

REFERENCE NO: CR/2023/0252/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 (RE-SUBMISSION OF APPLICATION CR/2020/0054/FUL)

TARGET DECISION DATE: 22 June 2023

CASE OFFICER: Mrs A. Sanders

APPLICANT'S NAME: Architecture for London

AGENT'S NAME:

PLANS & DRAWINGS CONSIDERED:-

| Drawing Number | Revision | Drawing Title |
|-----------------|----------|---------------------------|
| 17019 PL000 | | Location Plan |
| 17019 PL001 | | Site Plans |
| 17019 PL002 | | Existing Floor Plans |
| 17019 PL003 Rev | A | Existing Elevations |
| 17019 PL200 | | Proposed Floor Plans |
| 17019 PL210 | | Proposed Elevations |
| 17019 PL220 Rev | A | Proposed Street Elevation |
| 17019 PL311 | | Diagram Of Materials |
| PL17019 PL600 | | Window Details |

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|---|--|
| 1. WSCC Highways | No objection subject to conditions |
| 2. National Air Traffic Services (NATS) | No objection |
| 3. Thames Water | No objection |
| 4. CBC Drainage Officer | No objection subject to conditions |
| 5. CBC Energy Efficiency & Sustainability | No objection subject to conditions |
| 6. Listed Building Officer | No objection subject to conditions |
| 7. Hazelwick CAAC | No comments received |
| 8. CBC Parking | Zone F2 is already at 80% capacity, there is also limited wait bays in the road which are there for the local companies. |

NEIGHBOUR NOTIFICATIONS:-

The application was publicised by the posting of a site notice on the 24th May 2023 and a press advert was also published on the 24th May 2023. The following residents were also notified by letter:

7, 8, 10 & 12 Mill Road

Flats 1 to 4 Millbrook House

16 to 28 (even nos) & 109 Hazelwick Road

40 Brantridge Rd

10 Kimberley Road

18 Summersvere Close

2 Inholmes

40 Brantridge Road

93 The Birches

Rossley, Snow Hill, Crawley Down

RESPONSES RECEIVED:-

Eleven letters of objection and a petition with seven signatures from five addresses have been received raising the following concerns:

- Pressure on parking – will result in the loss of parking provision and increase the demand for parking spaces, putting a burden on parking in Mill Road.
- It is within a controlled parking area where parking is already extremely challenging with limited capacity.
- No provision for the loss of parking spaces.
- This part of Mill Road is a narrow one-way street with no footpath, it would increase the risk of collision between pedestrians and vehicles.
- Lack of clear plan for building materials/ waste storage and access during construction.
- There will be no suitable location for delivery and loading of building materials. Skips would need to be placed on the road.
- Querying where the scaffolding would go?
- Could easily split the proposed development to make two separate houses.
- Access issues for construction vehicles down this narrow stretch of road as well as access issues for residents/pedestrians 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.
- Eighth planning application over a short period of time
- The proposal is out of context and scale, and would destroy the architectural history of the area.
- Any new build would destroy the character of this row of properties.
- It would represent over-development, would be disproportionate and the siting is ill-considered.
- Impact on residential amenity – overlooking and loss of privacy.
- Increased pressure on other infrastructure - water / sewerage etc.
- Contrary to Local and National Policy and the objectives of the Hazelwick Road Conservation Area.
- Adverse flood risk impact.
- The residents of Mill Road have been consistently dismissed, silenced and ignored throughout the duration of this application process. Lack of transparency through application process.
- No protection for the safety of residents, nor considerations of the pressure placed on this small and confined piece of historical road.
- Building works could cause damage to property.

REASON FOR REPORTING TO COMMITTEE:-

More than 4 letters of objection have been received and the officer recommendation is to permit.

THE APPLICATION SITE:-

- 1.1 The application site is number 9 Mill Road in the neighbourhood of Three Bridges. It is a two storey 19th Century semi-detached house 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 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 at 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 properties. 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 is predominantly located within Environment Agency Flood Zone 1 which has a low probability of flooding although a small portion of the site is within Environment Agency Flood Zone 2 which has a medium probability of flooding.

