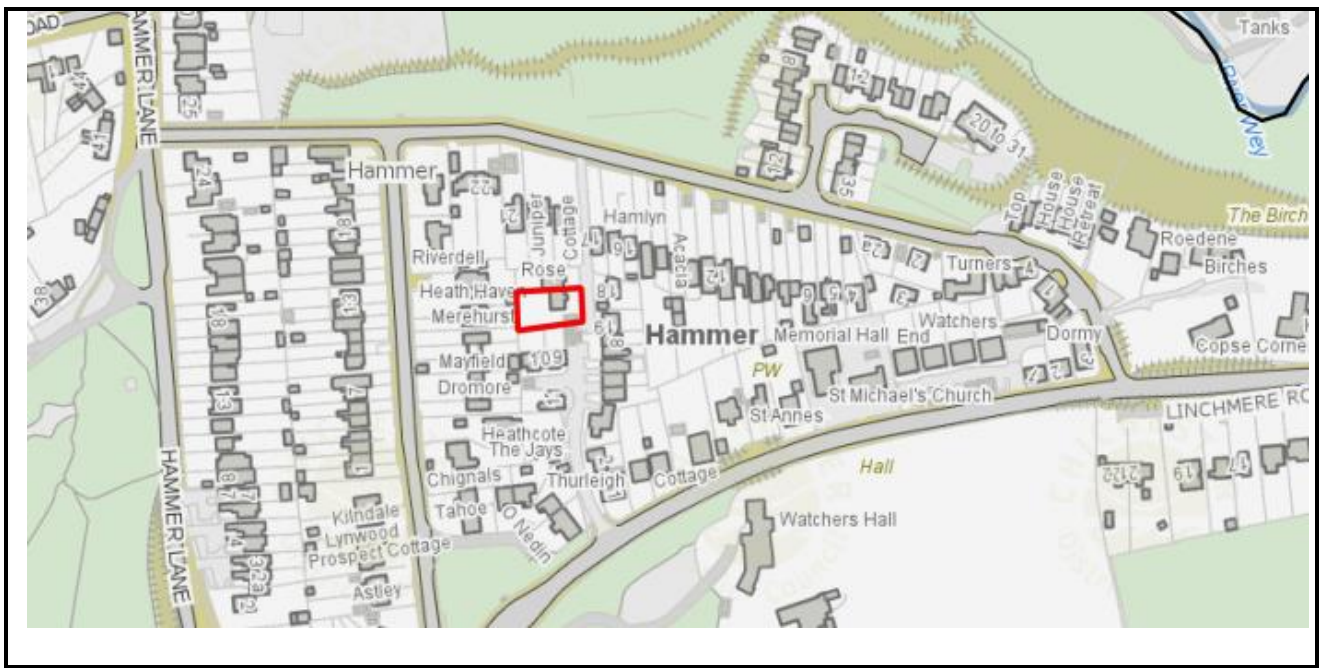



Parish: Linchmere	Ward: Fernhurst
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LM/20/03360/FUL

Proposal	Conversion of dwelling into 2 no. dwellings with associated parking.		
Site	White Cottage Copse Road Hammer Linchmere GU27 3QH		
Map Ref	(E) 487640 (N) 132357		
Applicant	Mr Tom Patton	Agent	Mr Thomas Patton

RECOMMENDATION TO



	<p>NOT TO SCALE</p>	<p>Note: Do not scale from map. For information only. Reproduced from the Ordnance Survey Mapping with the permission of the controller of Her Majesty's Stationery Office, Crown Copyright. License No. 100018803</p>
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1.0 Reason for Committee Referral

1.1 Parish Objection – Officer recommends Permit

2.0 The Site and Surroundings

2.1 The application property is sited on the west side of a backland development to the south side of Copse Road, situated within the Camelsdale and Hammer settlement boundary. The character of the surrounding area is residential, with a mixture of different styles of dwellings. The site is surrounded by residential dwellings to the north, east and west, and a garage compound that serves Pegasus Close is located to the south.

2.2 A two-storey side extension has been constructed, permitted under application 20/01789/DOM. This is attached to the south elevation of the property and the property forms an 'L' shape. The walls of the permitted extension are rendered with the roof featuring clay pantiles to match the existing dwelling. To the front of the existing dwelling is a parking area. There was previously a detached garage to the south-east of the property, which was demolished as part of the works permitted under previous applications. The demolition of the garage has allowed space for parking spaces to the front of the extension that is being constructed. A garden is situated to the rear of the property.

