

**REFERENCE NO: CR/2020/0054/FUL**

**LOCATION:** [9 MILL ROAD, THREE BRIDGES, CRAWLEY](#)  
**WARD:** Three Bridges  
**PROPOSAL:** ERECTION OF TWO STOREY SIDE AND REAR EXTENSION AND SINGLE STOREY REAR EXTENSION

**TARGET DECISION DATE:** 28 April 2020

**CASE OFFICER:** Mrs A. Sanders

**APPLICANTS NAME:** Mr Ben Ridley  
**AGENTS NAME:** Architecture for London

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**PLANS & DRAWINGS CONSIDERED:**

| Drawing Number | Revision | Drawing Title                          |
|----------------|----------|--|
| 17019 PI001    |          | Site Plans                             |
| 17019 PI002    |          | Existing Floor Plans                   |
| 17019 PI200    |          | Proposed Floor Plans                   |
| 17019 PI003    | A        | Existing Elevations                    |
| 17019 PI220    | A        | Existing and Proposed Street Elevation |
| 17019 PI210    |          | Proposed Elevations                    |
| 17019 PI000    |          | Location Plan                          |

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

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|----|--|---|
| 1. | Environment Agency                     | No objection subject to condition   |
| 2. | WSCC Highways                          | No objection subject to conditions requiring a Construction Management Plan and covered cycle parking   |
| 3. | National Air Traffic Services (NATS)   | No comments received  |
| 4. | Thames Water                           | No objection subject to informative   |
| 5. | CBC Drainage Officer                   | No objection  |
| 6. | CBC Energy Efficiency & Sustainability | No comments received  |
| 7. | CBC Urban Design                       | No comments received  |
| 8. | Hazelwick CAAC                         | Object to the proposal due to the impact on the street Scene. The lack of parking would adversely impact upon amenity. The proposal would not individually or cumulatively result in the preservation or enhancement of the character and appearance of the area, |

**NEIGHBOUR NOTIFICATIONS:-**

The application was publicised by the posting of a site notice on the 5<sup>th</sup> March 2020 and a press advert was published on the 11<sup>th</sup> March 2020.

Also neighbour notifications were undertaken to those which had responded to the previous application, those notified were numbers:

1, 2, 3, 4, 7, 8, 10 and 12 Mill Road;  
22 and 24 Hazelwick Road.

## **RESPONSES RECEIVED:-**

10 letters of objection and a petition containing 9 signatures have been received raising the following concerns:

- Pressure on parking – will result in the loss of parking provision and increase the demand. Will put further burden on Mill Road.
- Within a controlled parking area where parking is already extremely challenging.
- No provision for the loss of parking spaces.
- This part of Mill Road is a narrow one-way street with no footpath increasing the risk of collision between pedestrians and vehicles.
- Lack of clear plan for building materials/ waste and access during construction.
- There will be no suitable location for delivery, loading and storage of building materials. Skips would need to be placed on the road.
- Where would the scaffolding go?
- Access issues for construction vehicles down this narrow stretch of road as well as access issues for residents during construction – would cause a health and safety issue.
- Impact on the integrity of the Conservation Area – the proposal would destroy and overwhelm the Conservation Area.
- The proposal is out of context, scale and would destroy the architectural history of the area.
- Any new build would destroy the character of this row of properties.
- Would represent over-development, is disproportionate and the siting is ill-considered.
- Impact on residential amenity.
- Pressure on other infrastructure water / sewerage etc.
- Third planning application on this site – likely that this will be turned from an extension into a separate dwelling.
- Contrary to Local and National Policy and the objectives of the Hazelwick Road Conservation Area
- Flood risk impact.

## **REASON FOR REPORTING TO COMMITTEE:-**

Number of representations.

