

Delegated Decision

Sign off Sheet

Ref. No:	DM/24/2837	Case Officer:	Anna Tidey
Application Type:	Householder Application		
Proposal:	Single storey rear and side extension and alterations to roof and demolish existing conservatory and porch.		
Site:	4 Elger Way, Copthorne, Crawley, West Sussex, RH10 3JJ, , ,		
Validation Date	20 Nov 2024	Overall Expiry Date:	19 Dec 2024
Pre-Commencement Conditions Required:		Pre-Com Conditions Date Agreed:	
Recommendation:	Permission	Recommendation Date:	9 Jan 2025
Target Date:	15 Jan 2025	Recommending Officer Signature:	Anna Tidey

Date Legal Agreement Completed: (if applicable)		No of Representations:	0
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Signed and Agreed By:	Steven King	Date:	10 Jan 2025
Comments:			

MID SUSSEX DISTRICT COUNCIL

DM/24/2837

**4 Elger Way, Copthorne, Crawley, West Sussex, RH10 3JJ, ,
Single storey rear and side extension and alterations to roof and demolish existing conservatory and porch.
Simon Howard**

SUMMARY OF REPRESENTATIONS

None received.

SUMMARY OF CONSULTEES

Southern Water: Southern Water has determined the Flow rate for the above site will remain the same/similar as capacity is not an issue and no southern water assets will be affected. Therefore, Southern water has no objections to this proposal.

Surface water should not involve disposal to a public foul sewer and should be in line with the Hierarchy of H3 of Building Regulations. Drainage and waste disposal: Approved Document H - GOV.UK (www.gov.uk)

Any new connections to the public sewerage system will require a New Sewer Connection application (a Section 106) to be submitted and approved by Southern Water.

TOWN/PARISH COUNCIL OBSERVATIONS

Worth Parish Council: Defer to Officer.

INTRODUCTION

This application seeks planning permission for extensions to a detached bungalow located at No 4 Elger Way.

The application follows recent approvals for larger additions, including the addition of a first floor, to the property under applications DM/23/3245 and DM/24/1073, detailed below.

RELEVANT PLANNING HISTORY

DM/24/1073. Variation of condition 2 of planning application DM/23/3245 - to amend the approved plans to allow for design changes. Approved June 2024.

DM/23/3245. A proposed side and rear extension to the existing bungalow and a loft conversion. Detached garden room including a new landscape scheme for the total plot. Amended Plans received 01.03.2024 showing partial demolition and remodelling works to the existing detached garage/outbuilding and the addition of two Air Source Heat Pumps on the rear elevation of the property. Approved March 2024.

SITE AND ITS SURROUNDINGS

No 4 Elger Way is a detached 2 bed bungalow located in a large corner plot at the eastern end of an established cul de sac of bungalows, located off Shipley Bridge Lane, in the built up area of Copthorne.

An adjacent bungalow (at No 6) at the end of the cul de sac has been extended by the addition of side facing dormer windows with gabled roofs and the next door property at No 5 has solar panels on the front

facing roof slope. These added features are visible in the public views from the turning head at the end of the cul de sac.

The bungalow at No 4 has a gated vehicular access and a drive located alongside the property, which serves a single garage located at the rear.

The bungalow has an L shaped footprint, with a small porch, rear sunroom and a front projection containing the two bedrooms.

The property is located in the designated CA4: Historic Core area in the Built up Area of Copthorne.

APPLICATION DETAILS

This application seeks planning permission for the extension of the bungalow to the rear (east) and to the south side, removing the existing sunroom and porch. The main ridge is to be extended to form an enlarged hipped roofline over the proposed side extension, which is to be constructed with eaves to match those on the existing bungalow.

The main section of the proposed rear kitchen extension would have a hipped roofline, into which three rooflights would be inserted. The form of the roof over this extension would match that on the existing front projection, with the ridge level set at a height of 4.6m. The attached proposed utility room would have a flat roof with the eaves height to match that on the existing bungalow.

The proposed side extension would extend 4.2m from the southern side wall and the kitchen extension a maximum of 4m deep from the rear wall of the bungalow. The utility room addition would measure 2m deep by 2.7m wide.

The proposed extensions will allow a reconfiguration and enlargement of the internal living space in the bungalow. The existing ground floor layout would be altered to create an office in the second bedroom and a new bedroom in the space currently occupied by the kitchen.

The proposed side extension will accommodate an enlarged hall with cloakroom space, a new master bedroom, with attached dressing area and an ensuite, and at the rear the remainder of the ground floor will be formed into an open plan kitchen, living and dining space.

Externally the proposed extensions would be constructed in red brick to match the existing bungalow with matching windows and brown roof tiles. The amended design does not include the addition of a first floor, but does increase the bedrooms from two to three, all at ground floor level.