3.0 The Proposal

- 3.1 The application proposes to convert the extension into a separate dwelling. Previous permission was granted for an extension to the dwelling incorporating changes to the original three-bedroom, two reception room dwelling, to become a four-bedroom dwelling with three reception rooms, and an open planned kitchen and dining room.
- 3.2 Under this current application, the original dwelling would revert back to being a three bedroom, two reception roomed, dwelling. The extension would become a separate dwelling with two bedrooms at first floor and an open plan kitchen and living room on the ground floor.
- 3.3 Two parking spaces are proposed to the front of each property, both fencing and planting are proposed to separate the two parking areas. A fence is proposed in line with the south elevation of the original dwelling to create a separate rear garden for each dwelling. The gardens would consist of a patio and lawn with a detached cycle and bin store. The original dwelling would retain its front entrance, the proposed dwelling would be accessed by a pedestrian path to the south of the property with its main entrance on the south side elevation. In line with the rear elevation of plot 2 would be a gate to access the rear garden of plot 2. A gate and pedestrian path adjacent to the gate and the south and rear boundaries of plot 2 would enable access to the rear garden of plot 1. The external appearance of the dwellings would be as permitted under application 20/01789/DOM, which has been constructed, with the exception of the addition of a gable open porch to the main entrance of plot 2, on the south side elevation, which has been proposed as part of this application.

4.0 History

19/02906/DOM	REF	2-storey side extension and an extension over an existing lean-to roof following the demolition of an existing garage.
20/00952/DOM	PER	Proposed two storey side extension, rear extension above existing lean-to roof and internal reconfiguration.
20/01789/DOM	PER	Variation of Condition 2 of householder permission LM/20/00952/DOM - Change layout of first floor to line up the external south wall with ground floor wall.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
AONB	NO
Tree Preservation Order	NO
Flood Zone 2	NO
Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

6.1 Lynchmere Parish Council

LM/20/03360/FUL - WHITE COTTAGE objection

Lynchmere Parish Council has considered this application and raises an objection to the proposal as below:

1] Creating a new dwelling will create additional traffic and parking issues in an already overcrowded small road. The area as a whole is not designed for higher density housing given the vehicle access limitations.

2] There is currently no housing requirement in Lynchmere Parish.

3] Permitting this development would set a precedent for other nearby properties. In addition to these points Council points out that there is no planning application notification sign visible on or near the property.

6.2 Highways

Further comments 24.03.2021

I note the provided swept path tracking diagrams demonstrating the ability for vehicles to manoeuvre into and out of each space and turn within the private road. This enable vehicles to exit onto the public highway in a forward gear and as such I do not have any concerns with regard to the proposal and no highway safety concerns on the public highway would be raised.

Original comments 25.02.2021 (Summarised)

The site is located on a privately maintained road, consequently these comments are for advice only. The nearest public highway is approximately 60m north of the site at the junction with Copse Road, an un-classified road subject to a speed limit of 30mph.

No alterations to the existing access onto Copse Road are proposed. The private road currently appears to serve 4 dwellings. The addition of a single dwelling is not anticipated to result in a material intensification of use of the existing access.

The proposed dwellings will be provided with two parking spaces each, with each space meeting minimum specification of 2.4 x 4.8m as set out in Manual for Streets. The WSCC Car Parking Demand Calculator expects that a minimum of 5 parking spaces would be required - 2 for the proposed 2-bedroom dwelling and 3 for the proposed 3-bedroom dwelling. However, the LHA appreciate that the third parking space for the 3-bed dwelling is likely to be required for visitor provision and therefore any overspill parking demand is anticipated to occur infrequently. Whilst the LHA would not raise any highway safety concerns to overspill parking in this location due to the private nature of the road, the LPA may wish to consider the potential impacts of this proposal on on-street parking from an amenity point of view.

The site is located within an existing residential area within walking distance of bus stops providing access to Haslemere and Alton. The applicant proposes cycle storage within the rear gardens of each dwelling to reduce the reliance upon the private car in this location.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Chichester Local Plan policy. Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

Conclusion

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 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions should be applied: *[Officer note – recommended conditions regarding the provision of car parking, cycle parking and electric vehicle charging spaces incorporated into officer recommendation].*

6.3 Drainage

Surface Water Drainage:

The documents submitted in support of this application suggest that the proposed means of surface water drainage is through on-site infiltration via soak-away structures. This approach is acceptable in principle as it follows the hierarchy of preference as set out in Approved Document H of the Building Regulations and the SuDS Manual produced by CIRIA.