## **THE APPLICATION SITE:-**

- 1.1 The application site is number 9 Mill Road in the neighbourhood of Three Bridges. It is a two storey 19<sup>th</sup> Century semi-detached dwelling located on the eastern side of Mill Road. The property has a two storey rear projection which is an original architectural feature that is also common to other properties in the locality. It is a two-bedroom dwelling and has been extended at ground floor level to include single storey rear extensions beyond the original rear wing and the main rear wall of the house. The site incorporates a detached garage and off-street parking provision for two vehicles to the side of the dwelling. Double yellow lines extend from No.7 Mill Road across the front of the site including the entrance to the parking area to the rear of Millbrook House (which fronts onto Hazelwick Road). The site is located within a controlled parking zone where a resident's parking permit is required to park on-street. This is to address the parking pressures arising as a result of its proximity to Three Bridges Railway Station.
- 1.2 The surrounding area is residential in nature and this section of Mill Road has junctions with Hazelwick Road and New Street. This part of Mill Road contains 5 dwellings: being this pair of semi-detached houses and a terrace of three dwellings of similar design located on the opposite side of the road. The wider area incorporates similar forms of development mixed with some larger dwellings. The northern neighbour in Hazelwick Road (Millbrook House) is set perpendicular to the site. The northern side of the site faces the rear gardens of some properties in Hazelwick Road. The rear boundary is with No.18 Hazelwick Road.
- 1.3 The application site is located within the Hazelwick Road Conservation Area. The site was previously located within an area designated as Flood Zone 3a which has a high probability of flooding however, updated modelling has been undertaken by the Environment Agency and the site is now classed as Flood Zone 2 which has a medium probability of flooding.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 This application has been submitted following the refusal of CR/2018/0923/FUL which was for a separate dwelling. The current proposal is for an extension to the existing property.
- 2.2 Planning permission is sought for a two storey side and single storey rear extension following the demolition of the existing garage on the north side of No.9 Mill Road. The proposed extension would be positioned in line with the front elevation of No.9 Mill Road and would be 13.9m in depth. The width of the proposed extension would be 4.9m, with a proposed gap between the side elevation and the retained fence boundary of 0.7m at the front narrowing to 0.2m at the rear. The roof would maintain the existing ridge height and eaves height. The proposed extension would have a pitched roof and chimney stack matching the roof of No.9 Mill Road.
- 2.3 The two storey rear projection would extend 3m from the rear elevation and be 2.8m wide with a gable end roof with eaves level to match the eaves of the main roof and the ridge height set 2m below the ridge of the main roof.
- 2.4 To the rear, the existing kitchen and bathroom would be replaced with a single storey rear extension which would extend across the width of the existing property as well the proposed extension, measuring a total of 8.9m, with a depth of 5.4m and a height of 3.4m. The depth would be the same as the existing single storey element that is to be removed. The area of roof between the two storey rear projections would have a flat roof.
- 2.5 The proposed windows and doors would mirror the arrangement, style and materials of the existing windows/doors of No.9 Mill Road. The proposed brickwork including detailing and slate roof would also match No.9 Mill Road. An obscure glazed window is proposed within the north side elevation at the first floor level to serve the stairs.
- 2.6 The extension would provide a utility room, dining room, open plan kitchen / living area and snug on the ground floor and four bedrooms, two bathrooms and a playroom at first floor.
- 2.7 The applicant has submitted the following documents with the application:
  - Design and Access & Heritage Statement
  - Planning Statement
  - Flood Risk Assessment

## **PLANNING HISTORY:-**

- 3.1 CR/2018/0923/FUL  
Erection of 1 X Attached Two Bed Dwelling in Side Garden Space and Erection of Single Storey Side and Rear Extension And Internal Alterations to Existing Dwelling.  
Refused for the following reasons:
  1. The erection of a new residential dwelling within Flood Zone 3a, which has high probability of flooding, is unacceptable as the applicant has not undertaken a risk based approach to avoid, where possible, flood risk to people and property. It is in an inappropriate location being a vulnerable use in an area of high flood risk, it would not provide wider sustainability benefits to the community that outweigh flood risk, be safe for its lifetime or be safe for its occupants and would increase flood risk elsewhere causing greater flood risk to other people and property. The proposal fails to satisfy the sequential and exception tests and is therefore contrary to Local Plan Policy ENV8, Section 14 of the National Planning Policy Framework and para 023 and 033 of the Planning Practice Guidance.
  2. An agreement is not in place to ensure that the appropriate contributions for affordable housing are secured. The development is therefore contrary to policies H4 and IN1 of the Crawley Borough Local Plan 2015-2030 and Supplementary Planning Guidance Document 'Affordable Housing'.
- 3.2 CR/2017/1049/FUL

Erection Of 1 X Attached Four Bed Dwelling in Side Garden Space. Withdrawn.