LEGAL FRAMEWORK AND LIST OF POLICIES

Planning legislation holds that the determination of a planning application shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

Using this as the starting point the development plan for this part of Mid Sussex consists of the District Plan, the Copthorne Neighbourhood Plan and Site Allocations DPD.

National policy (which is contained in the National Planning Policy Framework and National Planning Policy Guidance) does not form part of the development plan, but is an important material consideration.

Mid Sussex District Plan

The District Plan was adopted at Full Council on 28th March 2018.

Relevant policies:

DP21 Transport

DP26 Character and design

Site Allocations Development Plan Document

The SADPD was adopted on 29th June 2022. It allocates sufficient housing and employment land to meet identified needs to 2031.

There are no policies deemed relevant to this application.

Neighbourhood Plan

Copthorne Neighbourhood Plan - made September 2021.

Policy CNP1 General Development Requirements

Policy CNP3 Homes for Older People

Policy CNP11 CA4: Historic Core

Policy CNP14 Sustainable Transport

Policy CNP15 Car Parking

Other Material Considerations

Mid Sussex District Plan 2021 - 2039 - Submission Draft (Regulation 19)

The District Council is reviewing and updating the District Plan. Upon adoption, the new District Plan 2021 - 2039 will replace the current District Plan 2014-2031 and its policies will have full weight. In accordance with the NPPF, Local Planning Authorities may give weight to relevant policies of the emerging plan according to the stage of preparation; the extent to which there are unresolved objections to the relevant policies; and the degree of consistency of the relevant policies in the emerging plan to the NPPF. The draft District Plan 2021-2039 (Regulation 19) is currently at Examination and the stage 1 hearings were concluded on the 31st October 2024. There are unresolved objections to the majority of Policies in the draft District Plan and as such, only minimal weight can be given to the Plan and this planning application has been assessed against the policies of the adopted District Plan.

Relevant policies:

DPS2 Sustainable Design and Construction

DPS6 Health and Wellbeing

DPB1 Character and Design

DPT4 Parking and Electric Vehicle Charging Infrastructure

Mid Sussex Design Guide Supplementary Planning Document (SPD)

The Council has adopted a 'Mid Sussex Design Guide' SPD that aims to help deliver high quality development across the district that responds appropriately to its context and is inclusive and sustainable. The Design Guide was adopted by Council on 4th November 2020 as an SPD for use in the consideration and determination of planning applications. The SPD is a material consideration in the determination of planning applications.

West Sussex County Council Guidance on Parking at New Developments - September 2020

National Planning Policy Framework (NPPF) (December 2024)

ASSESSMENT

It is considered that the main issues that need to be considered in the determination of this application are as follows:

Design

Loss of smaller dwelling/bungalows

Impact on residential amenities

Parking provision

Design

Policy DP26 of the District Plan seeks to promote well located and designed development, to protect valued characteristics of the built environment for their historical and visual qualities and support sustainable communities and create accessible environments. Policy DP26 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.'*

Also relevant in the determination of the application is Policy CNP1 of the Copthorne Neighbourhood Plan, which states:

'CNP1.1 Proposals will be supported where they sustain or reinforce the positive aspects that make up the individual character and distinctiveness of each Character Area, as defined on the Policies Map, in which they sit.

CNP1.2 Proposals for new development should not cause unreasonable harm to the amenity (including general activity, access, noise, privacy, daylight, and sunlight) of existing and future occupants, both on site and nearby.

CNP1.3 Proposals should retain features such as shaws, hedgerows, ponds and brooks, and enhance them, where possible.

CNP1.4 Proposals should protect, and encourage the use of, pavements, pathways, footpaths, cycle paths, bridleways, established tracks and twittens, and other Rights of Way.

CNP1.5 Development proposals should be laid out to maintain the perception of separation between Copthorne Village and other surrounding settlements.

Extensions to existing buildings will be permitted provided they adhere to other policies in the development plan and:

- a) Are no higher than the existing building.*
- b) Do not conflict with traditional boundary treatment of an area.*
- c) Use materials which are compatible with materials of existing/surrounding buildings.'*

The Design Guide refers to household extensions in Chapter 9. Principle DG49 states that:

'Extensions should respond to the design of the original dwelling' and 'Extensions should typically use simple, uncomplicated building forms to compliment and coordinate with the scale, form and massing of the original dwelling. The design approach may benefit from coordinating with the existing pattern of window and door openings as well as employing facing materials to match those of the existing dwelling.'

Principle DG50 is relevant and states:

'Principle DG50: Front and side extensions

Front and side extensions are typically visible from the public realm and will be resisted where they have an adverse impact on the street scene or the appearance of a dwelling.

Front extensions

Front extensions are more likely to be acceptable where the building line is staggered or where the dwelling is set well back from the road. They are less likely to be acceptable in streets with a strong consistent building form as they risk disrupting the underlying order.

