

REFERENCE NO: CR/2019/0634/FUL

LOCATION: [24 CLIVE WAY, POUND HILL, CRAWLEY](#)
WARD: Pound Hill South and Worth
PROPOSAL: ERECTION OF FIRST FLOOR SIDE & REAR EXTENSIONS (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 4 November 2019

CASE OFFICER: Ms D. Angelopoulou

APPLICANTS NAME: Mr & Mrs Bown
AGENTS NAME: WPD Consultants

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
WPD6418/A/01	A	Location & Block Plans
WPD6418/A/10	B	Existing Floor Plans
WPD6418/A/12	B	Existing Elevations
WPD6418/A/11	C	Existing & Proposed Roof Plans
WPD6418/A/13	C	Proposed Floor Plans
WPD6418/A/14	C	Proposed Elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

None.

NEIGHBOUR NOTIFICATIONS:-

22 and 26 Clive Way;
21, 23 and 25 Pearson Road.

RESPONSES RECEIVED:-

One representation has been received raising an objection to the use of timber cladding on the side and rear elevations of the proposal as it would not be in keeping with the neighbouring properties in the road and would appear out of place.

Officer's comments: The proposal has been amended to use matching external materials (brick).

REASON FOR REPORTING TO COMMITTEE:-

The applicant is a member of staff.

THE APPLICATION SITE:-

- 1.1 The application site relates to a two storey end of terrace dwelling, located on the western side of Clive Way within the neighbourhood of Pound Hill. The dwelling is brick built with a tiled roof. It has solar panels on the rear roof slope and upper floor of the southern side elevation. It has a flat roofed wrap-around single storey side and rear extension. To the rear of the property is a relatively large rear garden with the boundaries marked by fence panels of approximately 1.8 metres in height.

There is also a small shed within the rear garden. The front curtilage is laid to gravel and provides 2 parking spaces.

1.2 The site is located within street of predominantly terraced properties.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of first floor side and rear extensions. The proposal has been amended. The main roof fronting the road would now have a dual pitch, with hipped roofs to the rear extensions. The rear extension has also been reduced in size, with a 2.1m width of the 1st floor (closest to the adjoining No.22) now proposed to project 2.6m from the rear elevation whilst the remaining 4.4m width of the 1st floor would project 3m from the original rear elevation. A matching brick is now proposed.
- 2.2 The proposal would be positioned on the southern (side) and eastern (rear) elevations of the dwelling, above the existing single storey wrap around extension. It would project 4m from the original 1st floor of the southern side elevation, would be set back 0.13m from the original front building line of the terrace. It would retain a 1m gap to the southern boundary. The eaves level would match the existing eaves and the main roof ridge would match the existing roof.
- 2.3 Internally, the proposal would result in an extended main bathroom, and an additional bedroom with en-suite bathroom and dressing room.

PLANNING HISTORY:-

- 3.1 CR/2015/0265/FUL – Erection of single storey side & rear extension – Permitted and implemented.
- 3.2 CR/2014/0339/FUL – Erection of single storey side & rear extension – Permitted with a mono-pitch roof, but not implemented.
- 3.3 CR/2006/0543/FUL – Erection of two storey side extension, single storey rear extension and front canopy (amended description) – Permitted but not implemented. It was approved with a pitched roof, setback from the terrace elevation only at first floor level and set-down from main ridge line.

PLANNING POLICY:-

National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1 The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
 - Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
 - Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

- 4.2 The following Local Plan policies are relevant to this application:
 - 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. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.
- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide t/he 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. These standards are contained within the Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) or any subsequent similar document.

Emerging Crawley Borough Local Plan 2020 – 2035 (June 2019)

4.3 The Local Plan Review 2020-2035 is at an early stage and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CD2: Making Successful Places: Principles of Good Urban Design.
- Policy CD3: Local Character and Design of New Development.
- Policy CD6: Normal Requirements of All New Development.
- Policy ST1: Development and Requirements for Sustainable Transport.

Urban Design Supplementary Planning Document (adopted October 2016)

4.4 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 on the side of a property will be prominent and it is important that it should work successfully with its surroundings. The junction of a side extension with the existing building will have to be considered and resolved through good design.'*
- *'A design solution that can be used to prevent the 'terracing effect' will leave a 2 metre setback between the side extension and the adjacent property or site boundary. This solution may not be appropriate in all cases and will be considered on a site by site basis, based on the character of the area. Furthermore, where a side setback may not be suitable, it could be explored by setting the side extension in from the front elevation.'*
- *'Rear extensions can significantly impact the amenity of neighbouring dwellings by leading to overshadowing or a dominating appearance, but also have the potential to impact on the amenity of the parent dwelling by reducing the overall size of a rear garden. 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. What constitutes an acceptable size and design of extension depends on individual circumstances.'*
- *'One or two storey rear extensions will need to maintain a minimum distance of 21 metres between the rear windows of an opposing dwelling and the rear facing windows of the extension, in order to avoid any potential overlooking and privacy issues.'*
- *'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.'*
- *'Side and rear extensions for detached dwellings, when they include more than one storey can cause overshadowing and overlooking into a neighbour's property. Often, a 60 degree guide test can be applied for two storey extensions so as to avoid indicative overshadowing on a neighbouring property.'*