THE PROPOSED DEVELOPMENT:-

- 2.1 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. This application is identical to the previously permitted scheme CR/2020/0054/FUL. The proposed extension would be positioned in line with the front elevation of No.9 Mill Road with a width of 4.9m, with a gap between the side elevation and the retained northern fence boundary of 0.7m. The extension would be 13.9m in length. The pitched roof, ridge, eaves, and chimney of the extension would match those of the existing house at No.9 Mill Road.
- 2.2 The two storey rear projection would extend 3m from the rear elevation and be 2.8m wide with a gable end roof. The eaves would be level to match the eaves of the main roof (5.4m), but the ridge height would be 1.8m below the ridge of the main roof measuring 6.5m.
- 2.3 To the rear, the kitchen and bathroom on the original house would be replaced with a single storey rear extension which would also extend across the width of the existing property and the two storey side extension. In total the proposed extensions to the rear would measure in total 8.9m in width, with a projection of 5.4m beyond the main original rear elevation. The single storey elements would be 3.2m in height to the top of the flat roof and 3.4m to the top of the roof lights. The projection to the rear 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 with the two roof lights.
- 2.4 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.
- 2.5 The dwelling as extended would provide a utility room, dining room, open plan kitchen / living area and snug on the ground floor, with four bedrooms, two bathrooms and a playroom at first floor level.
- 2.6 The applicant has submitted the following documents with the application:
- Design, Access & Heritage Statement
 - Flood Risk Assessment
 - Materials Schedule
 - Sustainability Energy Efficiently Statement

PLANNING HISTORY:-

- 3.1 CR/2021/0844/FUL
Erection Of 1 X Attached Three Bed Dwelling in Side Garden Space, And Erection Of Single Storey Side And Rear Extension And Internal Alterations To Existing Dwelling.

The application was considered by the Planning Committee on 12th July 2022 and was refused for the following reasons (currently awaiting appeal decision):

1. The development by reason of its lack of parking would not meet the operational needs of the proposed house and existing house and would result in an adverse impact on the on-street parking in the area, increasing the hazards to users of the highway contrary to policies CH3 and IN4 of the Crawley Borough Local Plan 2015-30 and the guidance in the adopted Urban Design Supplementary Document.

2. A legal agreement is not in place to secure the appropriate affordable housing contribution and water neutrality measures required to meet the developments off-site infrastructure requirements and secure the measures required to achieve water neutrality. The proposal is contrary to policies IN1, ENV2 and H4 of the Crawley Borough Local Plan 2015-2030, and fails to address the Natural England Position Statement on water neutrality received on 14 September 2021 that requires development does not cause an adverse impact upon protected habitats in the Arun Valley, including the Amberley Wild Brooks Site of Special Scientific Interest (SSSI), the Pulborough Brooks SSSI and the Arun Valley Special Protection Area/Special Area of Conservation and Ramsar sites, in breach of the Conservation of Species and Habitats Regulations 2017.

3.2 CR/2020/0054/FUL

Erection Of Two Storey Side And Rear Extension And Single Storey Rear Extension Permitted – unimplemented and permission now expired.

3.3 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 on flood risk grounds and lack of a legal agreement to secure an affordable housing contribution.

3.4 CR/2017/1049/FUL

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

3.5 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 (July 2021)

- 4.1 The NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:
 - 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. This includes making effective use of land and helping to improve biodiversity.
 - Section 5 (Delivering a sufficient supply of homes) - To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
 - 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. Development that is not well designed should be refused.

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.
- 4.3 The boundaries of the flood risk zones cut across the application site, with most of the proposed site of the extension being within Flood Zone 1. A small part to the rear and much of the garden is within Flood Zone 2.
- 4.4 The NPPG sets out the Flood risk vulnerability classification. In this classification buildings used for dwelling houses are classed as 'more vulnerable' and householder development including physical extensions to the existing dwelling itself are classed as minor development. The NPPG 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. The extension to the existing dwelling, is minor development (householder development) as such the Environment Agency's standing advice should be followed.

