



REFERENCE NO: CR/2017/0648/FUL

**LOCATION:** [19 HUDSON ROAD, TILGATE, CRAWLEY](#)  
**PROPOSAL:** DEMOLITION OF EXISTING GARAGE AND FRONT PORCH, & ERECTION OF A LARGER SINGLE STOREY FRONT PORCH & SINGLE STOREY REAR AND SIDE EXTENSION

**TARGET DECISION DATE:** 19 September 2017

**CASE OFFICER:** Ms Z. Brown

**APPLICANTS NAME:** Mr & Mrs D Pelham

**AGENTS NAME:** Mr A Ryrie

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**PLANS & DRAWINGS CONSIDERED:**

DP 01 Rev B Site location plan, block plan, existing and proposed floorplans and elevations

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

None required.

**NEIGHBOUR NOTIFICATIONS:-**

10, 17 and 21 Hudson Road

**RESPONSES RECEIVED:-**

None received.

**REASON FOR REPORTING TO COMMITTEE:-**

Applicant is related to a member of staff.

**THE APPLICATION SITE:-**

- 1.1 The application site relates to a two storey, semi-detached property, located on the eastern side of Hudson Road, within the neighbourhood of Tilgate. The dwelling is brick built, with an interlocking tiled roof. There is a detached garage located to the west of the dwelling set back 6m from the front elevation, and within the rear garden of the property. The garage is accessed from the front driveway between No. 19 and 21 Hudson Road. There is an area of hardstanding to the front and northern side of the property which provides parking for 1no. vehicle, as currently there is a metal railing subdividing the hardstanding. A porch is located on the front elevation of the property. It projects 0.7m from the front elevation of the dwelling and has a front gable. There are no identified site constraints.
- 1.2 Typically the semi-detached properties along Hudson Road are separated with detached garages located to the west of the dwellings, these are accessed from the hardstanding which run between the properties. Although many of the garages remain, the garage at No. 21 located to the north of the site has been demolished.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 Planning permission is sought for the demolition of the existing detached garage and front porch, and erection of a single storey wrap-around side and rear extension, and a larger front porch.
- 2.2 The wrap around side and rear extension would be set back 4.85m from the front elevation of the dwelling, the side element of the extension would measure 1.65m in width and 5.65m in length. The rear element would project 2.5m from the rear elevation of the dwelling and would measure 4.6m in width. The single storey wrap around side and rear extension would have a pitched roof which would have an eaves height of 2.3m and a maximum ridge height of 3.8m. An entrance door would be located on the eastern elevation of the side and rear extension, two windows on the northern elevation and one window on the southern and western elevations.
- 2.3 The proposed front porch would be located on the northern side of the front elevation, it would project 1.45m from the front elevation and would measure 2.9m in width. It would have a mono pitched roof, with a ridge height of 3.35m and an eaves height of 2.2m. A door would be located on the eastern elevation, and 1 window on the northern and southern elevations.
- 2.4 Internally the front porch would provide a larger entrance, and space for a toilet, the wrap around side and rear extension would provide an extended kitchen and utility room.

## **PLANNING HISTORY:-**

- 3.1 No recent planning history.

## **PLANNING POLICY:-**

### 4.1 National Planning Policy Framework (2012) (NPPF)

The NPPF states that the applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:

- Paragraph 14 – Presumption in favour of sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- Paragraph 17 – Core planning principles. Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Section 7 – Requiring good design. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

### 4.2 Crawley Borough Local Plan (2015-2030) (adopted December 2015)

The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered.

- Policy IN4 (Car and Cycle Parking Standards) states development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards. Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings.

Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.

#### 4.3 Urban Design Supplementary Planning Document (adopted October 2016)

The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It contains guidelines on the standards the Council expects for the public design and the design of extensions. In particular, it states that:

- *'An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area.'*
- *'Overshadowing or dominating neighbours' houses and gardens can be avoided by keeping rear extensions relatively small as compared to the size of the main buildings and the gardens in which they stand.'*
- *Development should incorporate materials and colours that match the existing dwelling or, where appropriate, contrast with it. If planning permission is granted for a development, the conditions laid out in the permission often detail any necessary steps required regarding materials and finishes.*
- *'Front extensions and porches should be subservient to the rest of the house and should not extend across the whole width of the property. They should project no more than 1.5m from the original front wall of the main dwelling and be in keeping with the character of the area and property'*
- *'Side extensions should avoid a 'terracing effect' in the streetscape. A 2m separation distance between the side extension and the property boundary can achieve this, or sometimes a set back from the principle elevation.*
- *Applying the 45° guide test: The guide test can be applied to detached, semi-detached and terraced houses. A single storey extension should not encroach into an area measured by drawing a 45° angle from the nearest edge of a neighbour's window or door aperture.*
- *'A rear extension should not consume the entirety of a dwelling's private amenity space. A garden should be retained with a minimum depth of 10.5m measured from the extension's rear external wall to the property's rear boundary in length, in order to ensure adequate private outdoor space.'*
- *'The roof form above an extension will contribute to the appearance of the extension and the dwelling as a whole. A roof design that sits in harmony with the existing roof will usually be more acceptable'*

It also includes new Crawley Borough Parking Standards and the minimum parking standard for the extended dwelling is 2-3 spaces.

