

Recommendation Report for Planning Permission for Works or Extension to a Dwelling

REF NO: A/33/26/HH

LOCATION: 29 Mill Road Avenue
Angmering
BN16 4HR

PROPOSAL: Single storey front and rear extension, hip to gable loft conversion with front and rear dormers, new car port and alterations to fenestration.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION As above.

REPRESENTATIONS

Angmering Parish Council - No objection.

10 letters of support for the following reasons;

- the design is in keeping with the character of the surrounding area.
- many other houses within the area have made aesthetic changes and converted their loft spaces.
- the proposal would enhance the street and improve an old property.
- the proposal will create a family home.
- an investment to the local area.

2 letters of objection for the following reasons:

- the front dormer windows would overlook the bedrooms of the property opposite.
- the proposal is not in keeping with the character of the road.
- the proposed car port is out of character with the area and forward of the building line.
- the potential restricted access to the properties opposite and Chapel Walk during months of construction and afterwards.
- the continued loss of bungalows within the District for disabled and elderly people. There needs to be a balanced housing mix.

The concern regarding restricted access to the properties opposite and Chapel Walk are noted. However, matters relating to the use, obstruction, or regulation of the public highway fall outside the scope of this planning application. Any issues relating to parking restrictions or highway management would need to be addressed directly with the Highway Authority.

CONSULTATION RESPONSES RECEIVED:

None.

POLICY CONTEXT

Built Up Boundary Area.
Within an area with potentially high ground water.

DEVELOPMENT PLAN POLICIES

Arun Local Plan 2011 - 2031:

DDM1	D DM1 Aspects of form and design quality
DDM4	D DM4 Extensions and alter to exist builds (res and non-res)
TSP1	T SP1 Transport and Development

Angmering Neighbourhood Plan 2014 POLICY HD4 Materials

Angmering Neighbourhood Plan 2014 POLICY HD5 Built Form

Angmering Neighbourhood Plan 2014 POLICY HD6 Housing Layout & Design

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD11	Arun Parking Standards 2020
SPD13	Arun District Design Guide (SPD) January 2021

CONCLUSIONS**DESIGN AND VISUAL AMENITY**

The site is a detached bungalow. This application seeks planning permission for the construction of single storey side front and rear extensions, a hip to gable loft conversion with front and rear dormers, a new car port and alterations to fenestration.

The development is in a residential area characterised by a wide variety of detached dwellings of varying height and bulk; some of which have constructed a variety of extensions and loft conversions. The design would be in keeping with the established varied character of the area and mixed street scene as there is no singular established character.

The single storey rear extension would replace a conservatory and would have a width of 13.2m and a depth of 4.2m. The proposed single storey rear extension would exceed Arun Design Guide (ADG) depth guidance of 3.3m by 0.9m. However, sufficient garden depth of 21.3m would be retained and the extension is not dissimilar in scale to an extension which could be constructed under permitted development.

The flat roof would have a height of 2.9m and an eaves height of 2.4m, containing four rooflights with a height of 2.95m. The rooflights would be in accordance with Part M of the ADG as they would maintain the privacy of the neighbouring properties. The single storey rear extension would not result in harm to the visual amenity of the dwelling or street scene and would be in accordance with Arun Local Plan (ALP) policies D DM1 and D DM4 and the ADG.

The proposal would remove the chimney and construct hip to gable roof extensions, resulting in the creation of gable ends to the northern and southern flank elevations. The maximum ridge height would remain unchanged at approximately 6.4m. The hip to gable extensions would extend the width of the ridge line by approximately 9.4m to 13.7m and would be visible in the street scene.

Policy HD5 of the Angmering Neighbourhood Plan (ANP) requires new developments to respond to their surroundings, respect the character of developments, and make a positive contribution to the varied style of the area. The hip-to gable extension reflects the roof forms of neighbouring properties, such as 17 and

19 Mill Road Avenue to the rear of the dwelling. The hip to gable roof extensions would not result in demonstrable harm to the visual amenity of the dwelling or street scene and would remain in keeping with the character of the surrounding area and comply with the ADG and ANP policy HD5.

The roof alterations include the construction of a front (west) dormer with a width of 3.2m and a depth of 3.2m. The dormer would have a pitched roof height of 2.6m and an eaves height of 1.1m. The dormer would reflect the character of the dwelling, with a pitched roof form and would be a subservient addition to the front roof slope. This is further supported by the presence of comparable size and scaled front dormers at 54 and 56 Mill Road Avenue. The front dormer would not result in any harm to visual amenity of the area.