- 3.3 CR/2017/1054/FUL  
Erection of Single Storey Side And Rear Extension And Loft Conversion Involving Erection Of Rear Dormer and Internal Alterations. Withdrawn.

## **PLANNING POLICY:-**

### **National Planning Policy Framework (February 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 – 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.
  - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
  - Section 11 – Making effective use of land – this section promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use of possible of previously-developed or ‘brownfield’ land.
  - 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.
  - Section 14 – Meeting the challenge of climate change, flooding and coastal change. All plans should apply a sequential, risk-based approach to the location of development – taking account of current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by applying the sequential test and then, if necessary, the exception test. The aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. If it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.
  - Applications for some minor development (includes householder development) should not be subject to the sequential or exception tests but should still meet the requirements for site-specific risk assessments.
  - Section 16 – Conserving and enhancing the historic environment. Heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. This section also sets out the approach to proposals affecting heritage assets and how potential impacts should be considered.

### **National Planning Practice Guidance (NPPG) – Flood Risk and Coastal Change**

4.2 This section of the NPPG advises how to take account of and address the risks associated with flooding and coastal change in the planning process. The sections relevant to this application are those for 'minor developments'. The NPPG sets out the classification for a minor development. Householder development including physical extensions to the existing dwelling itself are classed as minor development. It also sets out the Flood risk vulnerability classification. In this classification buildings used for dwelling houses are classed as 'more vulnerable'. It also includes the Flood risk vulnerability and flood zone compatibility matrix which sets out which type of developments are appropriate in each particular flood zone.

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

4.3 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 CH1: Neighbourhood Principle will be protected and enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2: Principles of Good Urban Design seeks to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- 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.
- Policy CH12: Heritage Assets seeks to ensure heritage assets are not lost to development and the impact on their setting is acceptable.
- Policy CH13: Conservation Areas states all development within a Conservation Area should individually or cumulatively result in the preservation or enhancement of the character and appearance of the area.
- Policy ENV6: Sustainable Design and Construction requires development to demonstrate how it will meet sustainability objectives both in its design and construction processes.
- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk of flooding, and must not increase the risk of flooding elsewhere.
- Policy IN4 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.

#### Emerging Crawley Borough Local Plan 2020 – 2035 (Regulation 19 Draft)

4.4 The Local Plan Review 2020-2035 is under consultation and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.

- Policy CL1: Neighbourhood Principle.
- Policy CL2: Making Successful Places: Principles of Good Urban Design
- Policy CL3: Local Character and the Form of New Development.
- Policy DD1: Normal Requirements of All New Development
- Policy HA1: Heritage Assets
- Policy HA2: Conservation Area
- Policy SDC1: Sustainable Design and Construction
- Policy EP1: Development and Flood Risk
- Policy EP2: Flood Risk Guidance for Householder Development and Minor Non-Residential Extensions

#### Supplementary Planning Documents

4.5 The Supplementary Planning Documents below supplement the policies of the Local Plan. Those applicable to this application are:

#### Urban Design SPD 2016

- 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'.
- Extensions should consider existing roof pitches. A house extension with a roof pitch that is different to the existing one can look out of place, while an extension with a matching roof pitch will likely be more suitable.
- An extension on the side of a property will be prominent. Therefore, it is important that it should work successfully with its surroundings. The filling up of the gaps between houses by the construction of two-storey side extensions can make detached, or semi-detached, houses in a street look like terraced houses. This can change the character of a street quite dramatically and is known as 'terracing'. The junction of a side extension with the existing building will have to be considered and resolved through good design.
- 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.
- 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.
- Parking Standards for residential uses states that in Three Bridges 2-3 spaces should be provided for dwellings with three or more bedrooms

