Development Management - Delegated Officer Report

Application Number: NOTICE/0009/22 Recommendation – Approve

Site: 68 Slonk Hill Road, Shoreham-by-Sea

Proposal: Householder application for permitted development for prior approval for enlargement of a dwellinghouse by construction of an additional storey to a height of 1.9m above the existing ridge.

Date of site visit: 26 May 2022

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to a detached bungalow on the north side of Slonk Hill Road. The property sits within a line of similar gable-ended bungalows, orientated with their ridge running north-south.

The application is proposing to construct an additional storey on No.68 as development permitted by Schedule 2, Part 1, Class AA of the GPDO, as amended in 2020.

The new floor will raise the ridge height 1.9m above existing. Three bedrooms (one with en suite) and a bathroom will be created at first floor. A window will also be provided within the rear gable which will serve one of the bedrooms.

The new roof would be finished in concrete interlocking tiles similar to the existing. The extended side walls and gable are to be clad. The existing dwelling has white rendered walls but with a section of timber cladding within the front gable.

Under Class AA, before beginning the development, the developer must apply to the local planning authority for prior approval as to—

(i) impact on the amenity of any adjoining premises including overlooking, privacy and the loss of light;

(ii) the external appearance of the dwellinghouse, including the design and architectural features of—

(aa) the principal elevation of the dwellinghouse, and

(bb) any side elevation of the dwellinghouse that fronts a highway;

(iii) air traffic and defence asset impacts of the development; and

(iv) whether, as a result of the siting of the dwellinghouse, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 201244 issued by the Secretary of State;

Relevant Planning History

AWDM/0268/14 - Householder application for permitted development for prior approval for a single storey rear extension 3.5m in depth to be added onto the existing extension which is 3m deep, a total of 6.5m from rear wall of the original house, maximum height 3.94m and maximum eaves height of 2.54m.

NOTICE/0011/21 - Householder application for permitted development for prior approval for enlargement of a dwellinghouse by construction of an additional storey to a height of 1.5m above the existing ridge (42 Slonk Hill Road) - refused but allowed at appeal and currently under construction

Consultations

Shoreham Airport - No safeguarding objection

Representations

Objection received from the occupier of 70 Slonk Hill Road:

1. Height will block any natural light.
2. Noise.
3. Decrease in property value.

With the properties being so close, approximately 2 metres, we are concerned about loss of natural light being blocked out to our kitchen and lounge due to the height of proposed plans and this even being considered and privacy issues.
Also more noise as being so close we can sometimes hear TV/ video games being played so we tend not to open our windows on that side.

Relevant Planning Policies

Adur Local Plan 2017 Policy 15
'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings''
National Planning Policy Framework (July 2021)

Planning Assessment

The application meets the qualifying criteria set out in Class AA and is therefore subject to the considerations for prior approval.

(i) impact on the amenity of any adjoining premises including overlooking, privacy and the loss of light

The additional storey will contain windows at first floor at the rear. The orientation of the properties along this part of Slonk Hill Road does not allow for rear dormers to be installed and there are currently no upper floor windows

facing to the rear, in common with neighbouring dwellings, and no dwellings to the rear. The introduction of bedroom windows at first floor will therefore introduce overlooking where there is currently none.

In order to overcome the potential for overlooking and loss of privacy the rear windows have been amended to be obscure glazed below 1.7m above floor level.

Obscure glazing would overcome the loss of privacy issue but it would not normally result in an acceptable standard of living environment (i.e.to have a bedroom with no outlook). However, this approach was accepted at No.42, which was allowed at appeal.

The increased height of the roof, including a 1.9m raising of the eaves, will increase the height and extent of vertical wall adjacent to the side windows of the neighbouring houses on both sides, which sit close to the boundary, particularly No.70 to the east, potentially resulting in an increased loss of light.

However, this issue was considered by the Inspector at the appeal at No.42 and he concluded:

"These detached buildings are separated by modest gaps. Given this configuration, the location of windows below soffits and the southern aspect of the buildings' frontages, there is already some shading of these side elevations, with scope for direct sunlight access between the buildings around mid-day. These natural light dynamics are likely to remain fundamentally similar even with the addition of the proposed first floor storey at No 42. Consequently, the proposal would not result in harmful loss of light to neighbouring dwellings."

In the light of this decision it is considered to be difficult to justify refusal on this ground this time as the relationship between dwellings is broadly similar.

(ii) the external appearance of the dwellinghouse, including the design and architectural features of—

(aa) the principal elevation of the dwellinghouse, and

(bb) any side elevation of the dwellinghouse that fronts a highway;

The extension would not match the style and appearance of the existing dwelling in terms of window size and positioning as three windows are proposed in the front gable of the raised roof on the principal elevation.

However, in considering an appeal for a similar proposal at No. 42 last year the Inspector stated:

"*There is some variation in building form and fenestration of dwellings in the vicinity of the appeal property, including various dormers on some dwellings. The undulating topography of Slonk Hill Road draws the eye, and viewed on the street from the west, the proposed development would appear against a backdrop of building mass on rising ground. Viewed on the street from the east, the raised height of the proposal would echo the peak of ground and building mass further along Slonk Hill Road. The substantial tree line to the*

rear off the host row of properties further adds to the visual variety of the backdrop. This backdrop of various elements, together with the pitched roof profile and use of materials matching the existing building would help the additional storey assimilate visually within its setting.

Furthermore, the proposed width of the front picture window would be contained to well within the horizontal spread of the appeal building's ground floor windows. Also, the shape of the top of this window would echo the building's pitched roof profile. Consequently, the proposed picture window in the front elevation would not discordantly draw attention to the enlarged building mass."

The arguments about viewing the property against a backdrop of rising ground and trees equally applies here and, in light of the approval at No.68, it is not considered that a refusal on the grounds of harm to the character of the street scene is justified here.

There are differences between this proposal and that at No.68 though, including the increased height (1.9m compared with 1.5m at No.68) and the different style of window openings. However, the differences are not considered to result in any greater visual impact than the development at No.68 and the external appearance of the dwellinghouse is considered to be acceptable.

(iii) air traffic and defence asset impacts of the development;

The overall height of the building will be 6.9m and Shoreham Airport has confirmed that they have no concerns with the proposed development.

(iv) whether, as a result of the siting of the dwellinghouse, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State

N/A

Recommendation

APPROVE Prior Approval subject to the following condition:

1. First floor rear windows to be obscure glazed and non opening below 1.7m

Case Officer: Peter Barnett Date: 13 June 2022

Authorised by: Gary Peck Date: 13 June 2022