to the south approved in application DM/19/2774 and Danewood directly opposite the application property approved in WP/076/87.

The proposal is therefore appropriate in terms of design, form and scale and should not detract from the character of the area. Therefore, the application is considered to comply with the above part of policies

DP3 and S5 of the NPPF, policies DP12 and DP26 of the District Plan and policies CDNP04.1 of the Neighbourhood 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. Policy CDNP04.1 of the Neighbourhood Plan states that proposals should safeguard adjoining neighbours amenity. It is considered that these policies have very limited weight as they are considered to be materially inconsistent with the NPPF and greater weight 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 garage is located to the front of the property approximately 2.0 metres from the shared boundary marked by mature hedging to the north with Steephill House. The garage would be located approximately 16 metres from the neighbouring dwelling and is of a modest height. The garage is single storey with openings at ground level facing into the application property except for 2 no. raised windows on the rear elevation facing the front boundary and the highway.

The proposed entrance gates and wall are of an acceptable boundary height facing onto the highway and the street scene, with the wall approximately 3.5 metres from the closest neighbouring property of the driveway of Crosby to the south.

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 TR4(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.'*

The Parish Councils comments are noted, however WSCC Highways have commented on the application raising no objection. The site is located on a private road which adjoins the public highway at Crawley Down Road. The LHA does not anticipate the development resulting in a significant rise to material intensification of the movements to or from the site. The gates are set back from the road with gates opening inward to allow cars to wait whilst gates are in operation. The proposal would therefore not result in a highway safety hazard.

The dwelling currently has space for 5+ cars on the driveway as well as an existing integral garage. The proposal would result in an additional 2 spaces being created in the proposed garage further increasing on site 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.

Other Matters

Southern Water have provided comments on the proposal and state surface water should not be disposed of into a public foul sewer and that any new connection would require a new sewer connection application to be submitted and approved by Southern Water.

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, would not cause unacceptable harm to the amenities of neighbouring residents and would be acceptable in terms of highway safety and parking provision. Therefore, the application complies with policies S5, DP3, L2, P3, TR4 and TR6 of the NPPF, policies DP12, DP21 and DP26 of the District Plan and policy CDNP04.1 of the Neighbourhood Plan, and is considered acceptable.

Decision: Permission

Case Officer: Peter Davies