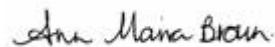


Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **Tuesday, 27 February 2018 at 7.30 pm**

Nightline Telephone No. 07881 500 227



Head of Legal and Democratic Services

Membership:
Councillors

I T Irvine (Chair), C Portal Castro (Vice-Chair), N J Boxall,
B J Burgess, D Crow, R S Fiveash, F Guidera, K L Jaggard,
S J Joyce, T Rana, A C Skudder, P C Smith, M A Stone, J Tarrant
and G Thomas

Please contact Democratic.Services@crawley.gov.uk if you have any queries regarding this agenda.

Published 19 February 2018

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The order of business may change at the Chair's discretion

Part A Business (Open to the Public)

			Pages
1.	Apologies for Absence		
2.	Disclosures of Interest		
	In accordance with the Council's Code of Conduct, Councillors of the Council are reminded that it is a requirement to declare interests where appropriate.		
3.	Lobbying Declarations		
	The Planning Code of Conduct requires Councillors who have been lobbied, received correspondence or been approached by an interested party with respect to any planning matter should declare this at the meeting which discusses the matter. Councillors should declare if they have been lobbied at this point in the agenda.		
4.	Minutes		5 - 10
	To approve as a correct record the minutes of the Planning Committee held on 29 January 2018		
5.	Planning Application CR/2016/0972/FUL - 44 Goffs Park Road, (formerly Oakhurst Grange), Southgate, Crawley	Southgate	11 - 34
	To consider report PES/245 (a) of the Head of Economic and Environmental Services		
	RECOMMENDATION to PERMIT		
6.	Planning Application CR/2017/0760/FUL - 9 Woolborough Road, Northgate, Crawley	Northgate	35 - 50
	To consider report PES/245 (b) of the Head of Economic and Environmental Services.		
	RECOMMENDATION to PERMIT		

			Pages
7.	Planning Application CR/2017/0764/RG3 - Fleming Way (West of Crawters Brook), Northgate, Crawley To consider report PES/245 (c) of the Head of Economic and Environmental Services. RECOMMENDATION to PERMIT	Northgate	51 - 58
8.	Planning Application CR/2017/0954/TPO - Amenity land in front of 27 Lytton Drive, Pound Hill, Crawley, RH10 7SH To consider report PES/245 (e) of the Head of Economic and Environmental Services. RECOMMENDATION to CONSENT	Pound Hill South and Worth	59 - 62
9.	Planning Application CR/2017/1064/RG3 - 1-55 Dalewood Gardens, Northgate, Crawley To consider report PES/245 (f) of the Head of Economic and Environmental Services. RECOMMENDATION to PERMIT.	Northgate	63 - 68
10.	Section 106 Monies - Quarter 2 and 3 2017 / 18 To consider report PES/279 of the Head of Economic and Environmental Services.		69 - 76
11.	Supplemental Agenda Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.		

With reference to planning applications, PLEASE NOTE:

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Thursday 22 February 2018 at 10.00am**. Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

This information is available in different formats and languages. If you or someone you know would like help with understanding this document please contact the Democratic Services Team on 01293 438549 or email: democratic.services@crawley.gov.uk

Agenda Item 4

Planning Committee (62)
29 January 2018

Crawley Borough Council

Minutes of Planning Committee

Monday, 29 January 2018 at 7.30 pm

Councillors Present:

I T Irvine (Chair)

C Portal Castro (Vice-Chair)

N J Boxall, D Crow, R S Fiveash, F Guidera, K L Jaggard, S J Joyce, T Rana,
A C Skudder, P C Smith, M A Stone and G Thomas

Also in Attendance:

Councillor T G Belben and R D Burrett

Officers Present:

Roger Brownings	Democratic Services Officer
Kevin Carr	Legal Services Manager
Anthony Masson	Senior Planning Officer
Jean McPherson	Group Manager (Development Management)
Clem Smith	Head of Economic & Environmental Services
Hamish Walke	Principal Planning Officer

Apologies for Absence:

Councillor B J Burgess and J Tarrant

1. Disclosures of Interest

The following disclosure of interest was made:

Councillor	Item and Minute	Type and Nature of Disclosure
Councillor P C Smith	CR//2015/0435/FUL - Land Parcel at Jersey Farm, County Oak Way, Langley Green, Crawley (Minute 5)	Personal Interest – a Local Authority Director of the Manor Royal Business Improvement District.

2. Lobbying Declarations

The following lobbying declaration was made by Members:-

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Planning Committee (63)
29 January 2018

Councillors Boxall, Crow, Guidera, Irvine, Jaggard, Joyce, Portal Castro, Skudder, P C Smith, Stone and Thomas had been lobbied regarding application CR/2017/0346/OUT.

3. Minutes

The minutes of the meeting of the Committee held on 4 December 2017 were approved as a correct record and signed by the Chair.

4. Planning Application CR/2017/0346/OUT - Land north of Tilgate Forest Business Centre, Forest Gate, Brighton Road, Tilgate, Crawley

The Committee considered report PES/244 (b) of the Head of Economic and Environmental Services which proposed as follows:

Outline application (access & layout), for erection of two four-storey residential buildings, comprising 80 one and two bedroom flats, with car parking at undercroft and surface level and communal private amenity space.

Councillors Jaggard, Stone, and Thomas declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application.

Mr Ian Sowerby, the Agent, addressed the Committee in support of the application.

The Committee then considered the application. Members generally expressed a number of concerns which reflected many of those set out in the report. Those concerns included, in particular, the loss of the employment site and its redevelopment for residential use. Members emphasised that the loss of the employment site would be contrary to the objectives of the Local Plan 2015-30 to promote economic growth for new and existing businesses within the Main Employment Area. Furthermore, and whilst the proposal would result in the loss of the valuable employment site to the detriment of Crawley's economic function, the principle of the site's redevelopment for residential use was not considered acceptable, given that the Borough could demonstrate a five year housing supply and given the site's unsustainable location some distance from a neighbourhood centre and with poor highways access. Residential use could conflict with the existing office uses and would be out of keeping with the New Town neighbourhood approach to development.

RESOLVED

Refuse for the reasons listed in report PES/244 (b).

5. Planning Application CR//2015/0435/FUL - Land Parcel at Jersey Farm, County Oak Way, Langley Green, Crawley

The Committee considered report PES/244 (a) of the Head of Economic and Environmental Services which proposed as follows:

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29 January 2018

Construction of an industrial warehouse building comprising three units, A, B and C, to provide B2 and B8 usage, together with associated parking and amenity (updated planning statement received).

Councillors Jaggard and Stone declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application. In so doing the Group Manager:

- Confirmed that the application had originally been considered by the Development Control Committee on 21 September 2015 when it was resolved to permit the development subject to the completion of a Section 106 Agreement. Whilst the Applicant had not yet completed that Agreement, there had been on-going discussions relating to this matter, and the Applicant had now indicated that they would be completing the Agreement shortly. The application was therefore being re-presented to the Planning Committee for reconsideration, and a new resolution was being sought as there had been a number of material changes to policies that required consideration since the original resolution had been made.
- Advised of the need for an amendment to Paragraph 5.3 of the report, whereby the Officer title referred to in that Paragraph should read "Head of Economic and Environmental Services".

The Committee then considered the application. In response to issues raised, the Group Manager (Development Management) confirmed:

- The Applicant's indication that they would be completing the Section 106 Agreement shortly and within the time period specified in paragraph 5.3 of the report.
- That the wording in Paragraph 4.10 of the report should be amended by deleting the word "maximum" and replacing with the word "minimum".

RESOLVED

Permit, subject to:

- (i) The completion of a Section 106 Agreement to ensure that off-site public realm and Transport Infrastructure impacts are mitigated. Should however the Section 106 Agreement fail to be completed by 30th March 2018 and unless there are exceptional circumstances for the delay, the Head of Economic and Environmental Services be authorised to refuse planning permission for the following reason:

An agreement is not in place to ensure the appropriate level of infrastructure to support the development and the development is therefore contrary to policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

- (ii) The two amendments identified above.
- (iii) The conditions set out in report PES/244 (a).

6. Planning Application CR/2017/0829/NCC - Pullcotts Farm Nursery, Peeks Brook Lane, Pound Hill, Crawley

The Committee considered report PES/244 (c) of the Head of Economic and Environmental Services which proposed as follows:

Removal of Conditions 1 (temporary permission) and 3 (personal permission) pursuant to CR/2012/0465/FUL for change of use of land to mixed use to include stationing of caravans for residential accommodation, temporary utility building, new access, fencing/gates, stable block, open fronted barn, polytunnel and septic tank.

Councillor Jaggard declared she had visited the site.

The Principal Planning Officer provided a verbal summation of the application. In so doing he emphasised that:

- Granting planning permission as originally requested through the current application would have had the effect of granting a permanent consent for use of the site for the purposes proposed and without restriction upon who could occupy the site.
- In correspondence during the course of processing the application, the Agent for the Applicant had recognised airport safeguarding issues and indicated that a temporary permission would be acceptable.
- A balanced judgement of all the issues identified in the report had led to an officer recommendation seeking a further temporary planning permission of four years, subject to conditions.

The Committee then considered the application. In response to issues raised, the Principal Planning Officer:-

- Acknowledged the need for an amendment to the report whereby the name of the Councillor referred to on Page 60, should read "Councillor Belben"
- Emphasised that the Officer recommendation would ensure that there would be no change to the ongoing current use or the appearance of the site, with the same occupants as was currently the case.
- Explained that there had been a second touring caravan on the site, but that this was only temporary as a result of a relative visiting the site. The Council's Enforcement Officers would be available to investigate this matter, if it was felt necessary to do so as a potential breach of condition.
- Explained that there was currently no alternative available local provision for gypsies and travellers within the Borough. Appropriate gypsy and traveller sites were generally in short supply, and the Applicant had no other land on which he and his family could live.
- Confirmed that the Local Plan did contain an allocated gypsy and traveller site at Broadfield Kennels. This site had yet to be delivered.
- Advised that no materials were stored on site at the time of the Officer's site visit, but that if concerns were brought to the Council's attention regarding external or internal storage of materials used for commercial purposes on the site at any time, the Council's Enforcement Officers would be available to investigate a potential breach of condition.
- Confirmed that the touring caravan on the site was used for travelling, but that the mobile homes did not leave the site.
- Emphasised that the Applicant chose to buy and occupy the site of his own free will, in full awareness of the level of noise due to its proximity to the airport and motorway.

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- Advised that in terms of noise implications on the health of occupants, the period of the temporary permission could be reduced from the proposed four to three or two years. However, whilst there were significant concerns regarding noise exposure, Officers felt that four years was appropriate in that it offered a compromise between that exposure, future aviation policy (Gatwick Safeguarding), the human rights of the Applicant and surrounding land owners.
- Further advised that the proposed four year temporary permission could also allow more time for the Broadfield Kennels' site to come forward, which might assist with the accommodation needs of some or all of the site's occupants.