#### Planning and Climate Change SPD 2016

- Developers should seek to make the reduction of energy demand an integral part of the design and development processes. Developments must meet relevant requirements of Part L of the Building Regulations as a minimum, but should also consider how they might exceed these.
- Householder developments - where works of this nature affect the envelope of a building or its building services (e.g. heating, ventilation, air conditioning) they will need to meet minimum energy efficiency requirements under part L of Building Regulations, as set out in approved document L1B (dwellings) or L2B (non-residential buildings).
- Flood Risk Management - development proposals in Crawley will be assessed in relation to flood risk, in order to establish the information and measures required to satisfy the Policy, this guidance should be read in conjunction with the NPPF, PPG and the Crawley SFRA. In general, the requirements arising from ENV8 will vary according to the type of development proposed, as well as the size and location of the site. Depending on the flood zone or zones in which the site lies, additional information may be required when applying for planning permission. One important factor

to consider in interpreting these requirements is the relative vulnerability of different types of development to flooding, as set out in Table 2 of the PPG. This will have a bearing on whether the proposal needs to satisfy the exception test, or whether indeed the proposal is likely to be unacceptable in principle (see Table 3 of the PPG).

### Hazelwick Road Conservation Area Statement

4.6 This recently adopted Conservation Area Statement has been prepared by Hazelwick Road Conservation Area Advisory Committee (HCAAC) and Crawley Borough Council to identify the key historic and architectural features that form the Hazelwick Road townscape and contribute to its special character. The designation of this area as a Conservation Area reflects both its historic association with the expansion of the railways, and the architectural interest of its streetscape. Its special character is shaped by its formal urban structure, defined by the consistent scale and massing of its built form, uniformity of building lines, and continuity of its frontages along both sides of the street.

### **PLANNING CONSIDERATIONS:-**

5.1 The Design Access and Heritage Statement sets out how the proposal has been changed since the previous applications for a new dwelling (CR/2018/0923/FUL) which was refused and (CR/2017/1049/FUL) which was withdrawn. In summary, the current proposal in terms of its scale is the same as that submitted under application CR/2018/0923/FUL, however it is now proposed that this would be an extension and not a new dwelling. This has different implications and policy considerations and these are examined in the following paragraphs.

5.2 The main planning considerations for this application are:

- Flood Risk Impact
- The design and appearance of the proposal and its impact on the street scene and character of the Conservation Area
- The impact upon neighbouring properties and occupants amenities
- Parking and Highway Safety

### Flood Risk Impact

5.3 The previous application for a new dwelling was refused on flood risk grounds because the application site was within Flood Zone 3a, which has high probability of flooding, and the applicant did not satisfactorily undertake a risk based approach to avoid, where possible, flood risk to people and property. The submitted FRA failed to provide acceptable finished floor levels in accordance with the NPPF as it did not demonstrate that the dwelling would be high enough above predicted flood levels to make it safe for occupants and also did not provide voids below which would mitigate the loss of flood plain thus preventing greater flood risk to other people and property. The proposal did not demonstrate wider sustainability benefits to the community that would outweigh flood risk, and was not proven that it would be safe for its lifetime, safe for its occupants or that it would not increase flood risk elsewhere. The proposal therefore failed to satisfy the sequential and exception tests set out within the NPPF and it was therefore refused.

5.4 As mentioned above, this current proposal is for an extension to the existing dwelling not for a new dwelling and as such different criteria are applied. Extensions to dwellings are classed as 'minor development' as set out within the NPPG and so do not need to apply the sequential or exception tests. The Flood risk vulnerability classification, also within the NPPG, shows that this extension would be classed as 'more vulnerable'. In flood zone 2 development would be appropriate, in Flood zone 3a it could be supported but an Exceptions Test would be required, and for flood Zone 3b development should not be permitted. With this in mind and given the planning history at this site, the Environment Agency were formally consulted. Initially they objected to the application for similar reasons to the previous proposal in terms of the development not being able to provide acceptable finished floor levels. However, a conflict occurred when Crawley Borough Councils' Drainage Engineer advised that the floor levels should remain the same as the existing floor levels and raised no objection to the proposal.