Where front extensions are considered acceptable, they should normally be limited to a modest single storey or porch-type extension that reflect the character of the existing property.

Side extensions

Side extensions should normally be subservient to the original dwelling and typically be set-back from the front of the house to help define the original building.

The gaps between dwellings can sometimes positively contribute to articulating (for example, through the consistent rhythm of repeated houses) and adding interest in a street frontage or by providing views / visible connections to the surrounding countryside. Side extensions will therefore need to appropriately respond to the character of the street form and will not normally be accepted where they close an important gap and view.'

Principle DG51 is also relevant and states:

'Principle DG51: Rear extensions

Rear extensions which are not visible from the street and do not negatively impact on neighbouring properties can be expressed in many forms, including by adopting a contemporary architectural approach. With reference to DG49, they should nevertheless have consideration for the character of the existing building and the relationship of the extension with the side boundaries and adjacent buildings and gardens'.

The proposed extensions to the bungalow have been redesigned to reduce their scale. Their positions would enlarge the form at the rear and side of the building, leaving the front portion of the bungalow unaltered in public vantage points from Elger Way. The appearance, form and scale of the proposed additions would accord with the Design Guide principles.

The proposed additions will not appear out of keeping with the design and appearance of the other neighbouring extended bungalows in the cul de sac. Consequently the appearance of the proposed extensions are considered to accord with the aims of District Plan Policy DP26, Neighbourhood Policy CNP1 and the principles of the Design Guide.

Loss of smaller dwelling/bungalow

Within the Copthorne Neighbourhood Plan paragraphs 4.6-4.9 refer to the identified need for suitable housing for older people. This local need was identified during the community engagement in the plan making process, which preceded its publication. Policy CNP3 aims for 'no net loss of single storey

residential floorspace and making sure new housing is a suitable size and is accessible and adaptable to meet the needs of older and disabled people.'

Neighbourhood Plan Policy CNP3 states:

'CNP3 Homes for older people

CNP3.1 Development proposals that would result in the net loss of single storey residential floorspace will not be supported.

CNP3.2 Residential developments which incorporate smaller and accessible homes that meet the needs of older people will be particularly supported.

CNP3.3 Residential developments which achieve a minimum of M4(2) of the optional requirements in the Building Regulations will be particularly supported.'

The proposed extension of the bungalow will enlarge the number of bedrooms in the bungalow by one, from two to three. These will all be sited on the ground floor and the overall living space, and space for level access from the front door and into the rear of the building will be enlarged and enhanced as a result of the proposed extensions, thereby future proofing the bungalow. It is considered that the dwelling would remain suitable for use by older or ambulant disabled people.

Whilst it is appreciated that the existing two bed bungalow will become a modernised three bed bungalow. It is considered that the proposed works would accord with the aims of Neighbourhood Plan Policy CNP3.

Impact on residential amenities

District Plan Policy DP26 and Neighbourhood Plan Policy CNP1 are relevant in the determination of this application with regards to the impact of the changes on residential amenities.

Policy DP26 requires that *'All applicants will be required to demonstrate that development does not cause significant harm to the amenities of existing nearby residents and future occupants of the new dwellings, including taking account of the impact on privacy, outlook, daylight and sunlight, and noise, air and light pollution.'* In terms of the impact to neighbouring dwellings the test, as set out under Policy DP26 of the Mid Sussex District Plan, is that there should not be significant harm to privacy, daylight, sunlight and outlook of nearby residents.

Neighbourhood Plan Policy CNP1 states *'new development should not cause unreasonable harm to the amenity (including general activity, access, noise, privacy, daylight, and sunlight) of existing and future occupants, both on site and nearby'.*

Under section 38(5) of the Planning and Compulsory Purchase Act 2004 if a policy contained in a development plan for an area conflicts with another policy in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published. As such, Policy CNP1 of the Copthorne Neighbourhood Plan is considered to take precedence and therefore the test in this instance is whether the development causes unacceptable harm to neighbouring amenities as outlined above.

In addition Principle DG45 in the Design Guide refers to the need to consider privacy of existing and future residents and it is noted that privacy may be affected by the relationship of buildings to each other.

The immediate neighbouring properties on Elger Way to the north and west of the site are Nos 5 and 3. Given the position of the dwelling, and the size of the garden, the other neighbouring dwellings to the east (Sunnyside) and south east of the site (Catkins) are located some distance away from the proposed development work.

It is considered that given the site layout, the relative positions of the neighbouring properties and the scale and layout of the extension works, the impact of the proposed additions to the bungalow will not

cause unreasonable harm to their amenities, such that their living conditions would be negatively impacted. As such it is considered that the proposal will not cause unreasonable harm to the amenities of existing nearby residents and will therefore accord with Policy DP26 of the District Plan and Policy CNP1 of the Copthorne Neighbourhood Plan.