RESOLVED

Permit, for a period of four years, subject to the conditions set out in report PES/244 (c)

7. **Planning Application CR/2017/0910/RG3 - Queensway and The Pavement, Northgate, Crawley**

The Committee considered report PES/244 (d) of the Head of Economic and Environmental Services which proposed as follows:

Regeneration of Queensway and The Pavement involving repaving, installation of new soft landscaping, installation of new street lighting, installation of new street furniture and repositioning of disabled parking bays along Queensway.

Councillors Jaggard, P C Smith, Stone, and Thomas declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application.

The Committee then considered the application. In response to issues raised, the Group Manager (Development Management):-

- Advised that the taxi rank on the southern side of the Queensway carriageway was currently suspended with no intention to replace it.
- Emphasised that the number of parking bays, including disabled parking spaces, would be unchanged.
- Explained that the impact on businesses would be mitigated through the timing of development and would be controlled by means of a Construction Management Plan via condition. The intention was to start construction work after next Christmas (2018) to mitigate the impact on Christmas trade.
- Indicated that there would be new street lighting installed along the pedestrian and highway areas generally to improve overall levels of illumination.
- Explained that textured paving would be laid, to differ in style, to define the street environment - moving from the wholly pedestrian / access area, to the vehicle highway area to the east of Queensway.
- Confirmed that the coffee shops would still maintain an element of dedicated outdoor seating and this had been considered as part of the design.
- Indicated that with the intended removal of the raised planters, the pedestrianised section of Queensway would become more open and could be used more flexibly for markets and other events.

RESOLVED

Permit, subject to:

- (i) To the conclusion of a Section 106 Agreement.
- (ii) The conditions set out in report PES/244 (d).

8. Objections to the Crawley Borough Council Tree Preservation Order, 6, Parham Road - 12/2017

The Group Manager (Development Management) introduced report PES/278 of the Head of Economic and Environmental Services, which sought to determine whether to confirm this Tree Preservation Order (TPO) with or without modification for continued protection or, not to confirm the TPO.

Councillors Stone and Thomas declared they had visited the site.

Having considered the issues raised in the report, the Committee agreed to confirm the TPO without modification.

RESOLVED

Confirmed.

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 8.54 pm

Chair

Agenda Item 5

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 27 February 2018
REPORT NO: PES/245(a)

REFERENCE NO: CR/2016/0972/FUL

LOCATION: [44 GOFFS PARK ROAD, \(FORMERLY OAKHURST GRANGE\), SOUTHGATE, CRAWLEY](#)
WARD: Southgate
PROPOSAL: DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF A CONTINUING CARE RETIREMENT COMMUNITY (CLASS C2) (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 14 March 2017

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Richmond Care Villages Holdings Lim
AGENTS NAME: Tetlow King Planning

PLANS & DRAWINGS CONSIDERED:

PL 001	Rev A	Site Location Plan
1520 L 01	Rev J	Landscape Masterplan 30 08 17
10324_PL003	Rev C	Village Care Centre lower ground & ground floor plans
10324_PL004	Rev D	Village Care Centre first & second floor plans
10324_PL005	Rev F	Village Care Centre third floor & roof plans
10324_PL006	Rev E	Village Care Centre elevations
10324_PL008	Rev E	ILU Block A - Floor Plans & Elevations
10324_PL009	Rev E	ILU Block B floor plans & elevations-A1
10324_PL010	Rev E	ILU Blocks C & D floor plans & elevations-A1
22326 OGL	Rev 1	Topographical Survey
P16-362 100		Indicative Drainage Strategy
10324 PL 012	Rev A	Existing Site Plan
10324_PL013	Rev D	Proposed Block Plan - A2
10324_PL011	Rev D	Proposed Site Sections - A0
10324_PL014	Rev B	Proposed Site Sections 02 - A1
10324_PL015	Rev B	Proposed Site Sections 03

CONSULTEE NOTIFICATIONS & RESPONSES:-

Consultations on this application were originally undertaken from December 2016 - January 2017. Following the submission of revised details, reconsultations were undertaken in December 2017 - January 2018.

1.	GAL - Aerodrome Safeguarding	No objection subject to conditions
2.	Environment Agency	No comments
3.	WSCC - Highways	No objection subject to conditions
4.	National Air Traffic Services (NATS)	No safeguarding objection
5.	Thames Water	No objection subject to informative
6.	Sussex Building Control Partnership	No response
7.	Sussex Police	Advice provided
8.	CBC - Drainage Officer	Advice provided
9.	West Sussex Fire Brigade	No response
10.	CBC - Planning Arboricultural Officer	No objection subject to condition
11.	UK Power Networks	No objections

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12.	CBC - Environment Team	No response
13.	CBC - Contaminated Land	No response
14.	CBC - Environmental Health	No objection subject to condition
15.	Cycle Forum	Advice provided
16.	CBC - Refuse & Recycling Team	No comments if waste to be collected by another operator
17.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to conditions
18.	CBC - FP - Urban Design	No objection
19.	Ecology Officer - Mike Bird	No objection subject to condition
20.	WSCC - Surface Water Drainage (SWD)	No objection subject to conditions
21.	NHS Crawley Clinical Commissioning Group	No objection

NEIGHBOUR NOTIFICATIONS:-

The application was advertised through a press notice and consultation/reconsultation letters were sent to the following properties which adjoin the site:

Nos 1 to 31 (odd numbers) Malvern Road and The Cedar, Malvern Road;

Nos 42 to 62 (even nos) and Nos 49 and 69 Perryfield Road;

Nos 15 to 29 Winter Gardens;

Flats 1-15 Brecon Heights, Horsham Road

Nos 42 and 46 Goffs Park Road.

RESPONSES RECEIVED:-

In response to the reconsultation, objections were received from fourteen neighbouring properties (Wessex, Goffs Park Road, 13, 23, 25, 31 and The Cedar Malvern Road, 45, 47, 48, 49, 56 Perryfield Road, 16, 20, 27 Winter Gardens). These raise the following concerns:

- Little has changed on the revised plans and the proposed heights are no lower. The changes are cosmetic and do not address previous concerns. The buildings would be too tall/large and have unsympathetic/unattractive design out of keeping with the character of the area. The artist impressions are misleading. Key views have been omitted.
- Insufficient green space is proposed. Inadequate trees and landscaping are proposed to block views of the scheme. Trees will take some years to grow and offer no screening when bare in winter. The species and size (when planted or full grown) is not clear. No boundary fence details have been provided. Ongoing fencing/landscaping maintenance may not be good enough. Site has not been well maintained recently.
- Bats are regularly seen in the area, but this is not reflected in the bat report.
- Loss of privacy. Windows would overlook adjoining houses and gardens. The inclusion of balconies means that neighbours would be overlooked for longer periods. Tall buildings and proposed new trees will block sunlight. The section drawings do not properly reflect the change in levels, existing building and tree heights.
- Increased height of Block A will cause loss of privacy, loss of daylight/sunlight and worsen outlook for residents at the south end of Malvern Road. Even where Block A's height has been reduced to two storeys, it will still contain multiple windows overlooking adjoining gardens. A mature tree on the Malvern Road boundary would be lost, reducing screening.
- Disturbance to existing residents would be caused by car and ambulance movements and by vehicle headlights. There would be general noise and disturbance from activities on the site and light pollution throughout the night.
- Winter Gardens is at a lower level, its houses are close to the boundary and will suffer noise and disturbance. Communal bin area is too close to Winter Gardens' houses.
- Parking is a problem in this area. The proposal would worsen this and cause parking, access and visibility problems.
- There is no need for an access from Oakhurst Grange to Perryfield Road, which could create a public right of way. This access would cause disturbance to residents, could attract school pupils even with restricted hours of use and could generate traffic and manoeuvring problems. Visitors and staff using the railway station would use this access. The proposed access would be

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dangerous. Concern that it could be used for vehicular traffic in future. It could cause security issues and loss of privacy for existing residents. Restrictions on use may not be maintained.

- The height is close to the safety limit for Gatwick and measures to stop birds nesting will involve noise/pyrotechnics and cause disturbance to residents.
- Foundations would be deeper than existing and may raise archaeological issues.
- Many of the reasons for refusing the application at No. 46 Goffs Park Road, including height, apply here too.
- Construction hours should be restricted. There is no demolition plan.
- Understood there was a covenant restricting building heights.
- The consultation period is unclear and it is difficult to understand the amendments made to the scheme.

From the original consultation, twenty letters of objection were received making the following points (63 Malthouse, The Cedar, 1, 13, 23, 25, 27, 31 Malvern, 44, 48, 50, 54 Perryfield, 2, 16, 18, 20, 28, 29 Winter, Hunt and Palmer, Flat 2 Brecon Heights):

- Contrary to Local Plan policies
- Buildings are too high/too many storeys. Four storey building would be dominant on Perryfield Road and three storeys would dominate/overlook Malvern Gardens. Existing low level buildings, shallow roof pitches and layout are more appropriate to the character of the area.
- Proposals disregard ground levels on and around the site. Proposal would block light to Winter Gardens and be too dominant. Although single storey, the Oakhurst Grange site is about 3.5 metres higher than Winter Gardens. Closer, taller buildings will have greater impact causing loss of sunlight and daylight. Could lead to increased energy use, damp/moisture and health concerns.
- Café/bar would cause disturbance from noise and food smells.
- Inadequate doctor's surgery places in the area.
- Goffs Park Road is busy with a lot of traffic. The Malvern Road junction has poor visibility. Proposal would cause a significant increase in vehicles and pedestrians in the area. Access road, used by large vehicles runs along Malvern Road rear boundary and will cause disturbance. Ambulances with sirens/blue flashing lights.
- Goffs Park Road is an Area of Special Environmental Quality. Visual impact of three/four storey buildings would be out of character. Oakhurst Grange should be included in the ASEQ.
- Trees insufficient to address overlooking. There are gaps in the boundary tree screening. Would be a loss of wildlife. Protected bats have been observed at the site. No details of lighting proposed have been submitted.
- Richmond Villages are BUPA and local residents will suffer from failure to maintain good standards at Oakhurst Grange. It is believed that several other operators have approached BUPA to utilise the current buildings. Developer seeking to maximise viability.
- No provision for affordable housing. Seems to be an expensive scheme for those who can afford it. What provision will there be for social care for those unable to afford this?
- Some letters supported reuse of the site for residential care, although some questioned whether the quality of care will be acceptable this time.
- The construction period would cause traffic dangers as well as causing dust, noise and possible dispersal of asbestos particles during demolition/construction.
- Residents were promised a further public meeting and have received insufficient information.

WSSC Councillor Michael Jones objects on the grounds that the scheme does not meet the Local Plan affordable housing requirements, fails to respect local context or the area's character, would harm residential amenity, would cause town cramming with insufficient landscaping, would affect protected trees, would cause loss of privacy and risk of loss of light, provides inadequate parking and would cause significant increased pressure on nearby roads.

REASON FOR REPORTING TO COMMITTEE:-

This is a major application.

