

MID SUSSEX DISTRICT COUNCIL

Planning Committee

**6 FEB 2020**

RECOMMENDED FOR PERMISSION

**Worth Parish Council**

**DM/19/5083**



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**63 CHURCH LANE COPTHORNE CRAWLEY WEST SUSSEX  
PROPOSED GROUND FLOOR SIDE EXTENSION AND FIRST FLOOR  
REAR EXTENSION.  
MR AND MRS BROCK**

POLICY: Built Up Areas / Aerodrome Safeguarding (CAA) / Radar Safeguarding (NATS) / SWT Bat Survey /

ODPM CODE: Householder

8 WEEK DATE: 7th February 2020

WARD MEMBERS: Cllr Paul Budgen / Cllr Christopher Phillips /

CASE OFFICER: Katherine Williams

### **PURPOSE OF REPORT**

To consider the recommendation of the Head of Economic Promotion and Planning on the application for planning permission as detailed above.

### **EXECUTIVE SUMMARY**

Planning permission is sought for the erection of a single storey side extension, following the removal of the existing single garage, and the erection of a first floor rear extension at No. 63 Church Lane, within the built up area of Copthorne.

The proposed extensions are considered to be of a design and form that are in keeping and appropriate to the character of the dwelling and the streetscene and would not cause significant harm to the amenities of the neighbouring property. The proposal is also not considered result in a loss of parking provision to the property.

The application is before committee as the agent is an elected Member for the Copthorne and Worth Ward.

The proposed development is considered to comply with the requirements of Mid Sussex District Plan policies DP21 and DP26, and the relevant provisions of the NPPF.

It is therefore recommended that planning permission is granted.

### **RECOMMENDATIONS**

It is recommended that planning permission be approved subject to the conditions outlined at Appendix A.

### **SUMMARY OF REPRESENTATIONS**

None received

### **SUMMARY OF CONSULTATIONS**

#### **AERODROME SAFEGUARDING GATWICK AIRPORT**

No objection

#### **NATS SAFEGUARDING**

No objection

## **WORTH PARISH COUNCIL OBSERVATIONS**

No objection in principle, but have concerns over potential loss of parking on the site.

Due to parking issues in this road, request a condition that all construction materials and associated vehicles be stored/parked on site to avoid congestion.

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### **Introduction**

The application seeks planning permission for the erection of a single storey side extension, following the removal of the existing single garage, and the erection of a first floor rear extension at No. 63 Church Lane, within the built up area of Copthorne.

### **Relevant Planning History**

None relevant

### **Site and Surroundings**

The application property consists of modest two storey semi-detached dwelling located on the northern side of Church Lane within the built-up area of Copthorne.

The locality is characterised by semi-detached dwellings of varying designs and forms, set back from the highway with low front boundary treatments and off street parking. The properties on the southern side consist of 1950s dwellings of the same design and form, which gives this side of the highway a uniform character. The dwellings on the northern side however differ significantly along the highway, including some period properties. The application dwelling is located on the eastern end of a line of semi-detached Victorian properties, which are of similar in design. To the eastern side of the application dwelling is No. 65 Church Lane, which is angled away from the application dwelling which results in the side elevation being highly visible within the streetscene.

The application dwelling was originally an "L" shaped dwelling with a pitched gable roof, however the dwelling has previous benefited from two storey and single storey flat roof extensions located to the rear of the dwelling, which have squared off the footprint of the dwelling. To the eastern side is a flat roof single garage, which is positioned at an angle to the dwellinghouse. The dwelling is constructed in brick, interlocking roof tiles and white upvc fenestration.

### **Application Details**

The proposed first floor extension would extend over the existing single storey rear extension and would have the same footprint. This extension would have a flat roof with an overall height to match the existing flat roof of the dwelling.

The proposed single storey side extension would replace the existing detached garage and would be set back from the front elevation of the dwelling by

approximately 7.7 metres. This extension would extend up to approximately 1 metre to the eastern boundary of the property and would run parallel with this boundary, at an angle to the dwelling, for some 7.9 metres. This extension would have a flat roof with an overall height of 3 metres.

The proposed extensions would be constructed in materials to match the existing dwelling.

## **List of Policies**

### **Mid Sussex District Plan (adopted March 2018)**

DP21 - Transport

DP26 - Character and Design

### **COPTHORNE NEIGHBOURHOOD PLAN**

The Copthorne Neighbourhood Plan has had its regulation 14 Draft Plan published and consultation of this finished on the 30th April 2017. The plan is a material consideration in the determination of planning decisions but carries little weight. No relevant policies.

### **National Policy**

The National Planning Policy Framework (NPPF) 2019 is also a material consideration and paragraphs 8, 11, 38, 124 and 127 are considered to be relevant to this application.