The proposal includes the construction of a rear (east) dormer with a width of 11.5m and a depth of 3.15m. The dormer would have a flat roof height of 2.55m. It is acknowledged that the development would alter the bulk of the property and that the dormer would not be a subservient addition, however, it is positioned on the rear roof slope, with the main roof ridge height retained. It would not project beyond the original footprint of the property and would be set down from the main ridge line and set in from the flank elevations. A rear dormer of a comparable size and scale could be constructed under permitted development.

Therefore, on balance, the rear dormer would be acceptable and would not result in visual harm to the surrounding area and would be in accordance with ALP policies D DM1 and D DM4, the ADG and ANP policy HD5.

The cantilevered carport would be to the front of the site, adjacent to the northern side boundary and set back 2.4m from the front western boundary. It would be visible from the street scene and would have a width of 3.1m, a depth of 5.3m and the flat roof would have a height of 2.9m. It would be finished in aluminium.

Although the structure is not an integrated extension to the dwelling, its scale, design, and use of materials ensures that it sits comfortably alongside the property. The open-sided design would allow views through the structure and reduce its perceived bulk, such as, despite the forward siting, it would appear lightweight and not visually intrusive in the street scene. This is supported by the presence of a comparable open carport at 27 Mill Road Avenue, which establishes the local precedent.

However, given its prominent position and relationship with the garage, it is reasonable to impose a condition requiring the carport to be constructed and retained as a two-post, open-sided structure. This is to ensure it remains open and lightweight in appearance and continues to preserve the visual amenity of the site and wider street scene. Furthermore, preventing any form of enclosure, whether in whole or in part, including panels, walls, or glazing, is necessary to safeguard continued access to the garage and the functional use of the space for parking. The condition is considered reasonable and necessary in the interest of visual amenity and highway safety.

While visible from the street, the set-back position, open form, and appropriate design ensures the proposal would not appear dominant or harmful to the character and appearance of the area, and will ensure that it provides safe access onto the highway. The proposal is in accordance with ALP policies D DM1 and TSP1, the ADG and ANP policy HD5.

The single storey front extension would increase the width of the front projection by 2m to 7.4m and maintain the depth of 10.1m. The pitched roof would increase in height by 0.8m to 5.8m and maintain an eaves height of 2.3m. Although the extension would be visible to the street scene, it would remain subservient and would not extend forward of the building line, thereby integrating well with the dwelling. The single storey front extension would be acceptable and would not result in harm to the street scene

and would be in accordance with ALP policies D DM1 and D DM4, the ADG and ANP policy HD5.

Fenestration on the side (south) elevation would be a reduction to two single full-length windows on the eastern flank of the elevation, whilst on the side (north) elevation there would be a reduction to a single glazed door and a two-casement window. On the rear (east) elevation at ground floor level there would be two large bi-fold doors and an obscurely glazed single window on the northern flank serving a downstairs toilet, and at first floor level the rear dormer would have four window units, with the two central units being obscurely glazed serving bathrooms. On the front (west) elevation at ground floor level there would be two two-casement windows either side of a double-glazed entrance doorway with a two-casement feature unit above. At first floor level there would be a two-casement window within the front dormer. The proposed fenestration would be finished in grey UPVC or aluminium.

The development would be finished with white render walls, grey tiles to the dormer cheeks, and grey roof tiles to match the existing, with GRP on the flat roof rear dormer. These materials would ensure the extensions and alterations integrate well with the dwelling, creating a cohesive and harmonious appearance. The proposal reflects the palette of materials and architectural features found in the immediate area, reinforcing the local distinctiveness and demonstrating a high-quality design. The use of the proposed materials would ensure the extensions integrate cohesively with the dwelling, and the proposal is in accordance with ALP policy D DM4 and ANP policies HD4 and HD6.

Whilst the proposal would alter the appearance of the dwelling, given the varied size and bulk of neighbouring dwellings, the development would not appear unduly dominant nor result in harm to the character, appearance, or visual amenity of the host dwelling or street scene. Therefore, the proposal would be in accordance with ALP policies D DM1 and D DM4, the ADG and ANP policies HD4, HD5 and HD6.

NEIGHBOURING RESIDENTIAL AMENITY

The carport would be positioned along the northern side boundary, set 2.4m from the western front boundary and 11.7m from the southern side boundary. Given the open-sided design, together with separation distances to neighbouring properties and the existing high boundary treatment along the northern boundary, the carport would not result in overbearing or overshadowing impacts to neighbouring properties. The car port would not result in overlooking to the neighbouring dwellings and there would be no loss of privacy. The development is in accordance with ALP policy D DM1 and the ADG.