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THE APPLICATION SITE:-

- 1.1 The application site contains a number of predominantly single storey brick buildings with pitched roofs that were formerly in use as Oakhurst Grange Nursing Home. The nursing home closed in 2013 and the buildings have been vacant since then. Gated vehicular and pedestrian access to the site is taken from Goffs Park Road. Within the site, the existing access road and parking areas generally run along the eastern boundary adjoining properties in Malvern Road and Perryfield Road. The site slopes down significantly from Goffs Park Road northwards and also, to a lesser extent, from east to west. There are a large number of mature trees on and around the site with landscaped grassed areas between the buildings. Many of the trees on and adjoining the site, particularly along the eastern, southern and western boundaries, are covered by individual or group Tree Preservation Orders.
- 1.2 The surrounding area is generally residential. A block of four storey (including rooms in the roofspace) flats, Brecon Heights, lies to the west of the site. Winter Gardens, a modern residential cul-de-sac of two storey houses, is to the north/north-west at a significantly lower level than the application site. Two storey houses and bungalows within Perryfield Road, another cul-de-sac, are situated to the east of the site. Malvern Road and Osney Close, which also contain two storey houses, lie to the south-east. No. 46 Goffs Park Road, a detached two storey house, is to the west of the site entrance and Hill Place, a modern residential cul-de-sac, is on the opposite side of Goffs Park Road. There are some non-residential uses nearby, with the Premier Inn hotel opposite and, on the corner of Goffs Park Road and Horsham Road, a locally listed building occupied as offices by Hunt and Palmer.
- 1.3 To the south-east of the site is the Goffs Park Road Area of Special Local Character.
- 1.4 The application site is allocated within the Local Plan for the provision of housing specifically to meet the needs of older people, *“either as a care facility in the form of Extra-Care or Residential Care or to provide general housing designed to meet particular needs of older people ...”*

THE PROPOSED DEVELOPMENT:-

- 1.5 The application seeks planning permission for demolition of the existing former nursing home buildings. Redevelopment of the site would form a “Continuing Care Retirement Community,” which would provide a range of different residential accommodation for older people alongside some communal facilities. The scheme would be formed by five main blocks. At the centre of the site would be the proposed Village Care Centre (VCC). This would be part four/part three storey with a lower ground floor car parking area and ancillary accommodation. To the south would be part two/part three storey detached buildings (Block A) and to the north would be three detached buildings. These would comprise Block B (part two storey/part single storey), Block C (part two storey/part single storey) and Block D (two storey).
- 1.6 The scheme would comprise:
 - A 42 bed care home’ – Care home accommodation would comprise units containing a bedroom/living area and bathroom and would be located within the VCC;
 - A total of 45 ‘Care Suites’ – Care Suites are units containing a living room, a bedroom, a kitchen and a bathroom and would be located within the VCC;
 - A total of 34 ‘Care Apartments’ – Care Apartments are units containing a living room, one or two bedrooms, a kitchen and a bathroom. They would be located within Blocks A, B, C and D; and
 - Communal facilities including a bar/lounge area, hairdressing and treatment room, library, meeting room and activities area. These facilities would also be within the proposed VCC building.
- 1.7 In support of the application, the applicant has submitted the following documents:
 - Design and Access Statement
 - Planning Statement
 - Transport Statement
 - Energy and Sustainability Statement
 - Ecology Report

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- Arboricultural Impact Assessment
- Flood Risk Assessment
- Indicative Drainage Strategy
- Archaeological Assessment

- 1.8 The proposed scheme has been amended since the original submission. The proposed buildings remain in the same locations, but their elevations have been revised, the height and massing of some buildings has been amended and there have been some internal changes. The numbers of different units has also changed from the original 42 bed Care Home, 43 Care Suites/Assisted Living Units, 12 Enablement/Re-enablement units and 35 Care Apartments. The agent has also supplied a number of appeal decisions and other correspondence relating to the provision of affordable housing within housing schemes for older people.

PLANNING HISTORY:-

- 1.9 CR/1993/0538/FUL – Nursing Home comprising 4 30 bedded single storey units and 1 two storey administration building. Approved 1 October 1993.
- 1.10 There is no recent planning history on the site, although there were a number of applications for works to protected trees between 1998 and 2013.

PLANNING POLICY:-

National Planning Policy Framework (NPPF):

- 1.11 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 1.12 The core planning principles of the NPPF (paragraph 17) state that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 1.13 Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Local planning authorities should plan for a mix of housing to meet different needs, including those of older people. They should identify and bring back into residential use empty housing and buildings.
- 1.14 Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development. Paragraph 56 states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It states that applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design should be looked on more favourably.

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- 1.15 The Crawley Borough Local Plan was adopted in December 2015. The following policies are relevant to consideration of the application:

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 Principles) States that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.

Policy CH2 (Principles of Good Urban Design) States that all proposals for development in Crawley will be required to respond to and reinforce local distinctive patterns of development and landscape character, 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 in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.

Policy CH4 (Comprehensive Development and Efficient Use of Land) requires development proposals to make good use of land and not prejudice planning over a wider area.

Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.

Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.

Policy CH14 (Areas of Special Local Character) seeks proposals of an appropriate scale, design and massing and to avoid adverse impact upon the defined areas and their surroundings.

Policy CH16 (Locally Listed Buildings) seeks to protect the character and setting of Locally Listed Buildings.

Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.

Policy H2 (Key Housing Sites) this policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030. Specifically for Oakhurst Grange, Policy H2 seeks *“55 dwellings as residential Class C3 use or up to 120 residential rooms as Class C2 (Residential Home) use. Development of this site should specifically meet the needs of older people, either as a care facility in the form of Extra-Care or Residential Care or to provide general housing designed to meet particular needs of older people, including being wheelchair adapted dwellings meeting Building Regulations Part M, category 3 accessibility standards.”*

Policy H3 (Future Housing Mix) states that all housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand.

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Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first- time buyers. The policy requires viability evidence in cases where the affordable housing requirements cannot be met and the proposal meets a demonstrable need.

Policy ENV1 (Green Infrastructure) sets out measures to protect and enhance Crawley's green infrastructure.

Policy ENV2 (Biodiversity) states that proposals should incorporate features to enhance biodiversity and enhance existing nature conservation features.

Policy ENV5 (Provision of Open Space and Recreational Facilities) requires development to make provision for open space and recreational facilities.

Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.

Policy ENV8: (Development and Flood Risk) advises that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.

Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.

Policy IN1: (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.

Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.

Policy IN3 (Development and Requirements for Sustainable Transport): Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.

Policy IN4: (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.

Supplementary Planning Guidance and Documents

1.16 The Council's following Supplementary Planning Documents and Guidance Notes are also relevant to this application:

- Planning and Climate Change – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
- Urban Design – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.

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- Green Infrastructure – Sets out the Council's approach to trees, open space and biodiversity. The SPD also includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling.
- Affordable Housing – Provides additional guidance on the Council's approach to securing affordable housing as part of new developments, including advice on tenure split, viability appraisal and off-site contributions.
- Developer Contributions Guidance Note (Adopted July 2016) Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.

1.17 The Supplementary Planning Documents were all adopted in October 2016, with the exception of the Affordable Housing SPD which was adopted in November 2017.

PLANNING CONSIDERATIONS:-

1.18 The main issues for consideration in determining this planning application are:

- Principle of development
- Design and character of the area
- Residential amenity
- Residential environment for future occupiers
- Highways, transport and parking
- Sustainability
- Trees, landscaping and ecology
- Drainage and flooding
- Gatwick Airport
- Archaeology and Heritage
- Community Infrastructure Levy

Principle of development

1.19 The site has an historic use as a 100 bed care home, but the buildings are currently vacant. The former care home closed in 2013 following assessment of the poor standard of care received by its residents. The Local Plan, in policy H2, specifically allocates the site for development to meet the housing needs of older people. Policy H2 seeks 55 dwellings (use class C3) or up to 120 residential rooms within a care home (use class C2). The application proposes a 42 bed Care Home, 45 Care Suites and 34 Care Apartments. Crawley does not currently have a development of this type providing for older people and, in terms of creating a more diverse housing mix and making specific residential provision for older people, the development is welcomed. The proposal would also bring a vacant brownfield site back into use and, subject to the design and amenity issues addressed below, could make efficient use of the land in accordance with policy CH4 of the Local Plan.

1.20 The scheme proposes three different types of accommodation, which would cater for future residents with varying levels of care requirements. The applicant has submitted a Planning Statement confirming that all residents would be over the age of 60, frail and in need of care. Spouses would be allowed to live with qualifying residents. There would be a range of facilities within the site available to residents, including a bar/restaurant, hairdresser/treatment room and a library. Residents would be required to have a minimum basic level of care of one and a half hours per week. Care provision would be available on site and the applicant is happy to enter into a legal agreement restricting the age and requiring care provision for all residents. Broadly speaking, the application proposes residential uses that accord with the requirements of Policy H2 and is considered acceptable in principle. In order to ensure that the scheme delivers accommodation specifically for older people in line with Policy H2 and the application itself, a Section 106 agreement can be used to secure appropriate age and care related requirements.

1.21 Although difficult to quantify, the scheme could potentially offer wider benefits through freeing up larger family homes in Crawley as residents downsize and also by providing accommodation that could help to reduce pressure on NHS hospital beds

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- 1.22 A critical issue for officers in assessing this planning application has been whether there is a requirement for the provision of affordable housing. Policy H4 of the Local Plan seeks 40% of affordable housing from all residential development. As Members will be aware, the Council has recently adopted its Affordable Housing SPD to provide guidance on the issue of affordable housing.
- 1.23 The key issue here is whether, as the applicant suggests, the proposal, taken as a whole, forms a single planning unit comprising a "Continuing Care Retirement Community" within the C2 (Residential Institutions) use class. On submission of the application, officers were concerned that the scheme incorporated a number of residential units with bedrooms, living rooms, bathrooms and kitchens which could be considered to create self-contained accommodation forming individual planning units in their own right. Potentially such units could fall within the dwellinghouse (C3 use class).
- 1.24 In addressing this issue, officers first sought legal advice on behalf of the Council on the applicability of Policy H4 and the SPD to Use Class C2 (Residential institutions). The applicant has also shared its own legal advice on this issue. Both the Council's barrister and the applicant's barrister advise that the current Policy H4 does not cover the C2 use class. Affordable housing could therefore only be sought if the proposed scheme contained individual C3 dwellinghouse units.
- 1.25 The Council's barrister provided further detailed advice on whether the proposal could be considered to include C3 dwellinghouses. The applicant's barrister specifically did not address this point.
- 1.26 Officers have had extensive communications with the applicant's agent regarding the provision of affordable housing. The application has been submitted on the basis that the development as a whole forms a residential institution use falling within the C2 use class. Discussions with the agent have focussed on whether this assessment is correct. Officers have also considered a number of appeal decisions for similar developments elsewhere in the country. Officers have concluded that the current proposal does not solely form accommodation falling within the C2 use class.
- 1.27 In terms of use classes, the Council's legal advice is clear that the proposed Care Home accommodation (bedrooms/living area with bathroom) within the Village Care Centre building would fall within the C2 use class. The Care Suites would be accommodated within the same Village Care Centre building. These Care Suites would include bedrooms, living rooms, bathrooms and a kitchen. In that sense, they could be viewed as self-contained residential units. However, in appeal decisions relating to similar buildings which contain a mix of care home rooms, units comparable to the Care Suite units and shared communal facilities, inspectors have generally concluded that the building as a whole forms a single planning unit. Given these appeal decisions and the advice from our barrister, officers do not consider that it would be reasonable to argue that the Care Suites within the proposed VCC would form individual planning units falling within the C3 use class.
- 1.28 The proposed 34 Care Apartments have different physical characteristics. These units would contain 1-2 bedrooms, a living room, a bathroom and a kitchen. They would be accommodated within four individual detached blocks. The proposed blocks each have the floorplan of a fairly typical block of flats (C3) and contain no communal facilities. The Council's barrister's advice is that:

"The Care Apartments are physically and functionally separate from the communal facilities available in the Village Care Centre building. On any view, the Care Apartments are dwellinghouses and they are likely to be used by people to be regarded as a single household. As a matter of fact and degree, the provision of domiciliary care to the residents of the Care Apartments, of itself, would not exclude a Class C3(a) use."

