

Delegated Decision

Sign off Sheet

Ref. No:	DM/25/0771	Case Officer:	Anna Tidey
Application Type:	Householder Application		
Proposal:	Single storey rear extension and workshop		
Site:	19 Dellney Avenue, Haywards Heath, West Sussex, RH16 3LX, , , ,		
Validation Date	25 Mar 2025	Overall Expiry Date:	16 Apr 2025
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	29 May 2025
Target Date:	20 May 2025	Recommending Officer Signature:	<i>Anna Tidey</i>

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
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Signed and Agreed By:	<i>Steven King</i>	Date:	30 May 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/25/0771

**19 Dellney Avenue, Haywards Heath, West Sussex, RH16 3LX, , ,
Single storey rear extension and workshop
Mr And Mrs Killick**

SUMMARY OF REPRESENTATIONS

None received.

SUMMARY OF CONSULTEES

Southern Water: No objections.

TOWN COUNCIL OBSERVATIONS

Haywards Heath Town Council: No comment.

INTRODUCTION

This application seeks planning permission for demolition of the existing rear extensions on the house, and the detached garage, and the construction of a new rear single storey extension to the ground floor and a new workshop building at a semi detached house at No 19 Dellney Avenue in Haywards Heath.

RELEVANT PLANNING HISTORY

G73.230. Rear extension.

SITE AND SURROUNDINGS

No 19 Dellney Avenue is a 3 bed semi detached house, located on an established residential road in the Built up Area of Haywards Heath.

The house benefits from a shared driveway with an off road frontage parking area for one car. There is a narrow side hard surfaced access sited between the house and the side wall of the neighbouring house to the south west, at No 17 Dellney Avenue.

An existing 2.7m wide by 8.1m (approx.) long prefabricated garage is located at the rear of No 19, which extends alongside a similar flat roofed garage serving No 17. The garage is located on a raised plinth, level to the access drive, but approx. 1m above the lower level of the rear garden. It is understood that this building is in some disrepair and in need of replacement.

The property has been extended at the rear by the addition of a 2.6m deep by 3m wide flat roofed single storey infill extension. This is sited up to the mutual boundary with the attached house at No 21, and adjoins a 1.3m deep by 2.5m wide rear kitchen projection with a lean to roofline.

APPLICATION DETAILS

This application seeks planning permission for a new single storey rear extension across the full width of the rear elevation. The proposed addition measures 4m deep by 5.5m wide, and is shown to be inset by approx. 0.3m from the mutual boundary. The new addition will accommodate a new kitchen and will enlarge the available ground floor living space.

Externally the extension will be constructed in matching brickwork with a lean to style roof in matching concrete tiles, extending to a height of 3.7m to a position below the first floor window cills. Three rooflights are shown to be positioned within the new roofline. The rear elevation of the addition will contain a set of French doors, with side windows and a further window will face the new workshop building, all in white to match the existing UPVC windows and doors in the house. No windows or openings are proposed in the side walls of the addition. The French doors will allow access into the lower garden/patio space via a new set of steps.

The proposed workshop is shown to be located over part of the footprint of the existing garage, with the front elevation being repositioned back to allow for the rear extension construction together with the provision of a new steps between the house and the new outbuilding.

The proposed workshop measures 2.8m wide by 6m long. It has a gabled roofline, with eaves at 2.2m in height and the roof ridge set at a maximum of 3.2m in height. The side elevations are blank. A front facing door and window and rear window are proposed in the building, which will provide an open internal space measuring 2.1m wide by 5.3m long. It is understood that the proposed building is for a domestic outbuilding/workshop space for the use of the applicants.

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, the Haywards Heath Neighbourhood Plan and Site Allocations DPD.

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
DP41 Flood Risk and Drainage

Site Allocations Development Plan Document

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

There are no policies deemed relevant to this application.

Neighbourhood Plan

Haywards Heath Neighbourhood Plan -made 15 December 2016.

Relevant policies:

Policy E9 Design
Policy H9 Building extensions
Policy T3 Car Parking

Other Material Considerations

Mid Sussex District Plan 2021 - 2039 - Submission Draft (Regulation 19)

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 (Regulation 19) is currently at Examination and the stage 1 hearings were concluded on the 31st October 2024. There are unresolved objections to some of the Policies in the draft District Plan and as such, 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:

DPS2 Sustainable Design and Construction
DPS6 Health and Wellbeing
DPB1 Character and Design

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) (December 2024)

ASSESSMENT

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

- Design
- Impact on residential amenities
- Parking
- Drainage
- Biodiversity Net Gain

Design

Policy DP26 of the District Plan seeks to promote well located and designed development, to protect valued characteristics of the built environment for their historical and visual qualities and support sustainable communities and create accessible environments. Policy DP26 states:

