

Mrs J Chapman
Planning & Building Control General Enquiries
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Mr Daniel Isom
27 Sea Lane
Pagham
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Dear Mrs Chapman,

REFERENCE: P/92/14/HH

Wednesday, 08 October 2014

I write following the recent letter from the Parish Council and their concerns over the above proposal.
I would therefore like to clarify and address their points providing support in favour of the proposal.

Members of Pagham Parish Council expressed concern at the prospect of possible precedent being established in respect of significant development in a front garden, particularly where the relatively deep frontage along Sea Lane were a contributory factor to the open character of the established streetscape.

It was noted that an unauthorised front garden development (large timber shed) some 90 yards distant had been subject of enforcement action less than 2 years previously.

This is irrelevant to the case and a shed used as a workshop in the front garden is not what we propose nor seek.

Unfortunately the construction of a roadside brick wall which might have been argued to provide screening at this address (27 Sea Lane) currently appears to be the subject of planning dispute and, in itself, is thus unlikely to receive consent (ref" recent Arun District Council letter).

This is irrelevant to the case.

Members felt that, without prejudice, there was no other option but to register an objection to the proposal put before them.

POLICY BACKGROUND

Arun District Council Local Plan 2014

Chapter 13 Design... "13.3.24 Front garden amenity space... should reflect the character of other garden amenity spaces in the area and be designed in accordance with the

'Aspects of Form and Design Quality' policy...

13.3.24 of the document used as reference actually states:-

Where possible, rear gardens should have separate direct access so that bicycles, bins and garden equipment may be taken into the garden without passing through the home. In addition, private outdoor spaces will be used for drying clothes.

However, are they referring to section 13.3.26 ?

Such section states:-

Where appropriate front garden amenity space is provided it should reflect the character of other garden amenity spaces in the local area and be designed in accordance with the 'Aspects of Form and Design Quality' policy. A key consideration will be to ensure that sufficient space exists between the front door of a dwelling and the highway, avoiding narrow footways and the inconvenience and safety issues this gives rise to.

1. The design of the proposed garage will be in keeping with the existing house
2. There are no two gardens or house of similar design in the road. The original design of the street was only a repetition of three separate chalet designs along the northern side of Sea lane. This has changed dramatically over the years as a diverse mix of extensions and alterations have now been permitted and undertaken. In respect of the gardens the properties all have closed boundaries and not open plan street, utilising fences, walls, shrubbery and or mix of both to form party boundaries. Therefore this evolution allows the individuals residents to personalise their own gardens without affecting the street scene.
3. There is no direct contradiction to the policy section 13.3.26.
In fact the proposal is in accordance with the policy as the garden is typically larger than most if not all new build 4 bedroom properties. There is defiantly adequate space between the front door and the highway as this is not affected. There is no narrowing of walkways or pathways either and even after the proposed works are undertaken there is adequate parking space for 4 – 5 medium size vehicles and this excludes the 2 spaces the garage itself will provide.
Finally the proposal does not cause or increase any risk or safety issues.

13.4.4... "should respond to an analysis of the specific site... and the distinctiveness of the wider setting... reflect the style of the existing building"...

13.4.4 Actually states:-

The design of a proposal should not be generic, but respond to an analysis of the characteristics of the specific site, as well as the distinctiveness of the wider setting. Often the best approach is to reflect the style of the existing building especially in Conservation Areas and Listed Buildings. In other locations extensions of a more contemporary design may be appropriate. Consequently, any proposal will need to demonstrate that through its scale, density, layout, siting, character and appearance, it has been designed to respect the property and the surroundings. All proposals should be visually subservient to the existing property and provide a high standard of amenity to meet the day to day requirements of the occupants. Extensions of up to 50% in terms of floor space will be generally be considered proportionate, whilst those above this figure will considered disproportionate and unlikely to be acceptable.

1. There are no two matching gardens in the street and therefore will not be generic.
2. The proposed Garage design and style will be of high quality and construction and will meet the characteristics of the existing specific site.
3. The proposal will match and reflect the existing building.
4. The proposal will compliment and respect the existing property
5. The proposal will provide a high standard of amenity meeting the day to day requirements of the occupants and this is not limited to current occupants but needs of any other future generations or occupants.

13.4.5 "make a positive contribution to the locality"...

13.4.5 States:-

All extensions and alterations which are visible on the street-scene, should respect the established spatial character and pattern of the street scene, and make a positive contribution to the locality.

1. *The proposal is not an extension nor alteration*
2. *The proposal will match the house design, construction; materials and appearance therefore respect the existing outlook. This will therefore not be out of place, but in keeping.*
3. *The positive and high standard appearance of the existing property and matching proposed garage will only improve the overall appearance and standard of the street.*
May I pose the question that if the majority of houses or all houses in the street were to the standard and appearance of 27, 29 or 30 Sea Lane (all of which have recently been heavily renovated, if not rebuilt) would this be of benefit to the overall street and or value of the houses in the street.?

*Would this be a more desirable street to live in?
The answer is yes and that is FACT, therefore a positive contribution to the locality.*

13.4.6. "Development by virtue of design would be detrimental to the built environment, amenity or character will not be permitted"

1. This is in fact not relevant as the proposal will not be detrimental to the built environment, amenity or existing character.

*PAGHAM VILLAGE DESIGN STATEMENT 2007
Page 9 Southern Pagham
Development Criteria*

(2) Significantly obtrusive enclosure of frontages should not be permitted

1. *The proposal will not be significantly obtrusive to anyone being neighbour, pedestrian, public vehicle passing.*
2. *The proposal actually covers less than 45% of the total width of the frontage therefore does not enclose the frontage.*

(4) Frontage treatment and streetscape materials should be consistent.

Informative (b) ... "Sea Lane north east side is generally composed of older chalet style homes, deeper frontages, with walled, mature gardens.

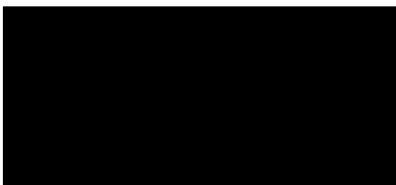
1. The materials proposed will be in keeping and matching the existing house and therefore consistent. The materials used on the house and proposed garage are identical to those of No 25 Sea lane of which is fully rendered.
2. 27 Sea Lane is a fully refurbished house not chalet, to virtually new standard. No 25 was fully refurbished in 2006. No's 29 has been extensively modified and refurbished from Chalet to House. No 30 was extensively modified and refurbished from Chalet to House only in 2012. Therefore the statement referred to is in fact out of date.

Finally please can I refer you to case P/61/12/ where a detached garage has been permitted in the front garden on a far smaller plot.

The proposed Garage is in fact required for security and storage of vehicles, High Value Bicycles and overnight for small high value hand tools used for work purposes which cannot be left in a vehicle due to insurance purposes. Please contact me in person so that I may provide a Crime Reference Number and supporting evidence, whereby our property was maliciously vandalised.

I hope to have clarified the situation and addressed all concerns of the Parish Council as my intentions and reasons are genuine and by no means unique or unjustified. I can also see no reason that the proposal be given full sanction to proceed.

Yours Sincerely



Daniel Isom