- 1.29 Officers have considerable sympathy with a view that the Care Apartments have the characteristics of C3 dwellinghouses. However, a range of appeal decisions have been considered in preparing this report. It is true that in some cases, such as an appeal in Southbourne, the Inspector concluded that certain units would contain "the facilities required for day to day private domestic

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existence” and would form C3 dwellinghouses. In the case of a scheme in Horsham, a financial contribution was agreed towards affordable housing. In other appeals though, such as a recent case in Sidmouth, Inspectors have concluded that the provision of communal facilities within the development, the level of personal care, the likely age of residents and the physical features and alarm systems provided go significantly beyond the facilities that would be characteristic of a C3 dwellinghouse.

- 1.30 Whilst expressing some support for the view that the proposed Care Apartments would form C3 dwellinghouses, the Council’s barrister did highlight that, given the views expressed by certain Inspectors, this argument could be difficult to sustain at appeal. The applicant considers the proposal as a whole to fall within the C2 use class and has consequently not offered any affordable housing contribution.
- 1.31 Officers consider that the principle of redevelopment of this brownfield site for housing to meet the needs of older people accords with Local Plan policy H2. The proposal would offer high quality residential accommodation for older people in a relatively central location. Crawley does not currently have a scheme of this type and no other sites for similar accommodation have been allocated within the Local Plan. The lack of affordable housing within the scheme could conflict with Local Plan Policy H4 and the Affordable Housing SPD, but officers have concluded that an argument that the Care Apartments form C3 dwellinghouses would be difficult to sustain at appeal given the views taken by Inspectors and that the benefits of the scheme in reusing the site and providing accommodation to meet the needs of older people are significant. The issue of the lack of affordable housing in such schemes will be addressed through the review of the Local Plan.

Design and character of the area

- 1.32 The Oakhurst Grange site is fairly secluded. Although a large site, its frontage onto the public highway is limited to approximately sixty metres along Goffs Park Road and approximately nine metres at one end of Perryfield Road. Other public views of the site are possible from the northern end of Malvern Road, from Horsham Road (at the entrance to Brecon Heights) and in views between existing houses on Perryfield Road, Malvern Road and Winter Gardens. The site is clearly visible from the adjoining rear gardens of properties in Perryfield Road, Malvern Road, Goffs Park Road and Winter Gardens, together with the grounds of Brecon Heights.
- 1.33 The elevational treatment of the originally submitted scheme took a traditional approach, based on the more rural West Sussex vernacular of smaller residential properties. The Urban Design Officer raised serious concerns about the buildings initially proposed, in terms of their design, external appearance and fenestration. He also raised related issues about internal layout and the quality of the residential environment created. He felt that a more modern approach, incorporating best practice approaches for care accommodation, would significantly improve the scheme. Following the comments from the Urban Design Officer and a number of meetings with the agent/architect, revised plans were submitted. The layout of the proposed buildings remains the same, but the elevations have been substantially amended. There have also been revisions to the height, bulk and massing of some buildings.
- 1.34 The revised proposal would include a three storey block (Block A) fronting Goffs Park Road, stepping down to two storeys to the north. Adjoining buildings on Goffs Park Road are generally two storey houses, although the Hunt and Palmer building on the corner of Horsham Road incorporates a four storey tower. The Oakhurst Grange site slopes downwards to the north and ground level in Block A would be slightly lower than the road. Block A would be set back seventeen metres from the Goffs Park Road frontage. The building has been redesigned following design comments from officers on the original proposal. Its height fronting Goffs Park Road has been increased to three storey, with a drop to two storey in the northern part of Block A. The revised design has a simpler, more modern design whilst still incorporating traditional characteristics. The proposed materials facing Goffs Park Road would be brick and stained timber cladding with a plain red tile pitched roof. There would be four glazed balconies on this frontage and one projecting first floor bay window. The revised design of Block A is considered, through the increased height and revised design, to give sufficient presence on Goffs Park Road for a development of this scale and

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to present an appropriate element in the streetscene. To the north, Block A would drop down to two storey and some rendered elements would be used to add interest to the elevations.

- 1.35 Similar changes have been made to Blocks B, C and D. The materials proposed would match those of Block A, giving consistency to the wider scheme. White render is used to frame the entrance doors, giving them clear prominence and visibility.
- 1.36 The Village Care Centre is a substantial and bulky building. In elevational terms, there is little that can be done to disguise this. However, the revised scheme does create far more ordered elevations, with a rhythm created by the proposed white rendered gables and a more uniform approach overall to the use of materials. The proposed entrance, whilst not clearly visible from the Goffs Park Road entrance, is more prominent and legible. The windows within the building have been significantly increased in size, providing increased levels of natural daylight to future residents. The proportions of the windows, together with the use of materials, has helped to give the building a more horizontal emphasis. Publicly, the VCC would be visible from Horsham Road and in glimpses from other adjoining streets. Setting aside concerns about the impact of the bulk of the building upon adjoining gardens and in public views between or over neighbouring houses, officers consider that the revised design is acceptable in elevational terms.
- 1.37 Following the detailed negotiations undertaken by officers, the Urban Design Officer raises no objection to the scheme. In terms of design, fenestration and elevational treatment, officers consider that the revised scheme is more appropriate to this part of Crawley. It would have a more contemporary feel, whilst respecting the traditional materials used in the surrounding area and the scheme is now considered acceptable in terms of design and external appearance.

Residential amenity

- 1.38 The existing site contains five large, mainly single storey buildings. Their roofs are visible from neighbouring gardens, but windows are generally not. In broad terms, the redevelopment proposal would site buildings in similar locations. The main change apparent to neighbours, as confirmed by the views expressed in the consultation responses received, would be the impact of the increased height and the visibility of new windows. The Urban Design SPD seeks distances of 21 metres between windows for two storey development and 30 metres for three or more storey proposals. The proposed buildings would have key relationships with the rear of houses in Perryfield Road, Malvern Road, Winter Gardens and No. 46 Goffs Park Road.
- 1.39 Block A would be three storey at its southern end, near the site entrance, and drop to two storeys further north. It would have windows on all elevations, which would face Goffs Park Road, the rear of Malvern Road houses, No. 46 Goffs Park Road and the proposed Village Care Centre. The windows facing Goffs Park Road would create no overlooking concerns. First and second floor primary bedroom windows would face west towards No. 46 Goffs Park Road. These would be 21 metres from the side wall of No. 46. There are substantial protected mature trees between No. 46 and the proposed building. The windows would not offer views into windows or the rear garden and it is not considered that overlooking would result. Other windows in Block A would face a similar direction, but would be at least 30 metres from the house at No. 46. The first and second floor habitable room windows in Block A (which would provide daylight to bedrooms, kitchens, en-suite bathrooms and provide a secondary window to living rooms) facing the rear gardens of Malvern Road houses would generally be located around 31 metres from windows in the rear of Malvern Road houses. There would be a closer relationship of only 27 metres between secondary living/dining room windows in the three storey block fronting Goffs Park Road and the conservatory to the rear of The Cedar in Malvern Road. These windows would be 30 metres from the main rear windows of The Cedar. For the northern two storey part of Block A, the first floor windows and two balconies would be a minimum of 21 metres away (from the rear projection of No. 23 Malvern Road) and in other cases at least 23 metres away. The proposed first and second floor windows would also be located 10-11 metres away from the Malvern Road boundary.
- 1.40 There have been a number of objections from Malvern Road residents. The proposed scheme would undoubtedly change the outlook from their rear gardens and windows significantly. Neighbours in Malvern Road would view a substantial and lengthy block of two/three storey

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development, rather than the roofs to the existing single storey buildings as they currently do. The proposed Block A would have a more dominating impact upon the Malvern Road gardens and it is considered that some harm due to the siting, bulk, height and massing of Block A would result. Given the size of the building and the number of windows on the side elevation of the block, some perception of being overlooked may also result. However, Block A meets the window to window distances set out in the Urban Design SPD, with the possible exception of the conservatory at The Cedar. Taking the policy into account, it is not considered that a significant loss of privacy would result to these adjoining residents. There is scope for additional planting along the boundary with Malvern Road to enhance existing landscaping and further screen views of the new building from the existing houses. It would also be possible to secure obscure glazing for some of these windows, which light bathrooms, kitchens and provide a secondary window to living areas. The relatively limited adverse impact identified will need to be assessed in the balance of all material planning considerations.