- 5.5 The EA were made aware of the conflict and undertook further consultation with their Drainage Specialists who advised that the flood risk modelling which covers the application site had recently been updated. The Environment Agency have confirmed that this proposal should be classified as being located within Flood Zone 2.
- 5.6 With this new information, the flood risk vulnerability classification also changes. Whilst the proposal is still classed as a 'more vulnerable' use the matrix shows that the proposal would be considered as 'appropriate' development within Flood Zone 2. As a result, the EA's Standing Advice should now be applied. This states that a plan is required to show the finished floor levels (FFL) and the estimated floor level. The floors levels must be no lower than existing or 300mm above the estimated flood level. The plans should show how the development would not be flooded by surface water and proposals must follow the EA guidance on flood resistance and resilience plans. Advice must also be followed in terms of surface water management, access and evacuation.
- 5.7 In order to support the application an updated Flood Risk Assessment has been submitted. This states that the FFL of the proposed extension would match that of the existing dwelling which is set as 69.78 AOD. In terms of flood resilient construction, the following measures are proposed:
- 5.8 The concrete slab would be at least 100mm with damp proof membrane, floor finishes and skirting in resilient materials and no ferrous materials to be used under the floor, new services would be routed within first floor joists and drop from the ceiling rather than coming up from the ground floor and electrical plug sockets would be above flood level.
- 5.9 In terms of safe access and egress there would be no ground floor sleeping accommodation and residents could take refuge at first floor if needed. Safe access and egress routes are present at the site and the property is located on the edge of the flood zone with the areas immediately to the north and south outside of the fluvial flood zones. Therefore residents could either exit north along Mill Road or east along Hazelwick Road.
- 5.10 The EA are satisfied with the above information and removed their objection. They recommend a condition to ensure that the above flood mitigation measures are implemented. CBC's Drainage Engineer was also consulted on the proposal and raises no objection providing that the measures set out above are adhered to. This can be addressed via a condition. The concerns raised on the previous application have been overcome given that that this proposal is now for an extension and not a new dwelling.

#### The design and appearance of the proposal and its impact on the street scene and character of the Conservation Area

- 5.11 The proposal is within the Hazelwick Road Conservation Area where all development must preserve or enhance the character and appearance of the area (Local Plan Policy CH13). Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering applications within a Conservation Area, Local Planning Authorities must pay special attention to the desirability of preserving, or enhancing the character and appearance of the area. The National Planning Policy Framework (NPPF) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation. The more important the asset the greater the weight should be. Significance can be harmed or lost through alteration or destruction of a heritage asset or development within its setting.
- 5.12 The Conservation Area Statement for Hazelwick Road describes the character that is to be preserved/enhanced. It states; "*any new buildings should be of a high quality design and should respect the character and appearance of the Conservation Area. This can be achieved through achieving consistency with the existing scale, massing, building set-back, materials and colours, and decorative features found in the Conservation Area as detailed in Part 3 of this document*". The following paragraphs assess the proposal against this and Part 3 of the Statement:
- 5.13 Hazelwick Road Conservation Area is predominantly residential in nature. Buildings take the form of a mix of two storey semi-detached dwellings and terraced railway cottages. Terraces are predominantly three or four dwellings in size. There is a strong uniformity to building lines with small set-backs from the highway, low level fences/boundary walls or planting which create a townscape



feature of value to the Conservation Area. The proposed extension continues the scale and massing of attached dwellings No.7 and No.9 Mill Road by mirroring those properties in terms of building width, height and length as well as roof pitch and main ridge and eaves height. The proposed extension continues the building line and set back and would result in the appearance of a terrace of three houses however would remain a pair of semi-detached properties. This extension would mirror the terrace of three properties directly opposite the site and therefore the resultant design is considered consistent with the overall character of the Conservation Area and in keeping with the existing streetscene.

