

Delegated Decision

Sign off Sheet

Ref. No:	DM/24/2985	Case Officer:	Stefan Galyas
Application Type:	Householder Application		
Proposal:	Proposed garage conversion, first floor side extension and ground floor part rear extension.		
Site:	8 Quarry Hill, Haywards Heath, West Sussex, RH16 1NQ, , , ,		
Validation Date	19 Mar 2025	Overall Expiry Date:	15 Apr 2025
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	12 May 2025
Target Date:	14 May 2025	Recommending Officer Signature:	<i>Stefan Galyas</i>

Date Legal Agreement Completed: (if applicable)		No of Representations:	1
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Signed and Agreed By:	<i>Stephen Ashdown</i>	Date:	12 May 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/24/2985

**8 Quarry Hill, Haywards Heath, West Sussex, RH16 1NQ, , ,
Proposed garage conversion, first floor side extension and ground floor part rear extension.
Carslake**

SUMMARY OF REPRESENTATIONS

There was one letter of representation received in response to the proposed development. The letter neither raised an explicit objection nor sought to support the proposal. The following issues were commented on:

- The application site having a small access which may cause an issue at the construction phase. This may lead to the parking of vehicles in front of the driveway along the road.
- There not being sufficient space along the narrow road which may restrict access to No.17 on the opposite side.

SUMMARY OF CONSULTEES

West Sussex County Council Highways:

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the access with the public highway, onto the Quarry Hill. There is no evidence to suggest that the access is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

The proposal sees the removal of the existing garage space. From observation of the submitted plans, due to the size and shape of the garage, this could not be currently be used in its current format as a parking provision. The application form also states that the existing parking arrangements remain unchanged alongside this proposal.

The dwelling will see an increase in one bedroom, from consulting the WSCC parking demand calculator, this additional bedroom does raise the parking allocation for this dwelling from 2 parking spaces to 3. It does not appear that the driveway would have the ability to accommodate 3 vehicles, the dimensions do appear sufficient to serve that of two vehicles. Parking restrictions along Quarry Hill impose restrictions on when overspill parking could occur within the adjoining highway network. Similarly Blunts Wood Road is served with double yellow lines which also restrict where overspill parking could occur.

Although this would not be a Highways Safety concern, the LPA may wish to consider this from an amenity perspective.

The site is within reasonable walking distance of shops and amenities and alternative sustainable transport means are available. Haywards Heath railway station is situated a 15minute walk from the site and bus services are located in the nearby Harland Close as well as from the Sainsburys supermarket on Bannister Way. Offering alternatives to the use of a car for some journeys. It is unclear whether a cycle parking provision is available to residents of the property, the LPA may wish to consider whether this would be a justifiable request, should there not be a provision available.

The Local Highway Authority 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, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

Naturespace District Licensing:

No objection.

Southern Water:

No objection.

TOWN/PARISH COUNCIL OBSERVATIONS

No comment.

INTRODUCTION

The application seeks planning permission for the development of a first floor side extension, a single storey rear extension and a garage conversion.

RELEVANT PLANNING HISTORY

There is no recent history of any planning applications relating to the site.

SITE AND SURROUNDINGS

8 Quarry Hill is a two-storey detached dwelling, featuring a pitched roof with a cat slide to the rear (south). The property is set to the south-eastern side of the highway as the road curves and skirts the site from west to north. There is garden amenity space positioned to the rear of the site which slopes up to moving south and the existing dwelling is set back from the highway edge by a sloping front driveway and garden. The existing dwelling is composed of brick and tile hanging at first floor level to the walls, a tiled roof and uPVC white casement windows.

With regards to the site's locality, there are a number of residential properties of a traditional estate style appearance with several dwellings set at an elevated position to the southern side of the road. Tile hanging features throughout the streetscene at first floor level to add visual interest.

The site is within the built-up area for Haywards Heath as defined in the District Plan (DP).

