

Delegated Decision

Sign off Sheet

Ref. No:	DM/24/2846	Case Officer:	Andrew Horrell
Application Type:	Householder Application		
Proposal:	Alterations to existing rear single storey extension. External alterations including new external materials, side storage wall and associated works. New windows and doors. Hip to gable roof extension with full width rear loft dormer and 2no. front roof lights.		
Site:	103 Station Road, Burgess Hill, West Sussex, RH15 9ED, , , ,		
Validation Date	21 Nov 2024	Overall Expiry Date:	20 Dec 2024
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	22 Jan 2025
Target Date:	16 Jan 2025	Recommending Officer Signature:	Andrew Horrell

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
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Signed and Agreed By:	Stephen Ashdown	Date:	22 Jan 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/24/2846

**103 Station Road, Burgess Hill, West Sussex, RH15 9ED, , ,
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Pountney**

SUMMARY OF REPRESENTATIONS

None

CONSULTEE COMMENTS

None relevant

TOWN COUNCIL OBSERVATIONS

Burgess Hill Town Council: Recommend Refusal. The Committee felt the application contravened:

Mid Sussex District Plan: DP26 Character and Design.

Mid Sussex Design Guide: DG38 - Dormers are not reflective of the character of the street scene.

Mid Sussex Design Guide: DG52 - Loft conversion are roof extensions

INTRODUCTION

Planning permission is sought for a new single storey rear extension, hip to gable roof extension with full width rear loft dormer and 2no. front roof lights with new windows and doors.

RELEVANT PLANNING HISTORY

None relevant

SITE AND SURROUNDINGS

103 Station Road is a two-storey semi-detached plain tiled hipped roofed dwelling and has an existing conservatory. The walls are characterised by a mix of face brickwork and hanging tiles with upvc doors and windows.

To the south of the site is the rear garden with close boarded fencing to set lower Meeds Road beyond, to the north of the site is the driveway to highway beyond, to the east of the site is the adjacent No.101 Station Road and to the west is the adjacent 105 Station Road.

The site is within the built-up area of Burgess Hill.

APPLICATION DETAILS

The existing sloped roofed conservatory approximately measures 2.8m in depth, 3.2m in width with a height to eaves of 2.8m and an overall height of 2.95m.

The proposed single storey rear extension approximately measures 3.5m in depth, 5.8m in maximum width with a height to eaves of 2.5m and an overall height of 4m. This will serve a kitchen/dining room.

The proposed hip to gable enlargement approximately measures 4.1m in width with a flat roofed rear dormer approximately measuring 3.5m in depth, 5.225m in width with a height of 2.8m. The proposed front rooflights approximately measuring 0.75m by 0.55m each. This would create a master bedroom and en-suite in the roofspace.

LEGAL FRAMEWORK AND LIST OF POLICIES

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, Site Allocation Development Plan Document (DPD) and Burgess Hill Neighbourhood Plan.

National policy (which is contained in the National Planning Policy Framework and National Planning Policy Guidance) does not form part of the development plan, but is an important material consideration.

Mid Sussex District Plan

The District Plan was adopted at Full Council on 28th March 2018.

Relevant policies:

DP21 (Transport)

DP26 (Design and Character)

WSCC Guidance on Parking at New Developments - September 2020

Site Allocations DPD

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031.

There are no relevant policies.

Burgess Hill Neighbourhood Plan

Burgess Hill Neighbourhood Plan was formally 'made' as of 28th January 2016.

Relevant policies include:

S4 - Parking Standards

Other Material Considerations

Mid Sussex District Plan 2021-2039 Submission Draft (Regulation 19)

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031 and its policies will have full weight. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 (Regulation 19) is currently at Examination and the stage 1 hearings were concluded on the 31st October 2024. There are unresolved objections to the majority of Policies in the draft District Plan and as such, only minimal weight can be given to the Plan and this planning application has been assessed against the policies of the adopted District Plan.

Relevant policies:

DPB1 - Character and Design

DPT4 - Parking and Electric Vehicle Charging Infrastructure

Mid Sussex Design Guide Supplementary Planning Document (SPD)

The Council has adopted a 'Mid Sussex Design Guide' SPD that aims to help deliver high quality development across the district that responds appropriately to its context and is inclusive and sustainable. The Design Guide was adopted by Council on 4th November 2020 as an SPD for use in the consideration and determination of planning applications. The SPD is a material consideration in the determination of planning applications.

National Planning Policy Framework (NPPF) (December 2024)

The National Planning Policy Framework (NPPF) 2024 is a material consideration. Paragraphs 8, 11, 131 and 135.

ASSESSMENT

Design and Character

DP26 of the District Plan, in part, states:

'All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:

- is of high quality design and layout and includes appropriate landscaping and greenspace;- contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*
- creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- protects open spaces, trees and gardens that contribute to the character of the area;*
- does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution'*

In addition, the Council's Design Guide SPD is a material planning consideration. Design principles DG49 and DG51 are deemed relevant.

DG49 relates to extensions generally and states:

'extensions should typically use simple, uncomplicated building forms to complement and coordinate with the scale, form and massing of the original dwelling. The design approach may benefit from coordinating with the existing pattern of window and door openings as well as employing facing materials to match those of the existing dwelling.'

