

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

REF NO: EP/71/26/HH

LOCATION: 51 Warren Crescent
East Preston
BN16 1BL

PROPOSAL: Extension to the side and infill extension to the rear, new roof and loft conversion and alterations to fenestration including removal of front porch.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION As above.

RELEVANT SITE HISTORY

EP/33/26/HH	Extension, new roof and loft conversion.	Withdrawn 03-06-26
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REPRESENTATIONS

East Preston Parish Council - Objection on the basis of design and neighbour amenity grounds, citing conflict with East Preston Neighbourhood Plan Policy 1. The proposal is considered too square and taller than neighbouring dwellings, being out of keeping with the street scene and abutting the boundary with No. 49 Warren Crescent, thereby being potentially overbearing.

East Preston & Kingston Preservation Society - Objection on the basis that the proposal would alter the roof form and create a square profile, increased height and bulk, and would be totally out of keeping with the compact street scene which feature steeply sloping roofs. It would be contrary to East Preston Neighbourhood Plan Policies 1 and 3 and Village Design guidance. It also raises concern about overdevelopment close to No. 49 and irregular front rooflights.

6 No. objections for the following reasons:

- Overdevelopment of a small plot.
- Scale, size and bulk with the hip-to-gable roof form and large rear dormer causing overbearing impacts to neighbours.
- Loss of bungalow character and to the street scene.
- Proximity to neighbouring boundaries causing increased overlooking and reduced light.
- Parking pressure.
- Proximity to railway and small garden.
- Impact on wildlife (bats and birds).
- Address error on the plans stating Warren Close.

Concern regarding the address error on the plans was corrected on amended plans submitted 4

September 2026.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

NETWORK RAIL - No objection subjective to separate approvals.

Network Rail raises no objection but requires the applicant to obtain separate approval and engage its ASPRO team before works begin. The applicant may need an Asset Protection Agreement, must provide a minimum 3m buffer from Network Rail land/electrified equipment where applicable, and must notify Network Rail at least six weeks before commencement. Demolition, scaffolding, cranes and plant must be managed so they cannot endanger the railway or fall within 3m of the railway/electrical equipment.

POLICY CONTEXT

Prone to Groundwater Flooding.

Built-Up Area Boundary.

Railway Property (15m Buffer).

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)

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD13	Arun District Design Guide (SPD) January 2021
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CONCLUSIONS

DESIGN AND VISUAL AMENITY

The site is a detached bungalow located at 51 Warren Crescent. This application seeks planning permission for the construction of single storey side and infill rear extensions, a new roof and loft conversion including alterations to fenestration and the removal of the front porch.

The proposed development is sited within a residential area characterised by a mix of detached bungalows, many with hipped or sloping roofs. However, there are variations to the general uniformity of the area. Warren Crescent and the wider vicinity include properties that have constructed a variety of side and rear extensions, roof lights, altered roof forms and rear dormers. Examples of altered roof forms and rear dormers can be found at Nos. 20, 22, 30, 44 and 59 Warren Crescent.

The objections from East Preston Parish Council, East Preston & Kingston Preservation Society and neighbouring occupiers are noted, particularly in relation to the proposed roof form and additional bulk. Policy 1 of the East Preston Neighbourhood Plan (EPNP) and the East Preston Village Design Guide require development to respond positively to local character, including scale, form, appearance and the established pattern of development. It is noted that the proposal would create a more squared roof profile

and would differ from the typical hipped-roof bungalow form in Warren Crescent. Therefore, the proposal has been assessed against the character of the area, while also recognising the established pattern of an already varied street scene with regards to roof forms and loft extensions, rather than a wholly uniform row of unaltered bungalows.

