

REFERENCE NO: CR/2022/0199/FUL

LOCATION: [54 ST MARYS DRIVE, POUND HILL, CRAWLEY](#)
WARD: Pound Hill North & Forge Wood
PROPOSAL: DEMOLITION OF EXISTING GARAGE AND ERECTION OF PROPOSED TWO STOREY SIDE, SINGLE STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS

TARGET DECISION DATE: 29 June 2022

CASE OFFICER: Mrs A. Sanders

APPLICANTS NAME: Mr & Mrs Kieran & Suneet Gill

AGENTS NAME: JNA Architects

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
J1585 01 Rev	E	Site Location Plan & Existing Plans & Elevations
J1585 02 Rev	E	Proposed Plans & Elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|---|--------------|
| 1. National Air Traffic Services (NATS) | No objection |
| 2. CBC Energy Efficiency & Sustainability | No objection |

NEIGHBOUR NOTIFICATIONS:-

52 and 63 to 73 (odd numbers) St Marys Drive:
22 to 24 Byron Close.

RESPONSES RECEIVED:-

One letter of received raising the following concerns:

- The house will be let out, therefore there will be more people and more noise
- Not enough parking, cars park on front garden and on the street
- Will the kerb be dropped to allow further parking and the hedge removed?

REASON FOR REPORTING TO COMMITTEE:-

The Local Member, Councillor Kevan McCarthy has requested that the application is heard at Planning Committee for the following reasons:

This application is the latest in a number of similar applications for this site and has been submitted following the refusal of several previous applications.

In view of the long-running nature of this issue which has caused some concerns, I feel it would be appropriate for the final decision on this application to be made by elected Members.

THE APPLICATION SITE:-

- 1.1 The application relates to a two-storey detached house, located on the eastern side of St Marys Drive on the corner with Byron Close within the neighbourhood of Pound Hill. The dwelling is brick built with a hipped roof, there is two storey tile hung bay window gable feature on the front elevation, and a gable canopy over the main entrance. The first floor of the dwelling is finished with red hung tiles. On the northern side of the dwelling is an attached single garage, there is a driveway which provides parking for at least 2no. vehicles.
- 1.2 The garden of the dwelling is an irregular shape that narrows to the rear (east). There is a mature hedge along the western boundary of the site fronting St Marys Drive that provides significant screening of the front elevation of the dwelling.
- 1.3 St Marys Drive contains a mixture of single and two storey detached and semi-detached properties of varying styles. Typical features on the properties include red hung tile hung first floors, white rendered elevations and modest front gable features.
- 1.4 The site has recently been re-zoned and is no longer within the Sussex North water resource area and therefore is not impacted by water neutrality.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of a two-storey side extension and single storey side and rear extensions. The existing single garage is proposed to be removed.
- 2.2 The proposed two storey side extension would be positioned on the southern side of the dwelling and would measure 4.3m in width, and 7.5m in length. The extension would have a hipped roof which would be set down from the ridge of the main dwelling by 0.15m and set back from the front elevation by 0.3m. At ground floor there would be a front projecting bay window.
- 2.3 The single storey side extension would be located to the north of the house in the location of the existing single garage and would be flush with the front elevation of the dwellinghouse. This extension would measure a width of 4m, a maximum length of 7.3m with a height of 2.4m to the eaves and a 4m to the top of the pitched roof.
- 2.4 The single storey rear extension would measure a width of 6m, a length of 4.1m with a height of 2.4m to the eaves and 3.6m to the top of the mono-pitched roof. A small single storey utility room extension is also proposed to the rear measuring 3m wide by 1m in length. The driveway would be enlarged to create space for three vehicles. Photovoltaics are proposed on the south and east facing roof slopes of the extended property.
- 2.5 Internally the space would provide a study, family room, lounge, kitchen/diner and enlarged utility room on the ground floor with four double bedrooms, dressing room and bathroom on the first floor.
- 2.6 The proposal has been amended during the course of the application as originally the two-storey extension would have been flush with the front elevation of the main house and was not set down from the ridge of the main dwelling. Further the bay window has now been reduced in size.

PLANNING HISTORY:-

- 3.1 **CR/2019/0264/FUL-** Erection of a part single and part two storey front extension/porch and two storey side extension, replacement pitched roof garage and log store. Refused and dismissed at appeal for the following reasons:
 1. The proposed part single and part two storey front extension, by virtue of its scale, width, design and forward projection, and the proposed two storey side extension, by virtue of its scale, width, bulk and massing, would appear visually prominent, dominant and intrusive and would be harmful to the character, appearance and visual amenities of the streetscene of St Marys Drive. The proposal would introduce a mixture of design features and materials which would not be in keeping with the other properties within St Marys Drive. The proposal is therefore contrary to

Policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030, the Urban Design Supplementary Planning Document (2016) and the relevant paragraphs of the National Planning Policy (2019).