- 1.41 The Village Care Centre (VCC) would be the tallest and bulkiest building on the site. It would be centrally located within the site and would range from five storeys in height for the central section of its western end down to three storeys at its northern end. It would predominantly be three or four storeys in height. At second and third floor levels, it would contain windows facing towards a number of adjoining houses/buildings. It has been amended since the original submission, primarily to eliminate or relocate windows. The properties affected would be Brecon Heights (approximately 35 metres away), Nos. 27 and 29 Winter Gardens (both approximately 32 metres), No. 31 Malvern Road (approximately 25 metres), Nos. 2 and 4 Osney Close (approximately 31 metres) and Nos 44 and 46 Perryfield Road (approximately 48 metres). With the exception of views towards Perryfield Road, views from windows in the VCC would all be angled rather than direct. The distances from adjoining houses all comply with the Urban Design SPD guidance except for the relationship to No. 31 Malvern Road. There are substantial mature trees between that house and the proposed VCC. The proposed VCC would be a substantial and bulky building, with a resulting dominating appearance. In terms of overlooking though, it meets the Council's standards. Any adverse impact upon neighbouring residential properties would arise from the scale of the VCC building and its visibility from neighbouring gardens. As with Block A, this adverse impact must be considered in a balanced way with other material considerations.
- 1.42 Block B would be 'W' shaped and located towards the Winter Gardens boundary. This building has been amended by deleting windows and a balcony that could have overlooked No. 27 Winter Gardens and by altering the part of the building nearest to Nos. 23 and 24 Winter Gardens to be single, rather than two, storey. In all cases, the relationship between windows in Block B and windows in Winter Gardens houses would be angled. Block B would be sited only 7.5 metres from the side of No. 27 Winter Gardens and ten metres from No. 23. However, neither No. 23 or No. 27 have first floor side windows and no overlooking or overshadowing to these houses would result. The angled views towards Nos. 24 and 25 would only be from ground floor windows in the single storey element of Block B. Winter Gardens was designed such that most houses do not have windows directly facing the Oakhurst Grange site. The proposed Block B may be visible from some gardens in Winter Gardens, but the overall impact of Block B is considered acceptable.
- 1.43 Block C would lie at the northern end of the site. It would be part single storey/part two storey and would contain three, 2 bed Care Apartments. At first floor level, there would be one secondary living room window facing towards the rear of No. 58 Perryfield Road, which is a bungalow. The window would be around 28 metres from the rear windows of No. 58, which exceeds the SPD requirement of 21 metres. Again, Block C, at two storeys, would be more visible and affect the outlook from the rear of the adjoining Perryfield Road bungalows and their gardens. However, the distance is sufficient to avoid overlooking. The western part of Block C would be single storey only. This would have north facing ground floor windows facing towards Nos. 16-17 Winter Gardens. Due to the change in levels, these windows would be at the same level as first floor windows in Nos. 16-17. The separation distance would be around 21 metres. It should be noted though that this relationship would be very similar to the relationship with the existing Oakhurst Grange building in this location. North facing windows in the two storey element of Block C would face existing trees.
- 1.44 Block D would be located adjacent to the Perryfield Road boundary, between Block C and the VCC. It would be two storey, with its northern, western and southern windows offering internal views

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within the proposed development. The east facing elevation would include habitable room windows and a balcony. The windows and balcony would all be located a minimum of 30 metres from Perryfield Road windows, which meets the Urban Design SPD standards. Block D would be located only around six metres from the site's east boundary with Perryfield Road. Whilst the window to window relationship is acceptable, the windows in Block D would cause some overlooking to rear gardens in Perryfield Road. The increased height of Block D, compared to the existing single storey building and seen in conjunction with proposed Blocks C and the VCC, would also cause some harm to outlook from Perryfield Road.

- 1.45 The relationship of most windows within the proposed scheme comply with the separation distances from existing dwellings set out in the Urban Design SPD and would not cause significant overlooking or loss of privacy. There are a number of areas in which relationships to adjoining properties have been improved since the application was submitted. However, the increased height of proposed buildings on the site would make them far more visible from the rear gardens of adjoining houses. This would cause some harm to outlook and the concerns expressed by a number of neighbours are understood and noted.

Residential environment for future residents

- 1.46 As well as trying to address the impact of the scheme upon neighbours, officers have also sought amendments to the internal relationships within the scheme. Potential overlooking between proposed units in Blocks C and D has been addressed by relocating windows. Officers also raised concerns about the relationship between the VCC and Block B. The VCC would lie to the south of Block B and would have care suite and restaurant windows over three floors facing towards Block B. The VCC would be only 12.5 metres from Block B at its closest point. The applicant responded to these concerns by amending the size and layout of the closest units in Block B. In the revised scheme, living room and bedroom windows in the closest part of Block all face northwards. The VCC would be likely to cause noticeable overshadowing of the south elevation of part of Block B and would be very dominant in views from the south facing kitchen, communal staircase and secondary bedroom windows in the care suites in Block B. This would not help to create a high quality residential environment but, given that the main habitable room windows in Block B would face away from the VCC and that future occupants would be aware of the relationship before purchasing a unit, it is not considered that refusal could be sustained on this basis.
- 1.47 Policy CH5 of the Local Plan sets out the Council's expectations regarding unit sizes for new dwellings. The proposed care apartments are a mix of one and two bedroom units. Their sizes exceed the policy's minimum space standards, with one bedroom units generally being around 63 square metres and two bedroom units being around 83 square metres.
- 1.48 Sussex Police has offered advice on security for the proposed development and an informative can be used to inform the applicant of this and suggest that they address Secured by Design in developing the detail of the scheme.

Highways, transport and parking

- 1.49 The proposed layout would retain the existing vehicular and pedestrian access onto Goffs Park Road. Within the site, the internal road would initially continue its existing route to the rear of Malvern Road gardens but, rather than continuing along the rear of Perryfield Road gardens as it currently does, the access road would then run around the western end of the proposed VCC. Car parking (total 97 spaces) is proposed to the rear of Block A (15 spaces), to the south and west of the VCC (40 spaces), below the VCC (27 spaces) and around Blocks C and D (15 spaces). A Transport Statement was submitted with the application.
- 1.50 The Local Highway Authority (LHA) is satisfied that visibility at the existing access to Goffs Park Road is acceptable. The development is not anticipated to give rise to severe highway capacity impacts. The LHA comments that the existing care home use could restart without planning permission and the proposed likely level of 23 (morning) and 18 (afternoon) peak hour movements is considered to be low. Parking provision is considered acceptable, with a maximum of 46 staff being on site at any time, and it allows for resident and visitor parking. The site is accessible by

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public transport. Conditions covering implementation of the car parking, a Construction Management Plan and submission of a Travel Plan are recommended.

- 1.51 The proposed scheme would incorporate twelve cycle parking spaces within the undercover car park beneath the VCC. The Cycle Forum has raised concerns about the location and layout of this proposed cycle parking. The spaces would be at the eastern end of the lower ground floor car park. This location extends the length of journey for cyclists and is located at the opposite end of this car park to the staff entrance and lockers. The Forum has also raised reasonable concerns about safety at the access to this car park, given a single lane traffic light controlled system is proposed and that the cycle parking location involves cycling through an area in which cars will be manoeuvring.
- 1.52 The level of staff cycle parking proposed is considered acceptable. However, the concerns about the location, ease of access and safety of the cycle parking area within the car park are serious ones although, in the view of officers, can be resolved through planning conditions. The Cycle Forum also comments that there appears to be no visitor cycle parking. This too is noted and it is felt that additional covered provision for visitor cycle parking could be secured by condition. This would ideally be located close to the main entrance to the VCC. Potentially, some secure covered staff parking may be possible here too.
- 1.53 The only existing access for vehicles and pedestrians into the site is from Goffs Park Road. The application proposes a new pedestrian only link from the site onto Perryfield Road, which would be open during limited daytime hours. This would increase permeability through the application site and would offer a significantly quicker route for future residents, staff and visitors to/from Crawley town centre. This would promote the use of walking, encourage healthier lifestyles and potentially reduce the use of less sustainable means of transport. Concern about the creation of this pedestrian access has been raised by residents of Perryfield Road living close to the access point. The creation of the new pedestrian access would be likely to increase use by pedestrians along this part of Perryfield Road, which is a cul-de-sac. However, the level of movement is likely to be limited and would be quiet as it would be restricted to pedestrians only. This is not considered likely to cause significant harm to residential amenity and, in sustainable transport and permeability terms, the proposed pedestrian access is considered a benefit arising from the scheme. A planning condition can be used to secure the implementation and ongoing availability of this pedestrian access.
- 1.54 Overall, the scheme proposes an acceptable level of car and cycle parking. The cycle provision and new pedestrian access should help to encourage travel by sustainable means. The Local Highway Authority has also recommended conditions to ensure that the parking provision is made available, that the impact of construction traffic is addressed and that encouragement of travel by sustainable means is carried out. Subject to these controls and to revisions to the cycle parking, the scheme is considered acceptable in transport and highways terms.

Sustainability

- 1.55 The applicant has submitted an Energy and Sustainability Statement as part of the application. This states that the Care Apartments within Blocks A-D, with individual boilers, will be built to a standard which meets Building Regulations requirements for energy efficiency and carbon emissions and will achieve a water consumption rate no greater than 105 litres of water per person per day. The proposed Village Care Centre building would adopt a fabric first approach to achieving energy efficiency. It would also utilise a Combined Heat and Power unit and incorporate an additional 50m² of solar PV. This would enable the Village Care Centre building to achieve a BREEAM Outstanding rating for energy and water credits.
- 1.56 The sustainability measures proposed are considered acceptable and in compliance with Local Plan policies. As requested by the Forward Planning team, these measures can be secured by condition.

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Trees, Landscaping and Ecology

- 1.57 The applicant has submitted an Arboricultural Impact Assessment and an Ecology Report. There are many existing trees and other vegetation on the site, a number of which are protected. These are primarily located around the site boundary.
- 1.58 In terms of trees, a total of eight individual trees and four groups of trees are proposed to be felled. It is proposed to plant 52 new trees on the site. Of the trees to be removed, two are dead. One of these lies close to the boundary with Malvern Road houses. One suppressed Scots Pine that is overshadowed by adjoining trees at the end of Malvern Road is proposed to be removed. One small cherry at the site entrance is proposed for removal, along with a few trees/groups situated fairly centrally on the site between existing buildings. In terms of visual amenity and screening for neighbours, the loss of the Horse Chestnut along the Malvern Road boundary is of most concern. This tree is suffering from cavities and decay and has been assessed as Category U with a life expectancy of less than ten years. Its loss is therefore considered acceptable. Overall, the Council's Arboriculturist has accepted the findings of the Arboricultural Impact Assessment and has raised no objection to the proposed tree removal. Tree protection measures for the trees to be retained are proposed and can be secured by condition.
- 1.59 A Landscape Masterplan has been included as part of the application. It indicates additional tree and hedge planting, although does not specify species. Some of the new planting is located along the site boundaries, such as five trees proposed on the boundary between Block A and Nos. 9-27 Malvern Road. Additional boundary planting is also shown to the rear of Perryfield Road houses and along the Winter Gardens boundary. Other new tree planting would take place at the site entrance, along the proposed access road and within external car parking areas. Limited detail has been provided, but officers are satisfied that a detailed landscaping scheme could enhance the appearance of the site and provide a visual screen between neighbouring houses and the proposed buildings. The additional detailed information could be secured by condition.
- 1.60 Local Plan policy CH6 and the supporting Green Infrastructure SPD requires replacement planting where trees are lost within a site in order to maintain the high level of tree cover within Crawley. Using the details provided in the Arboricultural Impact Assessment, the policy requires 39 replacement trees. The landscaping scheme proposes 52 new trees to be planted on site, so no off-site financial contribution is required.
- 1.61 Ecological investigation of the site has been carried out on behalf of the applicant. This found limited ecological interest currently. No evidence of bat roosting within the existing vacant buildings was found. A number of neighbours have commented that they frequently see bats in the area. These bats may be roosting elsewhere or within trees on the site. In neither case should the bats be adversely affected by the development, subject to mitigation measures including control over lighting. Birds are certain to nest in the existing trees, but again there was no evidence of nesting within existing structures. No other protected species were identified during the survey.
- 1.62 The Council's Consultant Ecologist has raised no objection to the proposal, subject to a condition requiring implementation of the recommendations and mitigation work set out in the applicant's ecology appraisal. The recommendations include a final bat survey pre-demolition, protection of existing trees and shielding them from new lighting and the installation of bat and bird boxes on the proposed buildings.