APPLICATION DETAILS

The proposed first floor extension would measure at approximately 5.6m in length, 3.9m in maximum width, have an eaves height of 4.8m high to the eaves, 5.9m high the ridge. The first floor extension would utilise matching external brickwork, tile hanging at first floor level, roof tiles to match the existing and uPVC white casement windows.

To the rear of the site, the single storey rear extension would measure at approximately 3m in length, 4m wide, measure at 1.6m to the eaves and 2.6m to the ridge when measured from the highest adjoining natural ground floor level.

Finally, the garage conversion would see the existing garage door removed and infilled with matching brickwork as well as a uPVC white casement window.

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 the Haywards Heath 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.

Neighbourhood Plan

Haywards Heath Neighbourhood Plan (Made March 2016)

Policy E9 - Protection and Reinforcement of Local Character

Policy H9 - Domestic Extensions

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 (Regulation 19) is currently at Examination and 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:

DPS1 - Climate Change

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) (December 2024)

The National Planning Policy Framework (NPPF) 2024 is a material consideration. Paragraphs 2, 8, 11, 39, 48, 115-117, 131, 135 & 139.

ASSESSMENT

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

- Design and Character
- Impact on Neighbouring Amenities
- Highways Impact
- Other Matters
- Biodiversity Net Gain

Design and Character

DP26 of the District Plan states, in part:

'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:

- o is of high-quality design and layout and includes appropriate landscaping and greenspace;*
- o 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;*
- o creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- o protects open spaces, trees and gardens that contribute to the character of the area;*
- o 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'*

Policy E9 of the Haywards Heath Neighbourhood Plan states that:

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 sites to accommodate development,*
- o Car parking is designed and located so that it fits in with the character of the proposed development.*

Furthermore, Policy H9 of the Neighbourhood Plan states that:

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.*

Principle DG49 of the Mid Sussex Design Guide states:

'Extensions should typically use simple, uncomplicated building forms to compliment 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.'

Principle DG50 of the Mid Sussex Design Guide elaborates further on what constitutes 'good design' in relation to side extensions:

Side extensions should normally be subservient to the original dwelling and typically be set-back from the front of the house to help define the original building.

The gaps between dwellings can sometimes positively contribute to articulating (for example, through the consistent rhythm of repeated houses) and adding interest in a street frontage or by providing views / visible connections to the surrounding countryside. Side extensions will therefore need to appropriately respond to the character of the street form and will not normally be accepted where they close an important gap and view.'

In terms of rear extensions, principle DG51 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 existing plot is considered to be set within a visually prominent position in a corner plot location as the road bends around the site from west to north. Views towards the site are further increased due to the elevated position the dwelling is positioned at in comparison to the roadside. As such, it is considered that public views are increased towards the application property by virtue of its original siting.

With regard to the proposed first floor extension, whilst this addition would increase the overall size and scale in relation to the existing single storey side garage, the ridge height would be offset by circa 0.2m and around 1.4m from the principle elevation of the main dwelling. It is considered that these offsets would help the proposed extension be read as a later addition to the existing dwelling. Moreover, the proposed extension would remove an existing area of flat roof which is considered to hold limited architectural merit. As such, it is not considered that the proposed first floor extension would be read as overly dominant when viewed in context with the existing dwelling.

In connection with the proposed first floor extension, the existing garage space at ground floor level would be converted into a bedroom. The existing garage door would be removed and replaced with a white casement uPVC window as well as matching brickwork to help assimilate towards the existing dwelling. It is not considered that this alteration would appear overly incongruous and thus not result in an unacceptable impact towards the character and appearance of the area.

The proposed single storey rear extension would be built into the slope to the rear of the site and would make use of the existing patio and levelling on site. Whilst the proposed eaves would not match the existing dwelling, it is considered that the use of the pitched roof design would relate well to the existing property. The limited size and scale of this extension, owing to its single storey nature, would help ensure that it is read as subservient towards the existing.