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

- 4.5 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.

Draft Crawley Borough Local Plan 2024-2040

4.6 The Local Plan Review 2024-2040 was approved at the Full Council meeting on 22 February and was out for consultation from the 9 May 2023 until 20 June 2023, in accordance with the Council's approved Local Development Scheme. Submission of the Local Plan to the Secretary of State will then happen later in the year. Limited weight should therefore 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 HA1: Heritage Assets
- Policy HA2: Conservation Areas
- Policy SDC1: Sustainable Design and Construction
- Policy EP1: Development and Flood Risk
- Policy ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents

4.7 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

4.8 This 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 main planning considerations for this application are:

- 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 occupant's amenities
- Parking and Highway Safety
- Flood Risk Impact
- Water Neutrality
- Other matters

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

5.2 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.

5.3 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:

- 5.4 Hazelwick Road Conservation Area is predominantly residential in nature. Buildings take the form of a mix of two storey, semi-detached houses and terraced railway cottages. The terraces are predominantly consist of three or four houses. There is a strong uniformity to building lines with narrow set-backs from the highways, low level fences/boundary walls or planting which creates an overall townscape feature of value to the Conservation Area. The proposed extension continues the scale and massing of the attached dwellings at No.7 and No.9 Mill Road by mirroring those properties in terms of building width, height and length, as well as the roof pitch, main ridge and eaves height. The proposed extension continues the building line and set back. This would result in this house and the neighbouring attached house having an appearance of a terrace of three houses. The application house would however remain as one of a pair of semi-detached properties. This extension would also effectively mirror the terrace of three properties directly opposite the site on the west side of Mill Road and therefore the resultant design would be considered consistent with the overall character of the Conservation Area and in keeping with the existing streetscene.
- 5.5 The buildings are constructed from a local stock brick and the detailing includes brick corners, interlocking quoins and arches at window and door reveals. A slate roof is proposed to match the existing house. The proposed extension would replicate the detailing of No.9 Mill Road and surrounding properties by matching the existing brick and roof materials, and the detailing around windows/doors. 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 dwellings' chimney stack which includes red brick detailing.
- 5.6 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 would match No.9 Mill Road and reflect the character and appearance of fenestration in the Conservation Area. 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.
- 5.7 Recessed doorways, are featured on a number of dwellings. The proposal includes a recessed doorway and brick detailing which would be in keeping with other properties within the Conservation Area. A painted timber 4 panel door is proposed to the front elevation of the extension with fan light window that would match the traditional entrances within the Conservation Area.
- 5.8 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's 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 would be an improvement on the existing pierced concrete wall.
- 5.9 The sympathetic siting, scale, massing, design and materials of the proposal would have an acceptable impact upon the character of the existing house, the street scene and the wider character of the area. It is recommended that a condition be imposed to ensure the materials and detailing of the extension are in keeping with the character of the existing building and that of the Conservation Area. 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 Hazelwick Road Conservation Area. The proposal would not result in harm to this heritage asset. The proposal would therefore be in accordance with heritage policies CH12 and CH13, and the more general character policies CH2 and CH3 of the Crawley Borough Local Plan (2015-2030).

The impact upon neighbouring properties and occupants' amenities

- 5.10 This application would retain a 0.7m gap between the north elevation of the proposed extension and the fence boundary with Millbrook House to the north. Beyond the fence is the parking area and a patio amenity area for Millbrook House that would be 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. The height of this rear extension that would be visible from No.24 Hazelwick Road would be 3.2m, as the roof lights that give the extension a maximum overall height of 3.4m in height would be screened by the two storey elements. The extension would be 0.2m from the fence boundary. The ridge of 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, the relatively modest massing and the obscure glazing would be sufficient to prevent a harmful impact on the amenities of Millbrook House and No.24 Hazelwick Road.