Drainage and flooding

- 1.63 Thames Water's comments set out the need to ensure satisfactory provision for surface water drainage. The company will not accept surface water flows to the public foul sewer until other options have been explored and their comments set out limits on discharges to reduce flood risk downstream.
- 1.64 Current modelling suggests that the site is at low risk from ground water flooding. West Sussex County Council's Flood Risk team raise no objection subject to details of surface water drainage designs, based on sustainable drainage principles, and related ongoing maintenance being

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submitted to and approved by the Local Planning Authority. On the basis of advice received, it is considered that the potential impact of flooding and increased surface water run-off can be dealt with by condition.

Gatwick Airport

- 1.65 The proposed development would increase the height of buildings on the site, which itself lies on relatively high ground. GAL Safeguarding have commented on the application and requested a number of planning conditions. These relate to a restriction on the overall height of the proposed buildings, implementation of a Bird Hazard Management Plan, details of landscaping and renewable energy schemes to ensure the safe movement of aircraft. The applicant has confirmed that the maximum height of the building would be below the 104.35 metres AOD limit specified by Gatwick. Subject to these controls and to an informative on potential use of cranes, the airport raises no objection to the proposal.

Archaeology and Heritage

- 1.66 The applicant has submitted an Archaeological Assessment. This clarifies that the site is not covered by any archaeological designation and that there are no known heritage assets within the site. In addition, the site was redeveloped in the early 1990s to form the existing vacant care home buildings. It is not considered that further archaeological investigation of the site is warranted.
- 1.67 No. 48 Goffs Park Road, with its distinctive tower feature, is a Locally Listed Building. There is an Area of Special Local Character opposite and to the south-east of the site extending along Goffs Park Road. The proposed buildings would have relatively limited visibility from Goffs Park Road and would be around 50 metres from No. 48, with No. 46 situated in between. The Area of Special Local Character is defined by its spacious quality and by the trees and hedges lining the road. The application site has some mature vegetation on its boundary to Goffs Park Road, which could help to protect and extend the character of the designated area to the east. It is not considered that the proposal would have a significant impact upon either the Locally Listed Building or the nearby Area of Special Local Character.

Infrastructure contributions and Section 106 agreement

- 1.68 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016. Given the officer recommendation not to pursue a refusal based on the C3 Use Class, it would consequently not be appropriate to seek a CIL contribution based on the Council's Charging Schedule.
- 1.69 The applicant has suggested a legal agreement to secure care and age related requirements for future residents of the development. The proposed Perryfield Road pedestrian only access also needs appropriate measures to secure its provision and ongoing availability for use by residents and visitors. These can both be secured through a Section 106 agreement.

CONCLUSIONS:-

- 6.1 The proposed development would provide a total of 121 individual units of accommodation for older people. This would help to address some of the local housing needs of an ageing population and would be in accordance with the site allocation under Policy H2 of the Local Plan. Officers have unsuccessfully sought to secure affordable housing provision from the 34 Care Apartments, which are considered by officers, although not the applicant, to potentially fall within the C3 use class. The lack of an affordable housing contribution would weigh against the scheme in this sense, although, as set out above, appeal decisions on such schemes have often taken the view that such units fall within the C2 use class. Officers have concluded that, taking account of the barrister's advice, appeals decisions and given that this is a unique development in Crawley, the scheme should not be refused on this basis.

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- 6.2 The design of the proposed buildings has been significantly improved. The buildings, particularly the Village Care Centre, remain very bulky but now have more contemporary and ordered elevations. Given the relatively limited visibility of the site from public viewpoints, the design and external appearance of the buildings is considered adequate. Adjoining neighbours would clearly notice the significantly increased height, bulk and massing of the proposed buildings from their houses and gardens. The applicant has broadly addressed the Council's window to window distances in respect of overlooking although, in some cases, the proposed buildings would be close to the site boundaries and could cause overlooking to adjoining gardens. Parking and transport arrangements, sustainability, trees and ecology can all be satisfactorily addressed by planning conditions.
- 6.3 Officers have sought to weigh up the above issues in a balanced way and have reached the conclusion that refusal would be difficult to sustain at appeal. The proposal would deliver the beneficial reuse for older persons' housing of a brownfield site that has been vacant for a number of years. The visual impact upon neighbouring gardens can be mitigated to some extent by additional and substantial landscaping to further screen neighbouring houses. On balance therefore and taking account of all material considerations, officers recommend approval of the application subject to the satisfactory completion of a legal agreement and to the conditions listed below.

RECOMMENDATION RE: CR/2016/0972/FUL

PERMIT - Subject to the conclusion of a Section 106 Agreement to secure:

- Qualifying requirements relating to age (over 60) and minimum level of care (one and a half hours per week) for future residents;
- Implementation and ongoing availability of the proposed pedestrian access to Perryfield Road; and

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. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - a dust management scheme to minimise the impact of dust from construction and demolition activities;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
 - details of public engagement both prior to and during construction works.REASON: In the interests of highway safety and the amenities of the area and adjoining residents in accordance with policy CH3 of the Crawley Borough Local Plan.

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4. Before any work for the implementation of this permission commences, detailed plans and particulars of the existing and proposed land levels, access road and parking area levels and the finished floor levels of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The buildings, access road and parking areas shall be constructed in accordance with the approved levels.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity for adjoining residents in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No development shall be carried out unless and until a schedule of materials and finishes, together with samples of such materials and finishes, to be used for external walls and roofs of the proposed buildings and for hard landscaping have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. No development including demolition or the setting out of construction compounds shall take place until tree protection measures, in accordance with the recommendations of the S J Stephens Associates Arboricultural Impact Assessment dated 11 November 2016, have been fully implemented. Within the protected areas fenced off, the existing ground level shall neither be raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered. No development, including demolition and excavation, shall take place other than in accordance with the recommendations set out in the S J Stephens Arboricultural Impact Assessment.
REASON: To ensure the retention of vegetation important to the visual amenity and ecology of the area, to protect the privacy of adjoining residents and in accordance with policies CH3 and ENV2 of the Crawley Borough Local Plan 2015-2030.
7. No development shall take place other than in accordance with the Precautionary Mitigation and Recommendations set out in Section 5 of the Initial Ecology and Protected Species Appraisal report by James Johnston Ecology, dated 1 Mar 2016 and the Recommendations given in Section 4 of the Ecology Addendum – Bat Survey by James Johnston Ecology, dated 4 Aug 2016.
REASON: To ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with 109 and 118 of the National Planning Policy Framework and policy ENV2 of the Crawley Borough Local Plan 2015-2030.
8. No development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. The details of soft landscaping works to be submitted to and approved in writing by the Local Planning Authority must comply with Advice Note 3, 'Wildlife Hazards Around Aerodromes', available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>. The details shall include:
- Grassed areas;
 - The species, number and spacing of trees and shrubs; and
 - Details of any water features.
- No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of amenity and of the environment of the development, to protect the privacy of adjoining residents and to avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015 - 2030.

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9. Development should not commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event. The submitted details shall provide full details of the maintenance and management of the SUDs system in a site-specific maintenance manual. The scheme shall subsequently be implemented and thereafter maintained and managed in accordance with the approved details.
REASON: To prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
10. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any existing or new trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development, to protect the privacy of adjoining residents in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
11. The development hereby approved shall not be occupied until the parking spaces and turning facilities shown on the approved plans have been provided in full. The facilities so provided shall not thereafter be used for any purpose other than the parking and turning of vehicles unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design Supplementary Planning Document.
12. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
13. No building or structure forming part of the development hereby permitted shall exceed 104.35m AOD.
REASON: As development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Gatwick Airport and endanger aircraft movements and the safe operation of the aerodrome and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 as amended, no windows, rooflights or other openings (other than those shown on the plans hereby approved) shall be formed in the walls/roofs of the development hereby approved without the prior permission of the Local Planning Authority on an application in that behalf.
REASON: To protect the amenities of adjoining residential properties, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
15. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of the management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

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REASON: It is necessary to manage the roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

16. The Village Care Centre building shall not be occupied until a copy of a post-construction report, verifying that it has achieved the minimum Energy and Water standards for BREEAM 'Excellent', has been submitted to and agreed in writing by the Local Planning Authority.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
17. The Care Apartments in Blocks A, B, C and D permitted as part of this development shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each apartment 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.
18. No development shall take place until full details of the proposed renewable energy schemes have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved renewable energy scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved prior to the development being first occupied.
REASON: In the interests of sustainability and to ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment in accordance with Policies ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030.
19. Details of combined television, DAB and FM aerial facilities to serve all parts of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to occupation of any part of the development and shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of the visual amenities in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
20. No external lighting or floodlighting shall be installed within the site without the prior written approval of the Local Planning Authority.
REASON: To safeguard the amenities of nearby residents and to avoid potential disturbance to bats using the site in accordance with Policies CH3 and ENV2 of the Crawley Borough Local Plan 2015-2030.
21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 as amended, no parts of the roofs of any of the buildings hereby approved shall be used as a balcony or terrace or amenity area nor shall any access be formed thereto unless otherwise agreed in writing by the Local Planning Authority.
REASON: To safeguard the amenities of the occupiers of adjoining property in accordance with policy CH3 of the Crawley Borough Local Plan.

INFORMATIVES

1. The water efficiency standard required under condition 17 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
2. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com

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The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

3. In drawing up a method statement for dust control, regard shall be had to either or both of the following documents.
 1. The control of dust and emissions from construction and demolition. Best Practice Guidance. A production of the Greater London Authority and London Councils.
www.london.gov.uk/mayor/environment/air_quality/construction-dust.jsp.
 2. BRE. Control of Dust from construction and Demolition Activities. www.bre.co.uk
4. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours that noisy works are permitted.
The permitted hours for noisy construction work in the Borough of Crawley are as follows:
0800 to 1800 Monday to Friday and
0800 to 1300 on Saturday.
With no noisy construction works taking place on Sundays, bank holidays, public holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall at all times employ best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'. Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

The applicant must make all contractors and subcontractors aware of these times.

5. With regard to surface water drainage, Thames Water advises that it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

6. The applicant is advised to consider the advice provided by Sussex Police with regard to this application in relation to the Secured by Design scheme. Further details can be found through the website www.securedbydesign.com.
7. With regard to water supply, this comes within the area covered by the Southern Water PLC. For your information the address to write to is - Southern House, Yeoman Road, Worthing, West Sussex BN13 3NX Tel - (0845) 2780845
8. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.

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- A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
- Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

1. NPPF Statement

In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with the applicant and agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans/additional information to address identified issues during the course of the application.