Wherever possible, driveways, parking spaces, paths and patios should be of permeable construction. We would also like to see dedicated discrete soak-away structures for each individual property.

Due to the scale, nature and location of the proposed development we have no conditions to request. However, surface water drainage infrastructure must be designed and constructed in accordance with current building regulations.

Flood Risk:

The site is wholly within flood zone 1 (low risk) and we have no additional knowledge, or records of the site being at significant flood risk. Therefore subject to satisfactory drainage we have no objection to the proposed use, scale or location based on flood risk.

6.4 Environmental Protection

The information provided within the Policy 40 Statement is sufficient to meet our requirements on sustainable construction and should be conditioned should permission be granted and subsequently implemented in its entirety.

6.5 Third party objections comments

5 no. letters of objection have been received, summarised:

- a) The original proposal to extend White Cottage provides a family home in keeping with the surrounding properties. The current proposal to convert to two dwellings contradicts the previous application. Converting to two dwellings is a change of purpose.
- b) The conversion would lead to an extremely high density of dwellings in a small area. The new property would not be suitable as a family home but would more likely be a starter or rental property, not in keeping with other houses in the immediate vicinity.

- c) The other houses in the shared drive are larger family properties. The proposed new dwelling would not be a family property and would cause the area to be overdeveloped.
- d) The character of White Cottage has been affected by the extension.
- e) The proposed change of use would make the neighbouring attached property an "end of terrace" changing the nature of the house.
- f) An additional dwelling would increase noise levels.
- g) The proposed side access for both properties is unsuitable and probably too narrow for adequate amenity.
- h) The splitting of the garden into two would result in a reduction in amenity.
- i) The additional dwelling would result in highway safety issues.
- j) It would increase the number of cars, with visitors to the property it would also increase the quantity of vehicles travelling up the driveway and also parking on Copse Road – a quiet rural road which is already over-parked.
- k) The plans show that the boundary at the front has been artificially positioned to allow for the minimum space allowable for two cars in front of the new property.
- l) There is insufficient space for four vehicles to be parked in these allocated spaces for both properties. There is no allowance for room in between the parking spaces.
- m) It would not be possible for cars parked at the proposed property to turn and drive out forwards, increasing the possibility of accidents. The extra cars would also impede the parked cars at number 19 turning to drive out forwards.
- n) To reverse out of the small spaces for the new dwelling would only be possible by encroaching on a neighbouring driveway, and only if there were no vehicles parked here.
- o) The narrow, single car width, private drive is inadequate for a potential increase of 25% in traffic generated which in turn will compromise safety.
- p) The swept path analysis is incorrect.
- q) No visitor parking is proposed.
- r) The extension is not an extension it is a new build that is being constructed.
- s) The proposed new dwelling would clearly not be suitable for either disabled or the elderly.
- t) The supply of water and the treatment of waste water/sewage capacity would not be up to an additional household.
- u) A site notice has not been displayed and neighbour notifications have not been sent.

7.0 Planning Policy

The Development Plan

- 7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. There is no made neighbourhood plan for Lynchmere at this time.

7.2 The principal planning policies relevant to the consideration of this application are as follows:

Chichester Local Plan: Key Policies 2014-2029

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Development Strategy and Settlement Hierarchy

Policy 25: Development in North of the Plan area

Policy 33: New Residential Development

Policy 39: Transport, Accessibility and Parking

Policy 40: Sustainable Design and Construction

Chichester Local Plan Review Preferred Approach 2016 - 2035 (December 2018)

7.3 Chichester District Council adopted the Chichester Local Plan: Key Policies 2014- 2029 on 14 July 2015. The Council is currently reviewing and updating its Local Plan as required by Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012, to provide up to date planning policies which are consistent with the National Planning Policy Framework (NPPF) 2019. The Council consulted on the Local Plan Review 2016-2035 Preferred Approach (LPR) document between December 2018 and February 2019 under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Following consideration of all responses to the consultation period, the Council anticipates that the Submission Local Plan will be published for consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 in Spring 2022, and that following this the Plan will be submitted to the Secretary of State for Independent Examination. It is currently anticipated that after following all necessary procedures the new Local Plan will be adopted during 2023.

National Policy and Guidance

7.4 Government planning policy now comprises the revised National Planning Policy Framework (NPPF 2019), which took effect from 19 February 2019 and related policy guidance in the NPPG.

7.5 Paragraph 11 of the revised Framework states that plans and decisions should apply a presumption in favour of sustainable development, and for decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed;

or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

7.6 The following sections of the revised NPPF are relevant to this application: 2, 5, 8, 9, 11, 12, 14 and Annex 1. The relevant paragraphs of the National Planning Practice Guidance have also been taken into account.