'All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and

villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:

- * is of high quality design and layout and includes appropriate landscaping and greenspace;*
- * contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*
- * creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- * protects open spaces, trees and gardens that contribute to the character of the area;*
- * protects valued townscapes and the separate identity and character of towns and villages;*
- * does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);*
- * creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;*
- * incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;*
- * positively addresses sustainability considerations in the layout and the building design;*
- * take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger (300+ unit) schemes will also normally be expected to incorporate a mixed use element;*
- * optimises the potential of the site to accommodate development.'*

Neighbourhood Plan Policies H9 and E9 are relevant, and these state:

Policy H9

'Extensions to existing dwellings will be permitted where it meets the following criteria:

- o The scale, height and form fit unobtrusively with the existing building and the character of the street scene.*
- o Spacing between buildings would respect the character of the street scene.*
- o Gaps which provide views out to surrounding countryside are maintained.*
- o Materials are compatible with the materials of the existing building.*
- o The traditional boundary treatment of an area is retained and, where feasible reinforced.*
- o The privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.'*

Policy E9

'Developers must demonstrate how their proposal will protect and reinforce the local character within the locality of the site. This will include having regard to the following design elements:

- o height, scale, spacing, layout, orientation, design and materials of buildings,*
 - o the scale, design and materials of the development (highways, footways, open space and landscape), and is sympathetic to the setting of any heritage asset,*
 - o respects the natural contours of a site and protects and sensitively incorporates natural features such as trees, hedges and ponds within the site,*
 - o creates safe, accessible and well-connected environments that meet the needs of users,*
 - o Will not result in unacceptable levels of light, noise, air or water pollution,*
 - o Makes best use of the site to accommodate development,*
 - o Car parking is designed and located so that it fits in with the character of the proposed development.*
- Proposals affecting a listed building, conservation area, building of local interest or public park of historic interest or their setting should preserve or enhance their special interest and/or distinctive character.'*

Also relevant in the determination of the application is the design guidance contained in the Mid Sussex Design Guide, which seeks good design in house alterations and extensions.

Principle DG49 states:

'Extensions should respond to the design of the original dwelling and applicant will be expected to demonstrate how local character has informed the design proposal. Extensions should also normally be

designed to be well integrated with the existing scale, form and massing allow the original building to remain the dominant element of the property whether it has one or several additions.

Extensions should typically use simple, uncomplicated building forms to complement and coordinate with the scale, form and massing of the original dwelling. The design approach may benefit from coordinating with the existing pattern of window and door openings as well as employing facing materials to match those of the existing dwelling. Otherwise it should demonstrate the appropriateness of the alternative approach.

Extensions should not result in a significant loss to the private amenity area of the dwelling.

There are two general approaches to extending a property:

- designing in the style of the existing building by closely matching its facing materials, architectural features, window sizes and proportions; and*
- designing in a contemporary style that takes its cues from key aspects of the existing building that might include its underlying form and proportions, facing materials, window design and other specific architectural features. The success of this approach is particularly reliant on high quality facing materials and finishes, and this will normally need to be demonstrated through detailed elevations and section drawings.*

Both approaches can create successful, well designed extensions that can be mutually beneficial to both the house and the wider area. All extensions and alterations should consider their impact on neighbouring properties (refer to Chapter 8 on residential amenity).'

Design Guide Principle DG51 refers to Rear extensions and states:

'Rear extensions which are not visible from the street and do not negatively impact on neighbouring properties can be expressed in many forms, including by adopting a contemporary architectural approach. With reference to DG49, they should nevertheless have consideration for the character of the existing building and the relationship of the extension with the side boundaries and adjacent buildings and gardens'.

The proposed rear extension will form a subordinate addition at the rear of the house. The overall footprint of the building will not be significantly enlarged, but the useable habitable space will be improved on the ground floor. The design and form of the rear addition will reflect the appearance of the host building and is acceptable. The position of this addition will not detract from the overall character and appearance of the house in public views from the street.

The replacement of the existing prefabricated garage with a smaller outbuilding, located over a part of the existing garage footprint, is acceptable and is of a design that is acceptable in this location.

Consequently the appearance of the proposed works are considered to accord with Policy DP26 and Policies H9 and E9 of the Haywards Heath Neighbourhood Plan and with the relevant Design Guide principles.

Impact on residential amenities

District Plan Policy DP26 and Neighbourhood Plan Policy H9 are relevant in the determination of this application with regards to the impact of the changes on residential amenities. There is a conflict in the phrasing of these policies. District Plan Policy DP26 requires that development *'does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution.'*

In contrast Policy H9 states that extensions to existing dwellings will be permitted where the privacy, daylight, sunlight and outlook of adjoining residents are safeguarded.

Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published. As such, Policy DP26 of the MSDP is considered to take precedence and therefore the test in this instance is whether the development causes significant harm to neighbouring amenities as outlined above.

In addition Principle DG45 in the Design Guide refers to the need to consider privacy of existing and future residents and it is noted that privacy may be affected by the relationship of buildings to each other.

The immediate neighbouring properties are No 17 to the south west and the attached house to the north east, at No 21.

It is considered that the spacing and orientation of the house at No 17 from the proposed works at No 19 will ensure that no significant harm will be caused by the proposed development to the privacy, outlook, daylight and sunlight of the immediate residents of that property.

There is a rear sunroom addition at No 21 which is sited close to the mutual boundary with No 19. That addition has a glazed wall set at an angle to the mutual boundary line. This creates a degree of overlooking into the rear patio space at No 19, over the solid close board boundary fence.

The solid side wall of the proposed rear addition, whilst deeper than the existing rear addition, is not of such a scale as to adversely affect the outlook or privacy from the sunroom at the rear of the attached neighbouring property.

The use of the proposed outbuilding/workshop can be restricted by a suitably worded condition to protect the amenities of the neighbouring residents.

Given the nature of the proposal and the relationship with the neighbouring properties, it is deemed that no significant harm will be caused by either element of the proposed development to the privacy, outlook, daylight and sunlight of the immediate residents.

The proposal accords with the requirements of the more up to date Policy DP26 of the District Plan, and also with the requirements of Policy H9 of the Haywards Heath Neighbourhood Plan and the relevant principles of the Design Guide.

Parking

Policy DP21 of the District Plan states:

'Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- o A high quality transport network that promotes a competitive and prosperous economy;*
- o A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- o Access to services, employment and housing; and*
- o A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- o The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- o Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*

- o The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages*
- o The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- o Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- o The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- o The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- o The scheme protects the safety of road users and pedestrians; and*
- o The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles. Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so'.

Policy T3 of the Haywards Heath Neighbourhood Plan states:

'Planning applications which result in the loss of existing off-street parking provision will be resisted unless it can be demonstrated that the development will enhance the vitality and viability of the town centre and, where possible, such schemes should aim to improve parking provision in the town centre. Development outside the defined town centre boundary should provide on-site parking in accordance with the standards adopted by MSDC'.

The existing property accommodates three bedrooms. The proposal will not change this provision, but the garage space available to the property will be lost by the demolition of the garage.

West Sussex County Council Guidance on Parking at New Developments requires a 3 bed dwellinghouse in this part of Mid Sussex (Bentswood & Heath Ward of Haywards Heath) to have provision for 1.7, rounded up to 2, off road parking spaces. The existing garage has an access door width of 2.06m and an internal dimension of 2.4m. The building width of is not of a sufficient size to accommodate a modern motor vehicle.

There is currently space for one vehicle to park off the road on the frontage area at the property. In addition there are no parking restrictions within the street on Dellney Avenue.

The existing available parking provision for the house is below the WSCC Car Parking Standards for a 3 bed house in this part of Haywards Heath. Whilst the parking provision for the extended house would be below standard it is considered that in this location there is space for on street parking to accommodate visitors to the property. There is sufficient space to the front of the for one car to park, with an existing dropped kerb.

The proposed workshop would be of sufficient size to accommodate bicycle storage space.

The proposal is therefore considered acceptable in this case to accord with the aims of District Plan Policy DP21 and Policy T3 of the Haywards Heath Neighbourhood Plan.

Drainage

The application has been considered by Southern Water and their comments have been forwarded to the applicant's agent. They raise no drainage objections. The agent has confirmed that an assessment has been carried out of any shared drains that could impact the proposal. In this case all the drains have been found to run to the front of the house, and the client is aware of this. Therefore there are no relevant drainage issues.

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

The proposed extension and new workshop building are located to the rear of the house and will not impact harmfully upon the character and appearance of the property or the street scene in this established residential road.

It is considered that the new additions will not cause significant harm to the neighbouring amenities. The proposal accords with the aims of District Plan Policy DP26 and also with the requirements of Policies H9 and E9 of the Haywards Heath Neighbourhood Plan and the relevant principles of the Design Guide.

The proposal includes the removal of a below standard sized garage. Whilst the parking provision at the property is below the WSCC parking standards there will be no increase in bed numbers as a result of the proposed development. There is sufficient space to the front of the house for one car to park off road and there is unrestricted on street parking provision. The proposal is therefore considered acceptable in this case, to accord with the aims of District Plan Policy DP21 and Policy T3 of the Haywards Heath Neighbourhood Plan.

Consequently this application is recommended for approval.

Decision: Permission

Case Officer: Anna Tidey