- 5.11 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.
- 5.12 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 project to the rear to the same extent 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 a maximum of 3.4m in height (3.2m to the top of the flat roof and 3.4m to the top of the roof light). 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 it is not considered that it would result in harm in terms of overlooking in relation to No.7 Mill Road.
- 5.13 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.
- 5.14 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

- 5.15 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.
- 5.16 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. WSCC Highways advised on the previous application for the new dwelling (CR/2021/0844/FUL) that the existing garage is not deemed to be fit for purpose and would not contribute to the parking provision of the existing dwelling. Thus the dwelling currently has 2 off-street spaces available. The proposed extension would result in the removal of all the off-street parking provision (2 spaces) for the existing property. The extended house would have 4 bedrooms and so would not meet the requirement for a minimum of 2- 3 off street spaces for a 3+ bedroom dwelling at this location.
- 5.17 A number of comments from neighbours as well as a petition has been received that raise concerns that the proposal would increase parking pressure in the area creating problems for residents being unable to park within the locality. The representations also raise concerns that this would result in highway safety issues due to cars being parked in inappropriate locations. A parking survey on Mill Road has also been undertaken by the residents at various times throughout the day, morning and evening. This survey shows that there was always either one or two car parking spaces available in Mill Road.

- 5.18 WSCC Highways (Local Highway Authority, LHA) comment that *'this application is a resubmission of previously permitted application CR/2020/0054/FUL, of which WSCC in its role as Local Highway Authority (LHA) provided consultation advice for, raising no highway safety concerns. From inspection of the application documents, the plans are identical to that of previously permitted CR/2020/0054/FUL. No highway safety concerns were raised previously, and this view is maintained.'*
- 5.19 In regard to previous application ref. CR/2020/0054/FUL, WSCC Highways advised that the extension would see the removal of the drive and the off-street parking provision that this currently provides. Crawley's parking guidance requires the existing and proposed dwellings to be provided with 2-3 spaces. The LHA advised that 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 it was not considered a justification for a refusal on highways grounds of this previously permitted application.
- 5.20 The Highway Authority also commented that the site is in a sustainable location within walking and cycling distance of 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 locations which if parked on would create a highway safety issue, are protected by way of no waiting restrictions. They also commented that the applicant should provide a secure and covered cycle storage facility in the interests of sustainability.
- 5.21 In summary, in regard to the current application, the LHA does not consider that this current proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network. The development would therefore not be contrary to the National Planning Policy Framework (paragraph 111), and there are no transport grounds to resist the proposal.
- 5.22 The site is located within Controlled Parking Zone (CPZ) F2 where residents can apply for a permit to park within the area. The CPZ restricts parking to permit holders only between 9am – 5pm Monday to Saturday. The CPZ includes Mill Road, New Street, Hazelwick Road, Crabbet Road and part of Three Bridges Road. Crawley Borough Council Parking Services have confirmed that there is currently parking capacity within the CPZ as 80% of the permits for this zone having been issued. It however advises that if more people have permits this would impact on the CPZ and this would be exacerbated by the loss of two parking spaces at the property.
- 5.23 The representations received highlight that there are a lack of parking spaces in the evening and Sundays (when the CPZ is not in operation), and thus in the evening when there are no restrictions on parking in the bays, this area is under more parking pressure from residents and from those using the train station.
- 5.24 Before the determination of the previous planning application at this site for a new dwelling (CR/2021/0844/FUL), Officers undertook a parking survey to identify the parking situation within the locality at various times throughout the day, during evenings and at weekends. The results are set out below:

| | New Street | Mill Road (one-way) | Hazelwick Road | Mill Road (two-way) up to the corner |
|--|-------------------|----------------------------|------------------------------------|---|
| 8th June 2022 @ 12:00 (Wednesday) | 8 | 1 | In excess of 20 spaces free | 6 |
| 9th June 2022 @ 21:20 (Thursday) | 3 | 0 | 13 | 4 |

| | | | | |
|---|----|---|-----------------------------|---|
| 13th June 2022 @ 14:30 (Monday) | 8 | 3 | In excess of 25 spaces free | 7 |
| 16th June 2022 @ 21:00 (Thursday) | 1 | 1 | 13 | 3 |
| 22nd June 2022 @ 11.05 (Wednesday) | 10 | 1 | In excess of 20 spaces free | 4 |
| 25 th June 2022 @10.45 (Saturday) | 9 | 3 | In excess of 25 | 5 |
| 25 th June 2022 @ 17:10 (Saturday) | 9 | 1 | 24 | 5 |
| 26 th June 2022 @ 15:00 (Sunday) | 3 | 0 | 15 | 3 |