- *'Applying the 60° guide test:
The guide test can be applied to detached, semi-detached and terraced houses.
An extension should not encroach into an area measured by drawing a 60° angle from the nearest edge of a neighbour's window or door aperture.'*
- *'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'*
- *'Development should incorporate materials and colours that match the existing dwelling'*
- *'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'*

4.5 It also includes the Crawley minimum car parking. For 3 plus bedroom dwellings in this location, the minimum standards are 2-3 car parking 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 proposed first floor side and rear extensions as amended would replicate the existing roof design and would only be set back from the existing terrace's frontage by 0.13m. The materials would match the existing dwelling. The proposal would leave 1m gap to the southern site boundary which is shared with No.26 Clive Way. This property is set 5.5m away from the application site and has a single storey outbuilding on the shared boundary. Due to this separation distance between the proposal and the neighbouring property, it is considered that the proposed first floor side and rear extensions would comply with the guidance contained within the Urban Design SPD and would not therefore result in terracing effect.

5.3 The rear hipped roofs would not be particularly visible within the streetscene given their position behind the main bulk of the house and it is considered they would not result in a detrimental impact on the streetscene.

5.4 Overall, it is considered that the scale and design of the proposal as amended is acceptable and would not be harmful to the street scene/character of the area. It would therefore be in accordance with the Local Plan Policies, the guidance in the Urban Design SPD, and the relevant paragraphs of the NPPF.

The impact on neighbouring properties and amenities

5.5 The properties that would be most affected by the proposal are No.22 Clive Way to the north and No.26 Clive Way to the south.

5.6 The proposed first floor rear extension, as amended, would project 2.6m from the original rear elevation and would be sited 3.2m from the shared boundary with No.22 Clive Way. The Urban Design SPD requires that two storey rear extensions should satisfy the 60 degree test as a means to determine their acceptability in terms of overshadowing and loss of light. The proposed depth of the proposal as amended would not breach a 60 degree line down from the closest window and it is considered acceptable in terms of and overbearing impact, overshadowing and loss of light. No windows are proposed along the north flank (side) elevation of the extensions and as such they would not result in harmful overlooking or loss of privacy on No.22. It is however considered expedient to control the insertion of windows in this elevation to prevent overlooking of this neighbouring house.

- 5.7 The proposed extension would have an obscure glazed bathroom window at first floor level on the southern elevation, which would face the northern flank of the neighbouring dwelling, No 26 Clive Way. This neighbouring property has a small side window which appears to be a secondary bedroom window. It is not therefore considered that the proposal would result in a detrimental impact on the amenities of No.26 in terms of loss of privacy or overlooking provided there is a condition ensuring that this bathroom window would be obscure glazed with restricted opening and that no other windows could be installed in this elevation without first receiving planning permission.
- 5.8 The separation distance between the proposal and the northern elevation of No.26 would be 7m. Given this separation distance and the fact that No.26's side window is secondary, the proposal is not considered to have an adverse impact on the amenities of No.26 in terms of loss of light, overdominance and loss of outlook.
- 5.9 Given the separation distances with the properties to the rear, it is not considered that the proposal would have a detrimental impact on the amenities enjoyed by the occupants of these neighbouring properties.
- 5.10 Overall, in terms of neighbouring amenity, the proposal as amended is not considered to have any detrimental impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

Parking considerations

- 5.11 The proposal would result in the property becoming a 3-bedroom house. The front curtilage is laid to gravel and has space to accommodate 2 vehicles. According to the Urban Design SPD the minimum parking standards for a 3 plus bedroom dwelling in this location are 2-3 spaces. As such the parking arrangements are considered satisfactory and would accord with the guidance for a dwelling of this size and location, and Local Plan Policies CH3 and IN4 and the NPPF.

CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the scale, massing and design of the proposal as amended is acceptable, would not have an adverse impact on the character and appearance of the dwelling or the street scene. There would not be a detrimental impact on the parking arrangements and the amenities enjoyed by the occupants of neighbouring properties would be protected. The proposed development as amended is considered to accord with the policies outlined in the NPPF (2019), the Crawley Borough Local Plan (2015-2030) and the Urban Design SPD (2016).

RECOMMENDATION RE: CR/2019/0634/FUL

Permit subject to the following conditions:

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 extensions 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.

4. The first floor windows on the southern elevation of the development hereby permitted shall at all times be glazed with obscured glass and permanently non-opening unless the parts of the window that can be opened are more than 1.7m above the floor to the room in which window is installed.
REASON: To protect the amenities and privacy of No.22 and No.26 Clive Way, in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No windows (other than those shown on the plans hereby approved) shall be constructed above the first floor of the southern and northern elevations of the development hereby permitted which face the side boundaries with No.22 and No.26 Clive Way without the prior permission of the Local Planning Authority on an application in that behalf.
REASON: To protect the amenities and privacy of the adjoining property in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

- Liaising with agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans to address identified issues during the course of the application.

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.



ArcGIS Web Map

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