Other Local Policy and Guidance

7.7 Other documents that are material to the consideration of the application include:

- Surface Water and Foul Drainage SPD
- Planning Obligations and Affordable Housing SPD
- CDC Waste Storage and Collection Guidance
- CDC Design Guidelines for Alterations to Dwellings and Extensions Planning Guidance Note 3

7.8 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Maintain the low levels of crime in the district in the light of reducing resources
- Support communities to meet their own housing needs
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues arising from this application are considered to be:

- i. Principle of development
- ii. Design and impact upon the character of the surrounding area
- iii. Impact upon the amenity of neighbouring properties
- iv. Impact upon highway safety and parking
- v. Sustainability
- vi. Drainage
- vii. Other Matters

i) Principle of development and the policy position

8.2 The application site lies within the settlement of Camelsdale and Hammer, identified under Policy 2 of the local plan as a service village where small scale housing development is supported. There is also a presumption in favour of sustainable development within the settlement boundary.

In addition as a result of the lack of a 5 year housing land supply the housing policies in the local plan are out of date and in accordance with paragraph 11 of the NPPF, planning permission for new dwellings should be granted without delay unless there is conflict with the framework therefore unless the development is found to be in conflict with the NPPF, the development is acceptable in principle. In this instance as the site is within the settlement boundary, the principle of the development is considered acceptable.

ii) Design and impact upon the character of the surrounding area

8.3 Policy 33 of the Chichester Local Plan sets out that any proposed development must meet the highest standards of design and provide a high-quality living environment in keeping with the character of the surrounding area and its setting in the landscape. This includes considering its proportion, form, massing, siting, layout, density, height, scale and neighbouring and public amenity.

8.4 Apart from the addition of a gable open porch to the main entrance of plot 2, on the south side elevation, no external alterations are proposed to the property from that which was permitted under application 20/01789/DOM. A one-metre high timber fence and planting is proposed to separate the front gardens of the two properties. Due to the natural materials, the size and that the boundary treatment would be in keeping with the area, it is considered that this visual alteration to the front of the site would not have a harmful appearance on the character of the area.

iii) Impact upon the amenity of neighbouring properties

8.5 The National Planning Policy Framework in paragraph 127 states that planning decisions should create places that offer a high standard of amenity for existing and future users. Additionally, Policy 33 of the Chichester Local Plan includes a requirement to protect the amenities of neighbouring properties.

8.6 A 1.8m high timber fence is proposed to separate the rear gardens of the properties therefore ensuring that the use of the gardens would not cause overlooking to each other. No additional windows or extensions are proposed as part of the proposed works therefore it is considered that the proposal would not have an unacceptable effect on the amenities of the neighbouring properties in particular to their outlook, privacy or available light. The proposal would therefore accord with the NPPF and policy 33 of the CLP.

iv) Impact upon highway safety and parking

8.7 Paragraph 109 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 the residual cumulative impacts on the road network would be severe. Additionally, Policy 39 of the Chichester Local Pan requires the development should not create or add to problems of safety, congestion, air pollution or other damage to the environment. Furthermore, the level of parking provision should be in accordance with current West Sussex County Council guidance.

- 8.8 The plans for the previous permissions for the extension showed three cars parked at the site but due to the spacing of the cars it is considered from viewing those plans that there is sufficient space for four cars to be parked at the site. Four parking spaces are proposed for the development, two for each site. WSCC Highways were consulted and no objection was raised. They stated that the proposed parking spaces would each meet the space meeting minimum specification of 2.4 x 4.8m as set out in Manual for Streets. They also stated that whilst the WSCC Car Parking Demand Calculator expects that a minimum of five parking spaces would be required, two for the proposed two-bedroom dwelling and three for the three-bedroom dwelling, they consider that the third parking space for the three-bedroom dwelling is likely to be required for visitor provision and therefore any overspill parking demand is anticipated to occur infrequently. In addition, the site is located within an existing residential area within walking distance of bus stops providing access to Haslemere and Alton and cycle storage is proposed for each dwelling thereby reducing the reliance upon the private car in this location.
- 8.9 Following the raising of concerns by the Parish and third parties regarding the impact of the development on highway safety and parking in the area, the applicant commissioned a swept path analysis for the properties showing how each of the parking spaces would be accessed and exited without encroaching onto neighbouring sites. Highways were then consulted on the swept path analysis. They note that the swept path tracking diagrams demonstrate the ability for vehicles to manoeuvre into and out of each space and turn within the private road which would allow vehicles to exit onto the public highway in a forward gear and therefore no highway safety concerns are raised.
- 8.10 It is advised that a condition be added requiring that the parking layout is constructed in accordance with the submitted plans before the occupation of the proposed additional dwelling. The site plan shows that cycle storage is proposed to be sited in the rear garden, elevation plans have not been submitted therefore it is also advised that a condition be added requiring these plans are submitted and the use of the cycle storage is also conditioned to ensure that cycle storage is always available.