- 5.14 The buildings are constructed from local stock brick and detailing includes brick corners, interlocking quoins and arches at window and door reveals. A slate roof is proposed. The proposed extension copies this detailing from No.9 Mill Road and surrounding properties by matching the existing brick and roof materials, and the detailing around windows/doors. A condition could be attached to any permission to agree the exact specification of these materials and the detailing.
- 5.15 Chimneys are a prominent feature of the Conservation Area providing historic context and visual interest. The proposal includes a chimney stack to match the adjacent dwelling chimney stack which includes red brick detailing. Any permission would include a condition to ensure the materials and detailing of the chimney are in keeping with the Conservation Area character.
- 5.16 Windows within the area are traditionally wood framed vertical sliding sashes. The application continues this feature by proposing wooden framed sliding sash windows. The proportions and pattern of windows match No.9 Mill road reflecting the character and appearance of the Conservation Area. A condition is recommended to require the details of the window joinery to be approved. An aluminium bi-fold door is proposed to the rear of the property. This is different from the traditional rear of properties in the Conservation Area but is not visible from any public viewpoints and it is not considered to be harmful to the character of the Conservation Area.
- 5.17 Recessed doorways, are featured on a number of dwellings. The proposal includes a recessed doorway and brick detailing which is in keeping with properties within the Conservation Area. A painted timber 4 panel utility room door is proposed to the front elevation of the extension with fan light window which matches the traditional entrances within the Conservation Area.
- 5.18 Boundary treatments within the Conservation Area frequently take the form of low brick front walls, with capped piers. Other low level boundary treatments include wooden fencing, concrete walls or hedging which are more recent and less sympathetic to the Conservation Area setting and detract from its character. The proposal includes a low level brick wall with capped brick piers and railings along the front boundary. This would be considered in keeping with the Conservation Area and an improvement on the existing pierced concrete wall.
- 5.19 Overall it is considered that the proposal would not conflict with the aims of the heritage policies that seek to preserve or enhance the character and appearance of the Conservation Area. The proposal would not result in harm to this heritage asset. The proposal would therefore be in accordance with Local Plan Policy CH13: Conservation Areas and is an acceptable scale and design, and would not harm the appearance of the dwelling or the streetscene of Mill Road in accordance with Policies CH2 and CH3 of the Crawley Borough Local Plan (2015-2030).

#### The impact upon neighbouring properties and occupants amenities

- 5.20 This application includes a 0.7m gap between the north elevation of the proposed extension and fence boundary with Millbrook House. Beyond the fence is the parking area and front patio amenity area of Millbrook House approximately 14m from the proposed north elevation. Approximately 1m length of the single storey rear extension would be alongside the rear garden of No.24 Hazelwick Road. It would measure 3.1m in height and set 0.2m from the fence boundary. The first floor rear element of the extension would be 1.8m below the ridge of the main roof and 3m in length. An obscure glazed window is proposed on the north elevation at the first floor level. It is considered that the proposed distance between the north elevation and facing properties, modest massing and obscure glazing is sufficient to result in an acceptable impact on the amenities of Millbrook House and No.24 Hazelwick Road.

- 5.21 To the east of the site is the side garden of No.18 Hazelwick Road. As that garden is approximately 31m in length and the extension would be located 20 metres from this garden it is considered that the proposal would not cause harm to the amenity of the occupants of this property.
- 5.22 To the south of the site is No.7 Mill Road which is attached to No.9 Mill Road. The proposed single storey rear extension would extend to the same depth as the existing rear extension which would not project beyond the rear elevation of the single storey rear elevation of No.7 Mill Road. The proposed extension would have a flat roof and be 3.5 metres in height. It is not considered that this increase in height would impact on the amenity of the occupiers of No.7 Mill Road in relation to dominance or overshadowing. As there are no side windows and the proposed rear extension is single storey there is unlikely be any harm in terms of overlooking in relation to No.7 Mill Road.
- 5.23 The front elevation of the extension would be located opposite No.12 Mill Road, which is on the other side of the street. The gap between the front elevation of the extension and the front elevation of 12 Mill Road would be 9 metres, including the highway and the proposal would be in line with the front elevation of No.9 Mill Road. As a result the relationship would be the same as the existing dwellings along Mill Road, and it is not considered that the proposal would cause a significant loss of light, privacy or overlooking.
- 5.24 In summary it is considered that the proposal would comply with Policy CH3 of the Local Plan and guidance contained within the Urban Design SPD in terms of neighbour impacts. The impact of the proposed parking provision on residential amenity is addressed in the highways and parking provision section below.