- 5.25 Whilst the survey was undertaken last year, it is not considered that the situation would have materially changed in intervening period. The survey identified that on-street parking was available close to the application site on every visit to the area. The parking survey submitted by the residents was undertaken in January 2023 and May 2023 (this took into consideration Mill Road, but none of the surrounding roads and is therefore more limited in its scope), but this also confirmed that there were parking spaces available at these times. The Council's and local residents' surveys therefore provides evidence that there is adequate on street parking provision within the local area to accommodate the loss of the two parking spaces on the application site. It is therefore considered that the proposal would not result in a material impact on on-street parking that would have adverse effects on the operation of the highway or the amenity of the area.
- 5.26 It is therefore considered that although there would be a shortfall of 2 on-site spaces, the existing on-street parking arrangements in the daytime and the spaces available in the evening in the nearby area would be sufficient to meet the demand created by this proposal and would not make the parking situation materially worse.
- 5.27 In regard to the most recent application on this site which was refused (CR/2021/0844/FUL), this was for a new dwelling, and so would result in an additional residential unit. Thus for that scheme the key issue was the parking demand associated with the existing dwelling plus the new dwelling, arising from 2 households. It was considered by the Committee that the addition of another dwelling and the loss of two existing off-street driveway parking spaces could result in four extra cars being parked on the highway, and that this would significantly diminish parking capacity in the area. This is to be contrasted with the current application which is for an extension to the existing dwelling and thus one existing household. In these circumstances the shortfall in parking would be 2 spaces, and it is not considered that this would have a material adverse impact on the parking situation in the area.
- 5.28 In regard to the impact on the locality during construction of the development, the LHA advised on application CR/2021/0844/FUL that it is a legal offence under the Highways Act to obstruct the highway, while delivery lorries would only cause a minor disruption. Materials being left on the highway would also be considered as an obstruction of the highway. This means the LHA can enforce against obstructions of the highway or if it is deemed unsafe, this would be enforced by Sussex Police. The applicant could however apply for a license to suspend the Traffic Regulation

Order (TRO) in this location and could also apply for a license to store materials on the highway. These would be subject to their own criteria during the course of the application process.

- 5.29 Whilst the proposal does not meet the Borough Council's indicative parking standards it is considered that the shortfall is justified as there is sufficient capacity in terms of on-street parking within the area, in addition to the site being a highly sustainable urban location. The site is in close proximity to public transport and local facilities, where it is not unusual for dwellings to have no off-site parking. The proposal could also provide cycle parking to facilitate sustainable travel for the occupiers. From experience from other similar applications, it is extremely difficult to substantiate that a shortfall of 2-3 car parking spaces would result in highway safety issues and therefore it is not considered a justification for refusal on highways grounds. This was also the conclusion for the previous identical application for an extension CR/2020/0054/FUL, which was granted planning permission. Whilst that permission recently expired, it is still a material consideration in the determination of this current application. It is therefore considered that the development comprising the enlargement of this dwelling would be in accordance with Policy CH3 of the Local Plan and Annex 1 of the Urban Design SPD.

Flood Risk Impact

- 5.30 The boundaries of the flood risk zones cut across the application site, with most of the application site being within Flood Zone 1, with a small part in Flood Zone 2. Looking at the flood risk map in detail this shows that the front of the existing dwelling is in Flood Zone 1, with the rear portion of the existing house and its rear garden being in Flood Zone 2. The site of the extension would predominantly be in Flood Zone 1.

This current proposal is for an extension to the existing dwelling which is classed as 'minor development' as set out within the NPPG and so the sequential or exception tests do not need to be applied. The Flood risk vulnerability classification, also within the NPPG, shows that this extension would be classed as 'more vulnerable' but is classed as appropriate development within Flood Zone 2. As a result, the EA's Standing Advice should 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.