The proposal is therefore considered to comply with Policy DP26 of the District Plan, Policies E9 and H9 of the Haywards Heath Neighbourhood Plan and the relevant principles of the Mid Sussex Design Guide SPD.

Impact on Neighbouring Amenities

Policy H9 of the Haywards Heath Neighbourhood Plan states that proposals should 'safeguard' neighbouring amenities with regard to privacy, daylight, sunlight and outlook whereas policy DP26 of the MSDP states that development should 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. There is therefore some conflict between the District Plan and Neighbourhood Plan in this respect. 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 Mid Sussex District Plan 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.

The neighbouring property to the south-west of the site at 6 Quarry Hill has several rear (eastern) elevation windows which face back towards the application site. It is noted that the existing application site is sited to the north of No.6 and the side extension would not be set immediately to the rear of its garden amenity space. A distance of approximately 10m would remain between the proposed first floor side extension and the No.6 which is considered to be a sufficient distance to overcome an overbearing and overshadowing impact. The side extension would be set nearby an existing flat roofed garage outbuilding which is not considered to be habitable accommodation.

The proposed single storey rear extension would be set within a close proximity to the shared boundary with No.6 to the west, being positioned only 1.4m away. However, given the rear extensions limited height of 1.6m to the eaves and 2.6m to the ridge when measured from the highest natural ground floor level, it is not considered that this would result in an undue overbearing impact towards the neighbouring site.

There would be no side (western) elevation windows proposed along the proposed first floor extension and the garage conversion. However, the windows to the side (eastern) elevation would be reconfigured with a reduced sized window serving a bathroom proposed. Furthermore, an additional window would be installed to the same elevation serving a dining room whilst an opaque glass door would be contained to the proposed rear extensions side (eastern) elevation. Provided that these windows are all positioned at ground floor level and an existing closeboard timber boundary fence would obscure views, it is not considered that these windows would give rise to a significant overlooking impact.

Several rooflights would be installed to both of the proposed roof slopes serving the proposed rear extension. It is considered that these rooflights would be positioned at a high level to serve light rather than provide outlook towards neighbouring sites. As such, it is not considered that these would result in an overlooking impact.

Accordingly, the proposal is considered to comply with the provisions of DP26 of the Mid Sussex District Plan in terms of neighbouring amenities.

Highways Impact

Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe. Additionally, Policy DP21 of the District Plan requires development proposals to protect the safety of road users and pedestrians.

A four-bedroom property in Haywards Heath Bentswood would be required to demonstrate 3 off road parking spaces. The proposed development would convert the existing garage space into habitable accommodation. It is considered that the existing integral garage is of a limited size, measuring at approximately 5.4m in length and 1.8m at the narrowest point. It is therefore considered that the existing garage would fall short of the measurements required for an internal garage as set out within the Manual for Streets.

There is an existing front driveway on site which leads towards the highway edge immediately to the north of the site. It was noted in a consultation response from the Highways Engineer that there was insufficient space on the existing driveway to accommodate 3 parking spaces and that the road was subject to parking restrictions. From an amenity perspective, it is considered that this shortfall would not be sufficient to refuse the application on this basis, provided that no further highways safety concerns were raised from the Highways Engineer.

It is therefore considered that the proposal would result in an acceptable impact with regard to highways and accord with Policy DP21 of the District plan.

Other Matters

Concerns were raised in a letter of representation regarding the parking of vehicles along the road during the construction phase of development due to the site having a limited access. This is considered to be a civil matter and a condition ensuring that a construction method statement is submitted prior to construction is considered to be overly onerous in this instance given the domestic scale of the development.

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 appropriate in terms of design, will not negatively impact on the host dwelling nor its immediate setting, will not harm neighbouring amenities and result in an acceptable highways impact.

The proposal will comply with Policies DP21 and DP26 of the District Plan, Policies H9 and E9 of the Haywards Heath Neighbourhood Plan, the MSDC Design Guide and the requirements of the NPPF.

Decision: Permission

Case Officer: Stefan Galyas