#### Parking and Highway Safety

- 5.25 Policy CH3 'Normal Requirements of All New Development' of the Crawley Borough Local Plan states that all proposals for development will be required to meet the requirements necessary for their safe and proper use, in particular access, circulation and manoeuvring, vehicle and cycle parking. Policy IN4 'Car and Cycle Parking Standards' states that development will only be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs. The Borough's parking standards contained within the Urban Design SPD seek a minimum of 2-3 spaces for a 3 plus bedroom dwelling in the Three Bridges Zone.
- 5.26 The existing property at No.9 Mill Road has a garage and space for the parking of 2 vehicles to the side of the dwelling. The proposed extension would result in the removal of all the off street parking provision for the existing property. This would not therefore meet the requirement for a minimum of 2- 3 off street spaces for a 3+ bedroom dwelling. A number of comments from neighbours have been received with regards to parking that raise concerns that the proposal would increase parking pressure in the area creating problems for residents being unable to park within the locality. Concerns are also raised that this would create a highway safety issue with cars parked in inappropriate locations.
- 5.27 WSCC Highways have raised no objection from a highway safety point of view commenting that the proposal will see the displacement of one space. From experience from other similar applications, it is extremely difficult to substantiate that a shortfall of 2-3 car parking spaces will result in an unacceptable highway safety issue and therefore not considered a justification for refusal on highways grounds. They advise that the Planning Authority may wish to consider the amenity implications caused by a small increase in on-street car parking demand.
- 5.28 The Highway Authority also comment that the site is located in a sustainable location within walking and cycling distance to a range of public services, amenities and employment options. Bus and rail links provide a realistic travel opportunity for longer trips. It would not be anticipated that occupiers would be reliant on the use of a private motor vehicle. Nearby on street car-parking locations which, would create a highway safety issue, are protected by way of no waiting restrictions. They comment that the applicant should provide a secure and covered cycle storage facility in the interests of sustainability.
- 5.29 They conclude that they do not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy

Framework (paragraph 109), and that there are no transport grounds to resist the proposal. Conditions are recommended in terms of the submission of a Construction Traffic Management prior to the commencement of the development as well as cycle parking spaces.

- 5.30 The site is located within a Controlled Parking Zone where residents can apply for a permit to park within the area. The zone has restricted parking to permit holders only between 9am – 5pm Monday to Saturday. Zone F2 includes Mill Road, New Street, Hazelwick Road, Crabbet Road and part of Three Bridges Road. Parking Services have confirmed that there is currently parking capacity within the zone (F2) with 80% of the permits for this zone having been issued. They comment however that the loss of a driveway would add more stress to the roads within the area. However, it is not considered that the proposal would add to parking stress in the area during the hours of operation of the controlled parking zone as there is spare capacity.
- 5.31 A lack of parking spaces in the evening and Sundays (when the controlled parking zone is not in operation) has been raised by residents. In the evening there are no restrictions in the bays, this area is always under pressure from residents and from those using the train station however given that the proposal would result in the loss of 2/3 off road parking spaces, this would not make the situation materially worse. Further site visits were undertaken by the previous case officer prior to the determination of CR/2018/0923/FUL on three occasions in the evening and found that there was capacity each time. Two site visits were also undertaken during the course of this application during the day and there was capacity on both occasions.
- 5.32 It is therefore considered that although there would be a shortfall of 2-3 onsite spaces the existing on-street parking arrangements in the daytime and the spaces available in the evening in the area would be sufficient to meet the demand created by this proposal and would not make the parking situation materially worse.
- 5.33 Whilst the proposal does not meet the Borough Council's indicative parking standards it is considered justified as there is sufficient capacity in terms of on-street parking within the area in addition to the site being a sustainable location. The proposals could also provide adequate cycle parking. It is therefore considered to be in accordance with Policy CH3 of the Local Plan and Annex 1 of the Urban Design SPD.