Principle DG51 of the Mid Sussex Design Guide SPD relates specifically to rear extensions states the following:

'Rear extensions which are not visible from the street and do not negatively impact on neighbouring properties can be expressed in many forms, including by adopting a contemporary architectural approach. With reference to DG49, they should nevertheless have consideration for the character of the existing building and the relationship of the extension with the side boundaries and adjacent buildings and gardens'.

The adjoining property, No.101, is characterised by a single storey rear extension (01/01643/FUL), as is No.107 (BH/084/98). The proposal is only a modest enlargement on the existing conservatory and whilst new, more contemporary, materials are proposed, it will not be visible from the streetscene. Therefore, the rear extension complies with DP26 of the Mid Sussex District Plan and principles DG49 and DG51 of the Mid Sussex Design Guide SPD.

With reference to roof enlargement specifically, principle DG52 of the Mid Sussex Design Guide SPD in part states:

'A loft conversion is a space efficient means of extending the amount of living accommodation in a dwelling. Roof accommodation is normally reliant on dormer windows and rooflights to provide light and ventilation. However, if they are out of scale or out of character with the roofscape and proportions of a dwelling they can have an adverse impact on the character of both the dwelling and the streetscape.'

The roof pitch and form are intrinsic to a building's character and roof extensions should be sensitive to this. Roof extensions and dormer windows that alter the existing ridge of the roof or significantly alter the roof profile of a building will not normally be acceptable, particularly on the front roof slope, and where there is a strong established roofline.

Where a clear rhythm of fenestration is established, the position and proportion of dormer windows should respond to existing windows and / or doors.'

This principle also includes reference to further dormer window guidance in Chapter 6 of the Design Guide under sections 6.3.5 to 6.3.7 which state:

'6.3.5 While dormer windows can sometimes be prominent features in the streetscene, care needs to be taken with their design, proportions and position on the roof. The choice of design should be informed by the character and appearance of the local vernacular.'

6.3.6 Dormer windows should be visually subordinate to the roof slope, enabling a large proportion of the main roof to remain visible. Excessively wide dormers are likely to look unsatisfactory as they will often be out of proportion with the existing roof.'

6.3.7 Dormer windows should normally be positioned below the ridge-line, and above the eaves line'. Adjacent No.105 is characterised by side and rear dormers (built without planning permission under permitted development).

Whilst the dominant flat roofed dormer design would be contrary to principle DG52 of the Mid Sussex Design Guide SPD, as the fall-back position it should also be noted that a hip to gable and similar dormer window could be constructed without the need for formal planning permission under Class B, Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Taking into account the above, the proposed works are considered to address the character and scale of the existing site and surrounding buildings. As such the proposal complies with the above part of policy DP26 of the Mid Sussex District Plan and principles DG49, DG51 and DG52 of the Mid Sussex Design Guide SPD.

Parking Standards

With the creation of an additional bedroom, parking standards have to be assessed. It has been confirmed that the property currently has 3 bedrooms and therefore as proposed would have 4 bedrooms, West Sussex County Council August 2019 Parking Standards Guidance outlines that for a 4-bedroom dwelling in this location that 2.5 parking spaces has to be provided. While the standards set out within S4 of the Burgess Hill Neighbourhood Plan requires a 4-bedroom dwellinghouse to have 2 designated spaces and 1 non-designated space per 2 dwellings.

Only one parking spaces can be provided within the existing driveway. However, there are alternative forms of transportation (buses and train) within walking distance as are the amenities of the town centre. Therefore, the proposed is deemed to comply with policy DP21 of the Mid Sussex District Plan, Policy S4 of the Burgess Hill Neighbourhood Plan and the WSCC Parking Standards Guidance.

Impact on neighbouring amenities

In terms of impact upon neighbouring amenities Policy DP26 in part seeks to ensure that development:

'does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);'

Given the location of the proposal, in terms of light no harm to adjacent No.105 will be caused. Given the extended nature of No.101, the impact in terms of light is not deemed significant. In terms of overlooking and loss of privacy, the level of harm would be no more than the existing first floor windows or the level of overlooking expected within the built-up area.

The 'fall-back' position outlined above is also a relevant consideration. As a similar rear dormer could be constructed under permitted development, significant harm to neighbouring amenities is not deemed to be caused.

Therefore, in terms of neighbouring amenities, the proposal complies with DP26 of the Mid Sussex District Plan.

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. This is a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. As a householder application this development is exempt from the requirement to provide biodiversity net gain.

PLANNING BALANCE AND CONCLUSION

The proposal is considered to be of an appropriate design that are in keeping with the existing dwelling and will not cause harm to the surrounding area, coupled with this significant harm is not deemed to be caused to neighbouring amenities and is a sustainable location in terms of parking provision.

In conclusion, the proposal would accord with the requirements of policies DP21 and DP26 of the Mid Sussex District Plan, policy S4 of the Burgess Hill Neighbourhood Plan, the relevant principles of the Mid Sussex Design Guide as well and the requirements of the NPPF. The application is therefore recommended for approval.

Decision: Permission

Case Officer: Andrew Horrell