## **Assessment**

### **Design and impact on the character of the area**

Policy DP26 of the Mid Sussex District Plan states:

*"All development and surrounding spaces, including alterations and extensions to existing buildings and replacement dwellings, will be well designed and reflect the distinctive character of the towns and villages while being sensitive to the countryside. All applicants will be required to demonstrate that development:*

- *is of high quality design and layout and includes appropriate landscaping and greenspace;*
- *contributes positively to, and clearly defines, public and private realms and should normally be designed with active building frontages facing streets and public open spaces to animate and provide natural surveillance;*
- *creates a sense of place while addressing the character and scale of the surrounding buildings and landscape;*
- *protects open spaces, trees and gardens that contribute to the character of the area;*
- *protects valued townscapes and the separate identity and character of towns and villages;*
- *does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);*

- *creates a pedestrian-friendly layout that is safe, well connected, legible and accessible;*
- *incorporates well integrated parking that does not dominate the street environment, particularly where high density housing is proposed;*
- *positively addresses sustainability considerations in the layout and the building design;*
- *take the opportunity to encourage community interaction by creating layouts with a strong neighbourhood focus/centre; larger (300+ unit) schemes will also normally be expected to incorporate a mixed use element;*
- *optimises the potential of the site to accommodate development."*

In general, proposed first floor or two storey extensions with flat roofs are not considered to be in keeping with the character or style of dwellinghouses and are not considered favourably. In this case, however, the proposed first floor extension would be located to the rear of the dwelling and would extend from an existing two storey flat roof. In addition the attached neighbour, No. 61 Church Lane, has already benefited from a two storey flat roof extension which is a similar design and form to the proposal.

This proposed extension would be visible from the highway due to the orientation of the No. 65 Church Lane away from the application property and the open character between the properties. It is considered that due to the existing flat roof on the property, and that the extension would be seen against the extension of No. 61 Church Lane, the proposed extension would be in keeping with the character of the existing dwelling and would not have a detrimental impact on the streetscene. The proposed single storey side extension would also be visible from the street; however, this extension would have a similar form and scale to the flat roof garage it would replace. It is therefore considered that the proposed extension would not have a greater impact on the character of the area than the existing garage and would be appropriate to the character of the dwelling.

### **Impact on the amenities of neighbouring properties**

DP26 states:

*"does not cause significant harm to the amenities of existing nearby residents and future occupants of new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution (see Policy DP29);"*

To the western side is No. 61 Church Lane, this neighbouring property is attached to the application property through its eastern side elevation. The proposed first floor extension would not extend beyond the rear elevation of the neighbouring property and would therefore not be visible from this neighbour. The proposed single storey side extension would be positioned along the western side of the property some 4 metres from the shared boundary with this neighbour. It is considered that due to the separation distance and the low profile of the extension, it would not cause harm to the amenities of this neighbouring property.

On the eastern side is No. 65 Church Lane, this neighbouring property is orientated at an angle away from this neighbouring property with a separation distance of some 7.6 metres to the shared boundary. It is considered that given the separation

distance and orientation of the dwellings, the proposed extensions would not cause significant harm to the amenities of this neighbouring property.

### **Impact on parking provision of the property**

The proposal would include the removal of the existing single garage, however it is considered that the existing garage is inaccessible by vehicles due to the width of the existing driveway. The property narrows to the highway which creates a pinch point between the boundary of the property and the front corner of the dwelling, which reduces the width of the driveway to approximately 1.8 metres. It is therefore considered that although the proposal would result in the loss of the garage it would not result in a loss of parking provision to the property as the garage cannot be accessed by modern vehicles.

The Parish Council have requested a condition so that all construction materials and vehicles are parked and stored on site. However due the scale of the proposal and the existing parking situation of the property it is not considered necessary or reasonable to include such a condition.

### **Conclusion**

In conclusion, the proposal is appropriate in terms of character and design in relation to the existing dwelling and streetscene, would not cause significant harm to the amenities of neighbouring properties, and would not result in a loss of parking provision to the property. Therefore, the proposal complies with Mid Sussex District Plan policies DP21 and DP26, and the relevant provisions of the NPPF.

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## **APPENDIX A – RECOMMENDED 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 and Country Planning Act 1990.
2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".  
  
Reason: For the avoidance of doubt and in the interest of proper planning.
3. No external materials shall be used other than those specified on the approved plans and application details without the prior approval of the Local Planning Authority.  
  
Reason: To protect the appearance of the building and the area and to accord with Policy DP26 of the Mid Sussex District Plan.

## **INFORMATIVES**

1. Your attention is drawn to the requirements of the Environmental Protection Act 1990 with regard to your duty of care not to cause the neighbours of the site a nuisance. Accordingly, you are requested that:

Hours of construction/demolition on site are restricted only to: Mondays to Fridays 0800 - 1800 hrs; Saturdays 0900 - 1300 hrs; No construction/demolition work on Sundays or Public Holidays.

Measures shall be implemented to prevent dust generated on site from crossing the site boundary during the demolition/construction phase of the development.

No burning of materials shall take place on site at any time.

If you require any further information on these issues, please contact Environmental Protection on 01444 477292.

2. In accordance with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, 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.

### **Plans Referred to in Consideration of this Application**

The following plans and documents were considered when making the above decision:

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Submitted Date</b>
Existing Floor and Elevations Plan	BROCK-01	A	13.12.2019
Existing Roof Plan	BROCK-01	A	13.12.2019
Location and Block Plan	BROCK-02	B	13.12.2019
Proposed Floor and Elevations Plan	BROCK-03	A	13.12.2019
Proposed Roof Plan	BROCK-03	A	13.12.2019
Location and Block Plan	Brock-04	PB	13.12.2019

### **APPENDIX B – CONSULTATIONS**

#### **Parish Consultation**

No objection in principle, but have concerns over potential loss of parking on the site.

Due to parking issues in this road, request a condition that all construction materials and associated vehicles be stored/parked on site to avoid congestion.

#### **NATS Safeguarding**

*The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.*

*However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.*

*If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.*

### **Aerodrome Safeguarding Gatwick Airport**

*The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal.*