- 5.31 In order to support the application a 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:

- 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
- Electrical plug sockets would be above flood level.

- 5.32 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 can and will be able to continue to exit the property to the west along Mill Road.

- 5.33 Crawley Borough Council's Drainage Engineer was 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. It is therefore considered that the development would not result in increased risk of on or off site flooding and the development itself would be acceptably flood resilient.

Water Neutrality

5.34 The Local Planning Authority received a Position Statement from Natural England on 14 September 2021. It raised significant concerns about the impact of water abstraction in the Sussex North Water Resource Zone upon the Arun Valley's protected SAC, SPA and Ramsar sites. A screening assessment has now been undertaken, which concludes that the evidence shows that house extensions (excluding annexes and swimming pools) do not increase water usage and are therefore water neutral. The Local Planning Authority has therefore concluded that the proposed extensions would not adversely affect the integrity of the protected sites and would not conflict with the obligations under the Conservation of Habitats and Species Regulations 2017.

Other matters

5.35 Within the letters of representations received, concern have been raised regarding the lack of transparency of the application, the failure of the planning department in the consideration of the application, manipulation of data and omission of key information when making the decision. The residents also state that officers have failed to visit and meet residents and formal complaints have not been responded to.

5.36 Each application submitted has been assessed on its own merits based on the information provided with each application. At least one site visit has been carried out by case officers for each application and all representations including from consultees and local residents have been taken into consideration in previous decisions taken and in making this recommendation to the Planning Committee. The parking surveys were undertaken by planning officers of the Council at varying times throughout the day, in the evenings and at weekends. Regarding the complaint letters, the planning department received a letter of complaint on 8th July 2022 and was responded to by the Development Manager on 2nd August 2022.

5.37 The correct procedures and consultations have been carried and the policies have been applied appropriately throughout the determination periods of each application. The determination of this application is to be made by the Planning Committee in a public forum in accordance with the Councils protocols.

CONCLUSIONS:-

6.1 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 Hazelwick Road Conservation Area. The proposed extension would not adversely impact upon residential amenity in terms of loss of light, loss of privacy or result in a harmful overbearing impact/loss of outlook. In terms of parking, whilst the loss of two parking spaces is acknowledged, there is capacity on the road/local area to accommodate further vehicles and the loss of these on-site spaces would not be considered to make the existing parking situation materially worse for the residents. There would be no identified highway safety implications as a result of the loss of spaces. 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 proposal would be water neutral.

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 Documents and the NPPF (2021). It is therefore recommended to grant planning permission subject to conditions.

RECOMMENDATION RE: CR/2023/0252/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. 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. The development shall be implemented in accordance with the approved details.
REASON: In the interests of road safety and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The materials and detailing to be used in the development hereby permitted shall strictly accord with the approved plans together with the details indicated within the 'Materials and Details' document dated 26th April 2023 and associated 'Imperial brick' data sheet and 'Del Carmen' roofing data sheet submitted with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. 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.
6. Prior to the occupation of the development hereby permitted, a water butt or similar feature of not less than 4.48 cubic metres shall be installed at the rear of the property, and thereafter be retained for the duration of the development.
REASON: In order to compensate for the loss of permeable surface and to ensure the development does not increase flood risk elsewhere in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
7. The development shall not be occupied until the energy strategy and sustainability measures for the development which are described in the submitted Sustainability/Energy Efficiency Statement dated 26 April 2023 have been implemented.
REASON: In order to address sustainability objectives, in accordance with Policy ENV6 of the Crawley Borough Local Plan 2015-2030, emerging Policy SDC1 of the Submission Crawley Borough Local Plan 2024-2040, 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 policy ENV9 of the Crawley Borough Local Plan 2015-2030, emerging Policies SDC1 and SDC3 of the Submission Crawley Borough Local Plan 2024-2040, and the Planning and Climate Change Supplementary Planning Document.

1. NPPF Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

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



ArcGIS Web Map



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

1:827