Parking provision

The existing property accommodates two bedrooms. The proposal will add a further bedroom to provide 3 bedrooms in the dwelling.

West Sussex County Council Guidance on Parking at New Developments advises that a 2 bed dwellinghouse in Copthorne should have provision for 1.7 off road parking spaces. A 3 bed dwelling should have 2.1 spaces.

There is sufficient space on the site to accommodate at least two cars on the existing drive and one in the retained single garage, as shown on the submitted Site Plan.

Policy DP21 of the District Plan states:

'Development will be required to support the objectives of the West Sussex Transport Plan 2011-2026, which are:

- o A high quality transport network that promotes a competitive and prosperous economy;*
- o A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- o Access to services, employment and housing; and*
- o A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- o The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- o Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- o The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages*
- o The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- o Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- o The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- o The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- o The scheme protects the safety of road users and pedestrians; and*
- o The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles. Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so'.

Also relevant are Copthorne Neighbourhood Plan Policies CNP14 and CNP15, which state:

CNP14 Sustainable Transport

'CNP14.1 Development proposals will be supported where they otherwise take account of other policies in the development plan and promote sustainable transport within the Plan Area by:

- a) Demonstrating that adequate sustainable transport links already exist, or new sustainable transport links will be provided as part of the development, to Important Community Facilities (set out in Policy CNP4) and open spaces.*
- b) Identifying and undertaking appropriate measures, such as highway improvements prior to new development being occupied, to address transport infrastructure inadequacies that the development would have caused.*
- c) enhancing the existing public footpaths, rights of way, bridle paths, cycle ways and twittens.*

CNP14.2 Proposals for new footpaths and/or cycle lanes, or other routes for non-motorised users will be supported, especially cycle and walking routes that would link Copthorne to the Worth Way, Crawley and East Grinstead.

CNP14.3 For new development, all off road parking spaces must be ready for electric charging. This means:

- a) The installation of electric car chargers. OR*
- b) The installation of cabling or ducting (designed to accommodate the easy installation of cabling in future) between the relevant consumer unit and location designed for the installation of a car charger in future.*

CNP14.4 The provision of additional or replacement airport related parking, including long and short-term parking for passenger vehicles, will not be permitted.'

CNP15 Car parking

'CNP15.1 Developments within the defined Built up Area Boundary which would involve the loss of off-road parking spaces on a site will only be supported where alternative provision is made in accordance with CNP15.3.

CNP15.2 Insofar as planning permission is required development proposals which would result in the loss of parking spaces within an existing garage should provide replacement parking provision in accordance with Policy 15.3

CNP15.3 New development should include car parking spaces in accordance with the greater of:

- a) The latest WSCC guidance at the time the application is submitted. OR*
- b) For residential units, provision of on-plot / offstreet car parking spaces in accordance with the following table:*

<i>Number of Bedrooms</i>	<i>Number of parking spaces</i>
<i>1</i>	<i>2</i>
<i>2</i>	<i>2</i>
<i>3</i>	<i>3</i>
<i>4+</i>	<i>4</i>

CNP15.4 Where it can be demonstrated that the application of the higher standards would have a detrimental impact on the proposed development in general, and in the Historic Core character area in particular, the application of the WSCC standards and which respect the details of the site would be supported.'

The available parking space on the driveway and to the front of the bungalow will accord with the WSCC parking standard requirements for a 3 bed property in Copthorne, and is considered acceptable to accord with District Plan Policy DP21.

Biodiversity Net Gain

Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. This is a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. As a householder application this development is exempt from the requirement to provide biodiversity net gain.

PLANNING BALANCE AND CONCLUSION

The proposed additions to the existing bungalow will serve to modernise and enhance the appearance of the property, and will not appear out of keeping with the design and appearance of the other neighbouring extended bungalows. The proposed extensions are of an appropriate design, will be subordinate in form to the existing bungalow, and their provision will not be out of keeping in this residential area. Consequently the appearance of the proposed works are considered to accord with the aims of District Plan Policy DP26, Neighbourhood Policy CNP1 and the principles of the Design Guide.

It is considered that the proposed extensions will not cause unreasonable harm to the amenity of the existing and future nearby residents, and in particular the residents living at Nos 3 and 5 Elger Way. Consequently the proposal is considered to accord with the aims of District Plan Policy DP26, Neighbourhood Policy CNP1 and the relevant principles of the Design Guide.

The available parking space on the driveway, in the retained garage and to the front of the bungalow will accord with the WSCC parking standard requirements for a 3 bed property in Copthorne, and is considered acceptable to accord with District Plan Policy DP21.

Consequently this application is recommended for approval.

Decision: Permission

Case Officer: Anna Tidey