2. The proposed development, by virtue of its proximity, size, scale and extensive fenestration, would have an adverse impact upon the amenities of the occupants of Nos. 23 and 24 Byron Close, by way of overlooking and loss of privacy, and would dominate the rear garden of No. 24. The proposal would therefore be contrary to the Policy CH3 of the Crawley Borough Local Plan 2015-2030, the guidance contained within Urban Design Supplementary Planning Document (2016) and the relevant paragraphs of the National Planning Policy Framework (2019).

3.2 **CR/2018/0764/FUL** – proposed two storey front extension, two storey side extension to the eastern side, part single and part two storey side extension to the western side, two storey rear extension, raising of the roof ridge, rendering of external elevations, installation of new windows and doors. Withdrawn.

3.3 **CR/583/1973** – erection of car port at side. Refusal

PLANNING POLICY:-

4.1 National Planning Policy Framework (February 2021) (NPPF)

- Paragraph 11 – The presumption in favour of sustainable development. Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay. At the heart of the NPPF is a presumption in favour of sustainable development.
- 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.

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 in Crawley will be required to make a positive contribution to the area, be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings, and be able to meet its own operational requirements necessary for the safe and proper use of the site. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.
- 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.

4.3 Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)

The document has been published for Regulation 19 consultation on 6 January 2021 and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy DD1: Normal Requirements of All New Development.

- Policy ST2: Car and Cycle Parking Standards.

4.4 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'.*
- *'Development should incorporate materials and colours that match the existing dwelling'.*
- *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.*
- *Applying the 45°/60° 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 two storey extension should not encroach beyond the 60° from the nearest edge of the neighbouring window.*
- *'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'.*
- *Side extensions should avoid a 'terracing effect' in the streetscape. A 2m separation distance between the side elevation and the property boundary can achieve this, or sometimes a set back from the principle elevation.*

It also includes new Crawley Borough Parking Standards and as such the minimum parking standards for this application are 2-3 spaces.

PLANNING CONSIDERATIONS:-

5.1 The main considerations in the determination of this application are:

- The design and appearance of the proposal and its impact on the dwelling and wider area
- The impact on neighbouring properties and occupiers amenities
- Parking considerations

The design and appearance of the proposal and its impact on the dwelling and wider area

5.2 Policy CH3 of the Crawley Borough Local Plan states that new developments will need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. The Urban Design SPD 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'*, and *'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'.*

5.3 The proposed extension would create a two-storey side extension and single storey side and rear extensions. The two-storey addition would extend to the south of the property filling the space between the application site and no 52 St Marys Drive. A gap of 2.5m would be retained between the two properties. The ridge line of the proposed extension would extend 4.1m to the south and would be set down from the existing hipped roof by 0.15m.

- 5.4 The scale, bulk, and mass of the combined extensions would result in a development that would be out of keeping with the host dwelling and would dominate the site and the surrounding area. The two-storey side extension is not a subservient addition to the host dwelling with a very limited set down and set back proposed. Furthermore, the ground floor bay window and large scale of the first-floor window would further exacerbate the dominance of the extension. The existing property measures a width of 6.8m and there is a detached single garage measuring 3m. There is a distance of 6.8m to the boundary with No 52. The proposed extensions, when combined with the existing dwelling and viewed from the front would result in the house measure a total of 15m in width that would reduce the gap to the southern boundary to 2.5m. The insertion of two large bay windows would further elongate the front elevation.
- 5.5 The combination of these extensions would create a development that would be excessively large and dominant and would fail to respect the scale or character of the existing dwelling. The proposals would not be subservient to the host dwelling and would create considerable bulk and mass especially the width and mass of the two-storey and single storey side extensions. It is therefore considered that the proposal would result in an adverse impact on the design and appearance of the property by the addition of excessive bulk and mass onto this property that would be unsympathetic to the scale and character of the existing house.
- 5.6 The property is set back from St Marys Drive by 4m and is set behind a mature hedge. The existing street scene is a mixture of detached and semi-detached two storey houses and bungalows, some of which have been previously extended. The proposed extension would create a dominant addition in the street scene by increasing the scale, bulk and mass, losing the character of the host property and reducing the spaciousness of the plot.
- 5.7 Whilst there are examples of two storey side extensions within the locality these were permitted prior to 2007 and the majority are subservient to the host dwelling. Whilst No 52 has been considerably extended this was done so in 1978 which would have been assessed under a different local plan, different urban design guidance and a different Planning Act. Therefore this does not set a precedent and a scheme of this nature would not necessarily be permitted now. No 60 St Marys Drive has also been extended to the side / front however this was in 2001 and this again does not set a precedent and would not be considered favourably now.
- 5.8 In conclusion, it is considered that the proposed extensions would fail to respect the scale of the existing dwelling given the size, massing and design of the development when compared to the original dwelling. The proposals would not be subservient to the existing dwelling and the overall impact of the combined extensions would result in a house that would be out of scale and character with the existing dwelling and the site. Further the proposal would create an overly dominant addition when viewed in the surrounding area and street scene. As such the proposal would not accord with the Policy CH3 of the Crawley Borough Local Plan or the Urban Design SPD.