The single storey rear extension would be set back 20.7m from the rear eastern boundary, set in 1m from the northern side boundary and set in 1m from the southern side boundary. Given the substantial depth of the rear gardens, separating the property from neighbouring dwellings, the extension would not result in overbearing or overshadowing impacts to neighbouring properties.

Fenestration at ground floor level would have an outlook of the side and rear amenity of the dwelling. Given existing boundary treatment and the compliance with the ADG separation distances, fenestration would not result in any overlooking or loss of privacy to neighbouring properties.

The hip to gable roof extensions and rear dormer would extend the roof of the dwelling, increasing the height, bulk and massing closer to the side boundaries (north and south) of the site. Whilst the hip to gable roof extensions and rear dormer would increase the bulk and massing of the dwelling, the roof extensions would not extend beyond the rear elevations of neighbouring properties and as such, the hip to gable roof extensions and rear dormer would not result in overbearing or overshadowing impacts to neighbours. Moreover, a rear dormer of a comparable size and scale could be constructed under permitted development.

In terms of overlooking, the rear dormer would introduce fenestration at first floor level, in the rear roof

slope of the dwelling. Whilst some views of neighbouring gardens would be available from the fenestration, these views would not be significantly different to those that could be achieved via a dormer constructed under permitted development. As such, the rear dormer would not result in unacceptable overlooking.

On the western elevation, the front dormer would be set in 2m from the western side boundary, 9.6m from the eastern side boundary and set back 9.9m from the front boundary to the west. Whilst the roof extensions would increase the bulk and massing of the dwelling, it would not project forward of the existing building line and given the maintained spacing the proposal would not result in harm by way of overshadowing or overbearing. It is acknowledged that the front dormer would introduce fenestration at first floor level in the front roof slope of the dwelling and would have an outlook of the front amenity. Given the separation distances between the site's front boundary and neighbouring properties, the proposal would not result in overlooking or loss of privacy to the neighbouring dwellings.

The front extension would be set in 6.9m from the northern side boundary and set back 8.1m from the front boundary to the west. Given the size and scale of the front extension, and that it would not project forward on the building line, and the spacing maintained between the front boundary and neighbouring properties, it would not result in overbearing or overshadowing impacts to neighbouring properties. The fenestration in the front extension would have an outlook over front amenity of the dwelling and would not result in any overlooking or loss of privacy to the neighbouring dwellings.

The development would not result in demonstrable harm to neighbouring residential amenity by way of overbearing, overshadowing, or overlooking. The development is in accordance with ALP policies D DM1 and D DM4 and the ADG.

PARKING

The existing garage has an internal width of 2.3m and an internal depth of 5.7m. This fails to meet current guidance for a usable parking space, which typically requires an internal floor area width of 3m and a depth of 6m. As such, the garage would not be considered suitable for vehicle parking and is unlikely to contribute to effective off-street parking provision.

Part I of the ADG requires dwellings of four or more bedrooms to provide a minimum of three parking spaces. The front driveway has sufficient capacity to accommodate this requirement with a width of 15.3m and a depth of 6.6m, allowing for the minimum requirement of three off-street parking spaces.

Whilst the proposal would result in the loss of the garage, this would not lead to a reduction in usable parking provision. On this basis, the proposal would not reduce existing off-street parking and a condition to secure additional parking is not required in this case. The proposal would comply with the parking requirements set out in the Arun Parking Standards.

SUMMARY

The development is in accordance with relevant development plan policies and is recommended for approval subject to the following conditions and informatives.

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1

of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

CIL DETAILS

This application is not CIL liable.

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 The development hereby approved shall be carried out in accordance with the following approved plans:
 1. The Location Plan P001.
 2. Proposed Block Plan P002 Rev 2.
 3. Proposed Ground Floor Plan P006.
 4. Proposed Loft Plan P007.
 5. Proposed Roof Plan P008.
 6. Proposed Elevations P009.
Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with Arun Local Plan policies D DM1 and D DM4.
- 3 Notwithstanding the provisions of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking or re-enacting this Order) there shall be no alterations to the approved open carport unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: To maintain adequate parking provision in the interests of highway safety in accordance with Arun Local Plan policy T SP1 and the Parking Standards SPD.
- 4 Based on the information available, this permission is exempt from the requirement to provide a biodiversity gain plan under Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990. The following exemption applies:

This planning permission is for development which is a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Reason: In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as amended).

- 5 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). 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 NPPF.