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



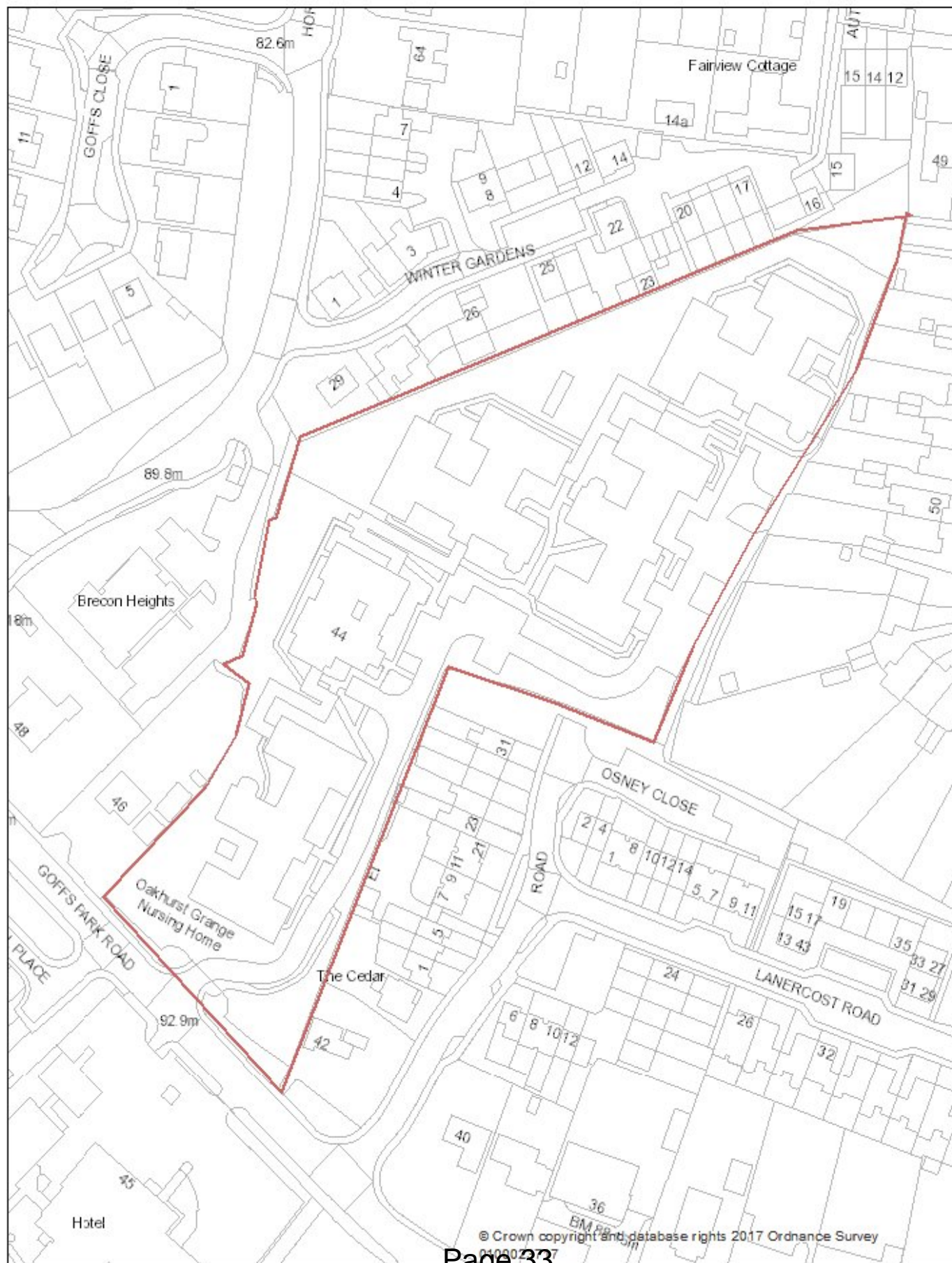
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ArcGIS Web Map



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CRAWLEY BOROUGH COUNCIL

PLANNING COMMITTEE - 27 February 2018

REPORT NO: PES/245(b)

REFERENCE NO: CR/2017/0760/FUL

LOCATION: [9 WOOLBOROUGH ROAD, NORTHGATE, CRAWLEY](#)

WARD: Northgate

PROPOSAL: DEMOLITION OF EXISTING SURGERY AND ERECTION OF A PART TWO-STORY PART TWO AND A HALF-STORY RESIDENTIAL BUILDING COMPRISING 6 X ONE-BED FLATS AND 3 X TWO-BED FLATS WITH ASSOCIATED CAR PARKING, BIN STORE AND CYCLE STORE (AMENDED DESCRIPTION & PLANS RECEIVED)

TARGET DECISION DATE: 13 December 2017

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: GWP Architects

PLANS & DRAWINGS CONSIDERED:

08/02/2018, 16/158/skLP RevD Location and Block Plans
05/09/2017, 15/193/sk02 Existing Elevations
05/09/2017, 15/193/sk01 Existing Ground Floor Plan
08/02/2018, 16/158/01k Proposed Site Plan
08/02/2018, 16/158/02f Proposed Floor Plans
05/02/2018, 16/158/03e Proposed Elevations
05/09/2017, 16/158/sk20 Bin Store Details
26/01/2018, 1000003865-3-010-01 RevB General Arrangement
26/01/2018, 1000003865-3-010-01 Planting Schedule - External Works
08/02/2018, 16/158/sk11d Proposed Roof Plan
26/01/2018, 1000003865-3-000-01 Topographical Survey

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|--|--|
| 1. GAL - Aerodrome Safeguarding | No objections subject to cranes informative. |
| 2. Environment Agency | No comments to make. |
| 3. WSCC - Highways | No objection subject to condition for a construction management plan. |
| 4. National Air Traffic Services (NATS) | No safeguarding objection. |
| 5. Thames Water | No objection subject to informative. |
| 6. Sussex Building Control Partnership | No response received. |
| 7. Police | No response received. |
| 8. CBC - Drainage Officer | No objection; no surface water or flooding issues as development proposals include betterment. |
| 9. CBC - Property Division | No objection. |
| 10. CBC - Housing Enabling & Development Manager | No objection. |
| 11. CBC - Planning Arboricultural Officer | No objection provided all works are carried out in accordance with the AMS. |
| 12. CBC - Environment Team | No response received. |
| 14. CBC - Environmental Health | No objection subject to informative. |

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15. CBC - Refuse & Recycling Team	No objection; no current issues collecting from bin store for the nursing home accessed via the same entrance.
16. CBC - FP - Energy Efficiency & Sustainability	No objection subject to condition and informative for water management policy.
17. CBC – Forward Planning - Retail & Employment	No objection.
18. CBC – Forward Planning - Urban Design	Comments regarding original scheme; Building for Life criteria regarding corner plots, definition of private and public area etc.
19. CBC – Forward Planning - Countryside & Open Space	No objection; no need for open space contribution.
20. WSCC - Surface Water Drainage (SWD)	No objection but a SUDs (Sustainable Drainage system) is required and two conditions are recommended.
21. Cycle Forum	Comments; cycle parking meets the standards, and advice to provide one or two additional visitor cycle parking stands adjacent to building entrances for short term parking.
22. Southern Water Ltd	No objection subject to informative for a formal application.
23. Ecology Advisor	No objection subject to condition

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised through an advert in the local press and by site notices on 20th September 2017.

The amended scheme has also been advertised by site notices on 6th February 2018.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site currently contains a single storey building formerly occupied by the Northgate Surgery. It is located on a prominent corner plot, on the eastern side of Woolborough Road at the junction with Cobbles Crescent. The site measures approximately 0.14 hectares in area and is relatively open and flat. Vehicular access is taken from Woolborough Road. The front area of the site is hardstanding with parking bays.
- 1.2 The application site is within the Long Distance View Splays from Tilgate Park and Target Hill as identified by the Local Policy CH8. There is one mature oak tree to the south-west of the site along with one small pear tree. One cypress tree is located to the north-east of the site.
- 1.3 The surrounding area is predominantly residential comprising a mixture of bungalows, detached and terraced two storey houses and flatted developments (up to three storeys). The site is surrounded on all sides by residential development. To the south-east of the site is Halfacres, a retirement housing flatted development, with which access is shared from Woolborough Road. To the north-east and south are bungalows.

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THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for the demolition of the existing surgery building and the erection of a part 2-storey and part 2 ½-storey residential building comprising 6x one-bedroom flats and 3x two-bedroom flats with associated car parking, bin store and cycle store. All residential development would be affordable.
- 2.2 The scheme has been amended since the application was submitted, through revisions to the location of the building, its maximum height, fenestration and roof design, materials, boundary treatment and parking arrangements. A revised Transport Statement, Drainage Strategy Plan and a Statement for Building for Life criteria have also been submitted to support these amendments.
- 2.3 The proposed building as amended would be an L-shaped building with frontages to both Woolborough Road and Cobbles Crescent. It would be set back from the front/corner boundary by 3.9 metres. It would be two and a half storeys on the frontage of Woolborough Road with a crown-top roof design measuring 9 metres to the ridge and 5.4 metres at the eaves. The building would step down to two storeys along Cobbles Crescent to the east part of the site, adjacent to No. 64 Cobbles Crescent (a bungalow).
- 2.4 Individual entrances (including private paths) would be provided to all ground floor flats from the pavement with private amenity space to each of these flats. A communal amenity area would be provided to the east of the site and would serve the upper flats.
- 2.5 Vehicular and pedestrian access to the development would be provided by the existing entrance from Woolborough Road. The car park would be to the south-east of the application site and would provide a total of 10 spaces. A cycle parking store is also proposed to the east of the site, attached to the proposed building, for 14 cycle spaces. Refuse store would be provided to the south of the site.
- 2.6 The following documents have been submitted in support of the application:
 - Planning Statement including Design and Access Statement
 - Transport Report
 - Utilities Statement
 - Drainage Strategy Statement
 - Tree Survey Report
 - Arboricultural Impact Assessment
 - Arboricultural Method Statement
 - Sustainability Statement
 - Phase I Geo-environmental desk study and report on Phase 2 subsoil investigations
 - Open Space Assessment Statement
 - Preliminary Roost Assessment
 - Statement for Building for Life Criteria for new revised layout and design

PLANNING HISTORY:-

- 3.1 7-9 Woolborough Road: CR/080/1983 – Erection of doctors group practise centre for 3 doctors and staff with car parking off existing vehicular/pedestrian access, improved and adapted – Permitted.
- 3.2 7-9 Woolborough Road: CR/265/1983 – Doctors group practice centre for three doctors, trainee and staff with car parking, vehicular and pedestrian access improved and adapted – Permitted.