The impact on neighbouring properties and occupiers amenities

- 5.9 The proposed two storey side and single storey rear extension would be located 2.5m from the southern boundary with 52 St Marys Drive with a further 3.7m to the side of this property with a garage in the intervening space. There are two ground floor side windows proposed and no windows proposed at first floor. There are no side windows on this neighbouring property which face onto the application site. The separation distance combined with the positioning of the side windows would ensure that the proposal would not result in the loss of light, loss of privacy or overbearing to this neighbouring property.
- 5.10 The proposed side extension and rear extensions would be located 0.7m from the north eastern boundary with 24 Byron Close which is located at a right angle to the application site. There is 1.2m fencing as well as hedging on this boundary. Whilst the existing garage abuts this boundary it has a flat roof measuring a maximum of 2.8m which limits the bulk of the built form. The proposed side and rear extensions would have pitched roof with an eaves height of 2.4m and a ridge height of 3.6m and 4m respectively. There are concerns that extending close to this north eastern boundary would have a detrimental overbearing impact on the occupants of No. 24 Byron Close. Due to the irregular shape of the gardens and the close proximity of No 24 Byron Close to No. 54 St Marys

Drive, it is considered that the outlook from the garden of No. 24 Byron Close would be dominated by the proposed development, as there would be development located very close to the shared boundary and rear elevation of the neighbouring house.

- 5.11 There are no other neighbouring properties that would have the amenities of occupiers harmed by the development.
- 5.12 It is therefore considered that the proposed development would have an unacceptable impact on the occupants of No 24 Byron Close due to an overbearing impact as a result of the combined extensions and relationship between the resultant houses and this would be contrary to Policy CH3 of the Crawley Borough Local Plan and the guidance contained within the Urban Design SPD.

Parking considerations

- 5.13 There is currently space to park approximately three cars at this property, two on the driveway and one in the garage. The proposal would result in the removal of the existing single garage however due to the increase in the size of the driveway it would still be possible to accommodate three vehicles at this property. The minimum parking standards for a 3+ bedroom property in this location is 2-3 spaces. As such the proposal would comply with the required standards and therefore would be in accordance with policy in this regard.

CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the proposed two storey side extension and single storey side / rear extensions by virtue of their prominent siting, width, scale and design would be an incongruous addition to this dwelling. The proposed two storey and single storey side extension would significantly increase the overall width of the dwelling from 6.8m to 15m. There are also concerns that the combined impact of the single storey side and rear extensions would have a harmful overbearing impact on the occupiers of No. 24 Byron Close. The development would therefore fail to meet the requirements of the NPPF (2021), would be contrary to policies CH2 and CH3 of the Crawley Borough Local Plan (2015-2030), and the guidance contained within the Urban Design SPD (2016).

RECOMMENDATION RE: CR/2022/0199/FUL

REFUSE for the following reasons:

1. The proposed two storey side extension and single storey side extension, by virtue of its scale, width, bulk and massing, would appear visually prominent, dominant and intrusive and would be harmful to the character, appearance and visual amenities of the existing site and the street scene of St Marys Drive. The proposal is therefore contrary to Policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030, the Urban Design Supplementary Planning Document (2016) and the relevant paragraphs of the National Planning Policy (2021).
2. The proposed development, by virtue of its scale and bulk in close proximity to 24 Byron Close would result in a dominant and overbearing impact to the occupants of this property. The proposal would therefore be contrary to the Policy CH3 of the Crawley Borough Local Plan 2015-2030, the guidance contained within Urban Design Supplementary Planning Document (2016) and the relevant paragraphs of the National Planning Policy Framework (2021).

NPPF Statement

1. 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:
 - Informing the applicant of identified issues that are so fundamental that it would not be possible to negotiate a satisfactory way forward due to the harm that would be caused.

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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