### **PLANNING CONSIDERATIONS:-**

5.1 The main planning issues in the determination of this application are:

- The design & appearance of the proposal and its impact on the dwelling, street scene & wider area

- The impact on neighbouring properties and amenities
- Parking considerations

#### The design & appearance of the proposal and its impact on the dwelling, street scene & wider area

- 5.2 The design and detailing of the proposed single storey wrap around side and rear extension and front porch would be similar to the existing dwelling, they would incorporate materials that match the existing dwelling including windows, brick work, tiles and white uPVC windows and doors.
- 5.3 Following the demolition of the existing detached garage, the proposed wrap around single storey side and rear extension would be positioned on the northern side of the dwelling. The proposal would be set back 4.85m from the front elevation of the dwelling, the side element would measure 1.65m, and 5.65m in width. The rear element would project 2.5m from the rear elevation and 4.6m in width. The wrap around side and rear extension would have a pitched roof with an eaves height of 2.3m and a maximum ridge height of 3.8m.
- 5.4 The Urban Design SPD states that in order to avoid the terracing effect, a 2metre separation between the side extension and the property boundary or neighbouring property should be maintained. The proposed extension would be set in 0.8m from the northern side boundary of the site, and a gap of 3.5m between the extension and neighbouring property No. 21. Due to the extension being single storey, set back significantly from the front elevation, and a sufficient gap between the proposal and the neighbouring property it is not considered to cause a terracing effect. Likewise as it is stepped back 4.85m from the front elevation of the dwelling it appear subservient and would not cause an overbearing impact on the appearance of the dwelling or the street scene
- 5.5 In regards to resultant out door space, a garden depth of approximately 10m would be retained. This is slightly less than the Urban Design SPD guidance of 10.5m, however there is still considered to be adequate outdoor amenity space for current and future occupants.
- 5.6 The proposed porch would project 1.45m from the front elevation of the dwelling and would measure 2.9m in width. The Urban Design SPD states that a front extension should be subservient to the rest of the dwelling, should not extend across the whole width of the property, and should project no more than 1.5m from the original front wall of the dwelling. The proposed porch would comply with the guidance contained within the Urban Design SPD, and would not appear overly dominant on the front elevation of the dwelling. The design of porches on dwellings within the immediate vicinity of the site are of varying designs, some have flat roofs, pitched roofs, and canopy roofs. Although it would replace a gabled porch which also features on the attached No.17, the mono-pitched roof design of the proposal is not considered to be out of keeping, and would not appear overly dominant on the front elevation of the dwelling.
- 5.7 To conclude the proposed development is considered to be in keeping with the appearance of the property and would not impact the street scene of Hudson Road, and would comply with Policies CH2 and CH3 of the Crawley Borough Local Plan (2015-2030), the design guidance contained within the Urban Design SPD and the relevant paragraphs of the NPPF which seeks sympathetic and high quality design.

#### The impact on neighbouring properties and amenities

- 5.8 The proposed porch due to its siting, single storey nature and modest scale, would not impact the amenities enjoyed by occupants on No. 17 Hudson Road to the south of No. 21 Hudson Road to the north, as there would be positioned 3.5m from the southern side boundary of the shared with No. 17.
- 5.9 In regards to the proposed single storey wrap around side and rear extension, there would be a separation distance of 3.5m between the extension and the neighbouring property No. 21, therefore it would not cause an overbearing impact. Likewise as it would only be single storey it would not cause any overshadowing or loss of light, and it would not intersect an area measured 45 degrees from the neighbouring properties windows. Therefore it is not considered to cause any impact on the amenities enjoyed by the neighbouring property, and would accord with Crawley Borough Council's Local Plan Policy CH3 and the guidance contained within the Urban Design SPD in relation to householder extensions and neighbouring amenity.

## Parking considerations

- 5.10 The proposal would involve the demolition of the existing detached garage and thus the loss of one off street parking space, however there would still be an area of hardstanding which measures 11m in length along the northern side and front of the property which could accommodate 2no. vehicles. The Urban Design Supplementary Planning Document Appendix 1: Crawley Borough Parking Standards advises that dwellings with 3+ bedrooms should provide 2-3 parking spaces. Despite the loss of the garage, there would still be adequate space for 2no. vehicles. Therefore, the development would meet the minimum parking standards in the Urban Design SPD, and would comply with Policy IN4 of the Crawley Borough Local Plan.

## **CONCLUSIONS:-**

- 6.1 In conclusion the proposed wrap around single storey side and rear extension and single storey front porch are acceptable in terms of the design, size and positioning. The proposed development would not have an adverse impact on the appearance of the dwelling, or the street scene of Hudson Road. The proposed development would not impact the amenity enjoyed by the neighbours to the north or south of the site. It is therefore considered to accord with policies outlined in the Crawley Borough Council Local Plan (2015-2030), the Urban Design Supplementary Planning Document (2016), and the relevant paragraphs of the National Planning Policy Framework (2012).

## **RECOMMENDATION RE: CR/2017/0648/FUL**

PERMIT - Subject to the following condition(s):-

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 & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The materials and finishes of the external walls and roofs of the building hereby permitted shall match in colour and texture those of the existing dwelling.  
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

### 1. NPPF Statement

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 National Planning Policy Framework.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.