v) Sustainability

- 8.11 The submitted Sustainability Statement complies with Policy 40 of the Local Plan, which comprises 10 criteria for achieving sustainable design and construction for all new dwellings and new non-domestic dwellings. The development is committed to implementing measures such as restricting the use of water. Refuse and recycling bin storage is also shown on the submitted plans. Electric vehicle charging points have not been proposed. It is therefore advised that a condition be added requiring electric vehicle charging spaces are provided in accordance with plans and details to be submitted.
- 8.12 It has been demonstrated that the development would include sustainable construction and design measures such as recycling storage and the provision of cycle storage to reduce the energy demand and wider environmental impacts of the development in accordance with policy 40. Conditions are recommended in order to secure the proposed sustainability measures.

vi) Drainage

8.13 During the consultation of the application a third party raised concerns with the impact of the development on drainage. The Council's Drainage Engineer was consulted on the proposed works, no concerns were raised and it was confirmed that the proposed means of surface water drainage is acceptable.

vii) Other Matters

8.14 During the consultation of the application comments were received from the Parish Council and third parties that a site notice was not displayed at the site. A site notice was displayed on the front boundary of the site and one was also displayed at the entrance of the access to the cul-de-sac.

Conclusion

8.15 Based on the above it is considered the principle of the additional residential unit at the site is acceptable, the design and layout would be acceptable, the development would not have a harmful impact on highway safety and parking in the area and the proposal is acceptable in all other respects. The proposal therefore complies with development plan policies and NPPF and the application is recommended for approval.

Human Rights

8.16 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION

PERMIT subject to the following conditions and informatives:-

- 1) The development hereby permitted shall be begun 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.

- 2) The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3) No part of the development hereby permitted shall be occupied until the vehicle parking spaces have been constructed in accordance with the approved plans. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking for the development.

- 4) No part of the development hereby permitted shall be occupied until metrically scaled floor and elevations plans of the refuse and recycling and cycle storage facilities have been submitted to and approved in writing by the Local Planning Authority. Thereafter the refuse and recycling and cycle storage facilities shall be maintained as approved and kept available for their approved purposes in perpetuity.

Reason: To ensure the adequate provision of onsite facilities in the interests of general amenity, encouraging sustainable management of waste and to provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

- 5) No part of the development hereby permitted shall be occupied until the dwelling has been constructed in accordance with the terms of the submitted Sustainability Statement. Thereafter the sustainability measures shall be maintained and kept operational in perpetuity.

Reason: To ensure the development delivers carbon reductions and a sustainable development in accordance with Policy 40 of the Chichester Local Plan: Key Policies 2014-2029 and to accord with the terms of the application.

- 6) No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

- 7) The dwelling hereby permitted shall be designed to ensure the consumption of wholesome water by persons occupying the dwelling must not exceed 110 litres per person per day, as set out in in G2 paragraphs 36(2) and 36(3) of the Building Regulations 2010 - Approved Document G - Sanitation, hot water safety and water efficiency (2015 edition with 2016 amendments). The dwelling hereby permitted shall not be first occupied until the requirements of this condition for that dwelling have been fully implemented, including fixtures, fittings and appliances.

Reason: To ensure water efficiency within the dwelling and to comply with the requirements of Policy 40 of the Chichester Local Plan: Key Policies 2014-2029.

Decided Plans

The application has been assessed and the decision is made on the basis of the following plans and documents submitted:

Details	Reference	Version	Date Received	Status
PLAN - Swept Path Analysis Plan	JG02		01.03.2021	Approved
PLAN - SITE LOCATION & BLOCK PLAN	00	A	22.12.2020	Approved
PLAN - PROPOSED GROUND FLOOR PLAN	04	E	15.04.2021	Approved
PLAN - PROPOSED 1ST FLOOR & ROOF PLAN	05	C	15.04.2021	Approved
PLAN - PROPOSED ELEVATIONS	06	C	15.04.2021	Approved

INFORMATIVES

1) 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 and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

For further information on this application please contact Vicki Baker on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QLQX3KERK5D00>