The proposed single-storey side extension would be visible from the street scene but would be set back 0.7m from the principal elevation. It would have a width of 2.4m, a depth of 11m and a flat roof height of 2.85m. Its limited height, single-storey form and set-back from the front elevation would allow it to read as a subordinate addition rather than a dominant extension. The flat roof would contain three rooflights which would be in accordance with Part M of the Arun Design Guide (ADG) as they would maintain the privacy of the neighbouring properties. As such, whilst the single-storey side extension would not strictly comply with the 1m spacing guidance within the ADG, the single-storey side extension would remain a modest ground-floor addition and would not dominate the host dwelling, street scene or neighbouring properties. Therefore, the single-storey side 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, the ADG and EPNP policy 1.

The proposed rear infill extension would adjoin the side extension and would have a depth of 1.3m, a width of 5.4m and a flat roof height of 2.85m. Although the remaining rear garden depth would not comply with the 10.5m ADG guidance the extension would not project beyond the existing rear-built form and would be comparable with rear additions within the vicinity. Therefore, given its single-storey scale, siting and relationship with existing boundary treatment, the rear infill 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, the ADG and EPNP policy 1.

The hip-to-gable roof alterations would result in an increase in ridge height by approximately 0.3m and an increase in ridge width by approximately 8.1m to 9m, creating gable ends to the side elevations. While this would change the bungalow's roof form and add bulk and massing at roof level, the increase in height would be modest and the roof would extend partly over the built form to the rear. As such, the increased ridge height would be set back further from the highway than neighbouring ridge lines and it would not appear unduly prominent within the street scene. It is noted that the main additional mass would be to the rear of the dwelling rather than a prominent feature in the street scene.

While hipped roofs form part of the character of Warren Crescent, the surrounding area is not entirely uniform. There are examples of comparable gabled or altered roof forms nearby, including Nos. 20, 22, 30, 44 and 59 Warren Crescent. These properties show that roof forms within the street have already varied over time. The proposed hip-to-gable alteration would therefore sit within the mixed roofscape rather than appear as an isolated or incongruous feature. This reduces the visual harm that might otherwise arise from the loss of the original hipped form.

In addition, a hip-to-gable roof alteration of a similar size and scale could be carried out under permitted development rights. Although this fallback position does not remove the need to assess the proposal against planning policy, it is a material consideration when considering the extent of any harm arising from the change in roof form. On balance, given the modest increase in height, the retained separation from the boundaries, the limited prominence in the street scene and the nearby examples of altered roof forms, the proposal would not cause unacceptable harm to the character, appearance or visual amenity of the host dwelling or street scene.

The proposal includes the construction of a rear (north) dormer that would have a width of 8.4m and a depth of 3.95m. The dormer would have a flat roof height of 2.45m. It is acknowledged that the dormer would alter the bulk of the property and would not be a subservient addition, however, it is positioned on the rear roof slope, set down from the ridge and would not project beyond the original footprint of the

property. It is noted that it would be similar in scale and size to existing rear dormers within the wider area, including Nos. 30, 44 and 59 Warren Crescent, and that a rear dormer of a comparable scale could be constructed under permitted development. On balance, even though the dormer would not preserve the original roof form, its rear location, nearby examples and fallback position means that it would not result in demonstrable harm to the character, appearance or visual amenity of the host dwelling or street scene.

Therefore, on balance, the roof alterations and rear dormer would not result in harm to the visual amenity of the dwelling or street scene and would be in accordance with ALP policies D DM1 and D DM4, the ADG and EPNP policy 1.

Fenestration on the front (southern) elevation would include the removal of the porch, subsequently replaced with double doors and a two-casement window on the western flank. At first-floor level there would be four rooflights set within the roof plane. Rooflights are a common domestic feature and are evident within the street and wider area. Their size, number and arrangement would not appear overly dominant within the front elevation. All fenestration from the side (western) elevation would be removed and there would be a reduction to one fenestration on the side (eastern) elevation. On the rear (northern) elevation at ground floor level there would be a five-panel bi-fold door and a single window, and at first floor level there would be the addition of two three-casement windows within the rear dormer. The proposed fenestration would be finished to match the existing.

The proposed development would be finished with brickwork, rendered walls and roof tiles to match the existing, and tile hanging to the dormer. These materials would help integrate the extensions and roof alterations with the host dwelling and would provide a coherent appearance. The proposal would therefore be in accordance with ALP policies D DM1 and D DM4 and policy 1 of the EPNP.