## **CONCLUSIONS:-**

- 6.1 It is considered that the proposal for an extension to this house would not result in an adverse impact in regard to Flood Risk subject to a condition recommending that the development is carried out in accordance with the Flood Risk Assessment. The proposed extension has been designed so that it would be in keeping with the scale and character of the existing site and surrounding area. The proposal is also considered to preserve and enhance the character and appearance of the Conservation Area. The proposed extension is not considered to adversely impact upon residential amenity in terms of loss of light, loss of privacy or overbearance. In terms of parking, whilst the loss of two parking spaces and a garage is acknowledged, there is capacity on the road to accommodate further vehicles and the loss of these spaces is not considered to make the situation materially worse for the residents and there would be no safety implications as a result of the loss of spaces.
- 6.2 As a result, the proposal is considered to accord with the policies and objectives outlined in the Crawley Borough Local Plan (2015-2030), the Supplementary Planning Guidance notes and the NPPF (2019). It is therefore recommended to grant planning permission subject to conditions.

## **RECOMMENDATION RE: CR/2020/0054/FUL**

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. Prior to the occupation of the development hereby permitted, details of covered and secure cycle parking shall be submitted to and approved by the Local Planning Authority.  
REASON: In the interests of road safety and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No development above slab level shall be carried out unless and until a schedule of materials, samples of such materials and finishes and colours to be used for external walls, roof and chimney of the proposed dwelling, and details of the brick detailing shall be submitted to and approved by the Local Planning Authority in writing and all materials and detailing used shall conform to those approved.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. Prior to the installation of the windows, details of window joinery, shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the materials, method of opening and large scale plans showing sections through glazing bars (1:20 plans and 1:1 or 1:2 sections). The development shall thereafter be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with policies CH3 and CH13 of the Crawley Borough Local Plan 2015 – 2030
6. The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment dated March 2020 and covering letter dated 18 May 2020 which includes the following mitigation measures:
  - i) Finished floor levels shall be set no lower than 69.78 m above Ordnance Datum (AOD).
  - ii) No ground floor sleeping is introduced.
  - iii) All flood resilience measures referenced in the Flood Risk Assessment are undertaken.

These mitigation measures shall be fully implemented prior to occupation and in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.  
REASON: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
7. No development shall take place until full details of the energy strategy and sustainability measures for the development have been submitted to and approved in writing by the Local Planning Authority. The extension shall not be occupied until the approved measures have been implemented.  
REASON: In order to address sustainability objectives, in accordance with Policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
8. The development shall not be occupied until details have been submitted and approved in writing by the Local Planning Authority to demonstrate that the development shall achieve a water efficiency standard, by consuming not more than 110 litres per person per day maximum water consumption.  
REASON: In the interests of sustainable design and efficient use of water resources in accordance with emerging policy ENV9 of the Crawley Borough Local Plan 2015-2030.

## INFORMATIVES

1. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit [www.crawley.gov.uk/cil](http://www.crawley.gov.uk/cil), email [development.control@crawley.gov.uk](mailto:development.control@crawley.gov.uk) or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of

the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:

a) Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.

b) A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.

c) Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefiting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

2. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

3. The applicant is advised to avoid peak times when receiving deliveries to ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users.
4. The applicant is advised that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-largesite/Apply-and-pay-for-services/Wastewater-services>

## 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:

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with consultees, respondents and agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking additional information 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

Crawley Borough Council  
Town Hall, The Boulevard,  
Crawley, West Sussex,  
RH10 1UZ  
Tel: 01293 438000



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