Whilst the proposal would alter the appearance and increase the bulk of the dwelling, given the varied size and bulk of properties within the vicinity, 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 Arun Local Plan policies D DM1 and D DM4, the ADG and policy 1 of the EPNP.

NEIGHBOURING RESIDENTIAL AMENITY

The single-storey side extension would be set back 4.8m from the southern front boundary, 6.7m from the northern rear boundary and would abut the western side boundary. It is noted that the side boundary separation distance would not comply with the minimum guidance of 1m for a single storey extension as outlined in Part M of the ADG.

However, given the flat roof design, the existing high boundary treatment and that there are examples of similar forms of development within the vicinity, such as Nos. 48, 57 and 59, the proposed side extension would not result in significant overbearing or overshadowing impacts to the neighbouring dwelling to the west. Furthermore, given the removal of all fenestration on the western side elevation no unacceptable overlooking would arise.

The single storey rear infill extension would be set back 6.7m from the rear northern boundary, sitting within the existing rear-built form rather than projecting beyond it. Given the existing rear garden depth, the limited height and flat roof design, the extension would not result in overbearing or overshadowing impacts to neighbouring properties. Fenestration at ground floor level would maintain its existing outlook of the rear amenity of the dwelling and would therefore not result in any overlooking or loss of privacy to neighbouring properties.

The roof alterations and rear dormer would increase roof bulk and massing closer to the side boundaries

(east and west) of the application site. However, the ridge increase would be minor, the principal additional mass would be at roof level and to the rear of the dwelling and the rear dormer would not extend significantly beyond the existing rear elevations of neighbouring properties. Moreover, hip to gable roof alterations of a similar size and scale could be constructed under permitted development. Therefore, on balance the proposed roof alterations and rear dormer would not result in unacceptable overbearing or overshadowing impacts to neighbouring properties.

In terms of overlooking, the rear dormer would introduce fenestration at first floor level, within the rear roof slope of the host dwelling. Whilst some views of neighbouring gardens would be available from the proposed fenestration, these views would not be significantly different to those that could be achieved via a dormer constructed under permitted development. As such, the proposed rear dormer would not result in unacceptable overlooking.

The proposal would include the insertion of four rooflights within the front roof slope of the host dwelling that would have an outlook of their front amenity. As such, this would not result in unacceptable overlooking or loss in privacy to the neighbouring dwellings.

On balance, the proposed development would not result in harm to neighbouring residential amenity by way of overbearing, overshadowing, or overlooking. The proposed development is therefore in accordance with Arun Local Plan policies D DM1 and D DM4, and the ADG.

PARKING

The proposed development would retain the property as a three-bedroom dwelling. Part I of the ADG requires dwellings a minimum of two parking spaces for a three-bedroom dwelling. The existing front driveway has sufficient capacity to accommodate this requirement. Therefore, the proposal would comply with the parking requirements set out in the Arun Parking Standards and EPNP policy 1.

SUMMARY

The proposed 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:

- Location and Block Plans - A100-A.
- Proposed Ground Floor, Loft Floor and Roof Plans - A1014-C.
- Proposed Elevations - A105-C.

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 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).

- 4 **INFORMATIVE:** The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from Network Rail to carry out the proposed development.

Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on board to enable approval of detailed works. To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-1-railway/asset-protection-and-optimisation/>). This website also provides more information about our Asset

Protection team and the services they offer.

Where applicable, the applicant must also follow the attached Asset Protection informatives. The informatives are issued to all development within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

- 5 INFORMATIVE: Network Rail requires at least a 3m buffer between our land and any proposed development in areas where electrification is present. This is to maintain the safety of the applicants, groundworkers during development, future site users and Network Rail staff in the case of an operational incident.
- 6 INFORMATIVE: Prior to the commencement of any works on site, developers must contact Network Rail. Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. To inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement.
- 7 INFORMATIVE: Any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact ASPRO.
- 8 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.