PLANNING POLICY:-

National Planning Policy Framework (2012) (NPPF)

- 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:

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- Paragraph 14 – Presumption in favour of sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- Paragraph 17 – Core planning principles. Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Section 6 – Delivering a wide choice of high quality homes. This seeks to significantly boost the supply of housing. Applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- Section 7 – Requiring good design. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- Section 8 – Promoting healthy communities. The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments; guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

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

4.2 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: a) maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features, b) ensuring the neighbourhood centres remain the focal point for the local community, providing facilities that meet their day-to-day needs within walking distance; and c) encouraging development unless it would result in local facilities and services which help meet the day-to-day needs of residents being lost.
- Policy CH2: Principles of Good Urban Design in order 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 CH4: Comprehensive Development and Efficient Use of Land. Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards.
- Policy CH6: Tree Planting and Replacement Standards. Landscape proposals for residential development should contribute to the character and appearance of the town by including at least

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one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies.

- Policy CH8: Important views. The Important Views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The site is within the Long Distance View Splays from Tilgate Park and Target Hill.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme.
- Policy H4: Affordable and Low Cost Housing. 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers.
- Policy ENV1: Green Infrastructure. This Policy states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV2: Biodiversity. It states that all developments will be required to incorporate features to encourage biodiversity. Habitat and species surveys and associated reports will be required to accompany planning applications which may affect sites showing likely ecological value based on past ecological surveys.
- Policy ENV5: Provision of Open Space and Recreational Facilities. The impact of the increased population from residential development on open space and recreational facilities across the borough will be mitigated by the use of the Community Infrastructure Levy which will be used to enhance existing areas of open space. This Policy requires development to make provision for open space and recreational facilities.
- Policy ENV6: Sustainable Design and Construction. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements.
- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9: Tackling Water Stress. New dwellings should where viable and technically feasible, meet the Building Regulations optional requirement for tighter water efficiency.
- Policy IN1: Infrastructure Provision. Existing infrastructure services and facilities will be protected where they contribute to the neighbourhood or town overall, unless an equivalent replacement or improvement to services is provided or there is sufficient alternative provision in the area. Development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.

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Supplementary Planning Documents (adopted October 2016)

The Supplementary Planning Documents are non-statutory documents which supplement the policies of the Local Plan and are applicable to this application. In particular:

Urban Design SPD 2016:

- 4.3 The SPD includes further guidance and examples on residential development and sets out further guidance on minimum rear window to window distances (21 metres for two storeys and 30 metres for three storeys or more) and outdoor amenity space standards.
- 4.4 In respect of multi-dwelling residential development (flats) the SPD states:
- *'It is recommended that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. For apartments and flats, a useable private space should also be provided for residents. While balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable'.*
 - *'Flatted developments should be designed in accordance with the recommendations made in this document and with the relevant policies of the Crawley Borough Local Plan, particularly, in relation to urban design, Policies CH2 and CH3. The scale, massing and form of the development should relate to the surrounding area. The openings on the façades should reflect the local vernacular in proportions and a balance should be achieved between solid walls and window/door apertures. The roof design should be considered during the initial design stage and not left to the end to be resolved. Parking provisions should meet the recommendations set in Annex 1.'*
- 4.5 It also includes the Crawley Borough Parking Standards which refer to minimum parking standards and are based on likely demand in terms of car ownership, taking into account the accessibility of the area by modes of transport other than the car. In particular, within and in close proximity to the town centre boundary, for 1 or 2 bed dwellings/flats the minimum standards are 1 space. Regarding cycle parking it is stated that: *'All cycle parking must be sheltered and secure and in accordance with local guidance and best practice design. For one bed dwellings: One space per dwelling and 1 space per 8 dwellings for visitors will be required. For two bed dwellings or more: 2 spaces per dwelling and 1 space per 8 dwellings for visitors will be required'.*

Green Infrastructure SPD 2016:

- 4.6 This SPD provides clear guidance on how to meet the requirements of Local Plan Policies in relation to Crawley's Green Infrastructure assets. It provides further guidance on Policy CH6: Tree Planting and Replacement Standards.

Planning and Climate Change SPD 2016:

- 4.7 This SPD includes further guidance on sustainability policies within the Local Plan (Policies ENV6, ENV7, ENV8, ENV9 and IN3).

Affordable Housing SPD (adopted November 2017)

- 4.8 This SPD includes further guidance on affordable housing policies within the Local Plan.

Crawley Community Infrastructure Levy Charging Schedule 2016

- 4.9 The Crawley CIL Charging Schedule is in effect from 17th of August 2016 and is also relevant to this application as the proposal would create new flats.

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Developer Contributions Guidance Note (published July 2016)

- 4.10 This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought.

PLANNING CONSIDERATIONS:-

- 5.1 The main planning issues in the determination of this application are:

- The principle of the loss of the Northgate Surgery
- The principle of redevelopment of the site for residential use
- The design & appearance of the proposal and its impact on the street scene & character of the area
- The impact on neighbouring properties and amenities
- The acceptability of the proposed development for future occupiers
- Parking and Highway safety
- Impact on trees, landscaping and boundary treatment
- Drainage
- Sustainability
- Provision of Affordable and Low Cost Housing
- Provision of Infrastructure Contributions

The principle of the loss of the Northgate Surgery

- 5.2 A key planning consideration in the determination of this application is the loss of the Northgate Surgery site and its redevelopment for residential use. The key related Local Plan policies which are relevant to this application are CH1 and IN1.
- 5.3 Policy CH1 protects and enhances the neighbourhood principle, with Part c.) of the policy supporting development within the neighbourhoods provided that it would not result in the loss of local services and facilities. Forward Planning has been consulted and stated that: *'the former surgery at Woolborough Road is located some distance from Northgate Neighbourhood Parade, and whilst remaining within walking distance of the parade, it has historically functioned separately.'* As stated within the submitted Planning Statement, a replacement surgery is located at Haslett Avenue West, a sustainable town centre location within Northgate neighbourhood. It is considered that, given a sustainably located replacement surgery has been provided and is operational, the loss of the surgery would be in accordance with the requirements of Policy CH1.
- 5.4 Policy IN1 applies a similar approach to CH1, protecting existing infrastructure provision including social infrastructure and community facilities, unless an equivalent replacement or improvement to services is provided or there is sufficient alternative provision in the area. Northgate Surgery relocated to Cross Keys House (Haslett Avenue West) in June 2015. The supporting Planning Statement states that the site was not suitable for the long-term aspirations of the surgery to provide minor surgery and extended opening hours, and failed to meet Care Quality Commission (QCC) premises standards. It is therefore considered that, given the replacement premises would better meet the operator requirements of the surgery, the criteria of Policy IN1 would be satisfied.
- 5.5 Overall, the proposed loss of the former surgery premises as a community asset is considered acceptable, given that the surgery has been re-provided in a nearby sustainable location and within premises that better meets its requirements. It would therefore accord with Local Plan Policies CH1 and IN1 and the relevant paragraphs of the NPPF.

The principle of redevelopment of the site for residential use

- 5.6 The use of the site for new flats is in accordance with NPPF objectives to promote and encourage residential development on appropriate sites. The application site lies in a very sustainable location on the northern edge of Crawley town centre within a short walk of several facilities. It is located within the built up area boundary of the Crawley Borough, as defined within the Crawley Borough

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Local Plan 2015-2030, and is within the existing residential area of Northgate. The principle of residential development in this area is therefore considered acceptable in terms of the provisions of Policy H1. The proposal would provide 9 additional residential units to meet Crawley's housing needs.

The design & appearance of the proposal and its impact on the street scene & character of the area

- 5.7 The immediate streetscene is predominantly residential and is characterised by a mixture of bungalows, detached and terraced two storey houses and flatted developments (up to three storeys) of varied style and appearance. There is no established building line along Woolborough Road. According to the Urban Design SPD and Local Policies CH2 and CH3, the scale, massing and form of flatted developments should relate to the surrounding area.
- 5.8 The proposal would include a corner L-shaped building with frontages to both Woolborough Road and Cobbles Crescent. Following concerns raised by the officers regarding the overall design, appearance, bulk and proximity of the proposed building to the front boundary and resulting adverse impact on the streetscene, the overall layout, scale and design of the building have been revised to respond to the streetscene and the corner plot. The proposed building as amended would be maximum 2 ½ storeys, reducing down to two storeys in the east part of the site, adjacent to No.64 Cobbles Crescent. The height and mass of the proposal is considered acceptable and would have a sympathetic relationship with the immediate area. Ground floor entrances and garden areas would create a more active frontage and improve natural surveillance. The proposal is considered to positively address the corner nature of the plot with individual entrances that respond to the streetscene.
- 5.9 Regarding the design and appearance of the proposal, the proposed building would incorporate gable features and pitched roofs with flat roof dormers and flat bay windows along the front and side elevations. It would have brick façades with feature brickwork above and below windows. The curved corner element would incorporate contrasting projecting feature in Flemish bond with headers projecting by 20mm, which is considered to add interest to the appearance of the proposed dwelling. The adjoining character is mixed and the proposal is designed as a modern interpretation of the 'New Town' style. The proposal would have interesting use of brickwork and contrasting corner curved projecting feature. The proposal is considered to have a positive impact on the streetscene and would respond to the surrounding area in a more modern approach.
- 5.10 The site is within the Long Distance View Splays from Tilgate Park and Target Hill as identified by the Local Policy CH8. The Policy requires the applicant to demonstrate that the development would not result in direct adverse impact or lead to the erosion of these views. No information has been provided regarding this long distance view. However, it is considered very unlikely that the proposal in this location would obstruct these views, given the adjoining three storey buildings.
- 5.11 Overall, the revised proposal is considered to be a significant improvement on the originally submitted scheme. The size, height and scale of the proposed building is considered appropriate to the surrounding area. In design and visual appearance terms, the revised building would positively address the corner nature of the plot and would sympathetically relate to the surrounding area in a more modern approach. The proposal is therefore considered to accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

The impact on neighbouring properties and amenities

- 5.12 The properties potentially most affected by the proposal are No.64 Cobbles Crescent to the north-east, Halfacres to the east and No.5 Woolborough Road to the south.
- 5.13 No.64 Cobbles Crescent is a bungalow which is on elevated position when viewed from the street. It has a dormer window facing the rear of the proposal. The existing 2m high boundary brick wall between No.64 and the application site would be retained. The proposed building would be two storey in height and would be to the west of No.64. It would include one kitchen window on each floor facing No.64. The first floor kitchen window is proposed to be obscure glazed. According to the adopted Urban Design SPD one or two storey buildings will need to maintain a minimum distance of

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21 metres between the rear windows of an opposing dwelling and the rear facing windows of the proposal in order to avoid any potential overlooking and privacy issues. The proposed separation distance between rear windows would be 15m. Given that the proposed windows would be obscure-glazed and the proposal would be two storey in height to the west of No.64, it is considered that no detrimental impact would occur to the amenities of the residents of these properties in terms of loss of light, overshadowing, overbearing impact or overlooking. A condition is recommended for the first window to be obscure-glazed.

- 5.14 Halfacres to the east is a three storey flatted development, set away from the proposed building by 25 metres. Due to the orientation of the proposed building, there would be no windows directly facing Halfacres. It is therefore considered that there would be sufficient separation distance to ensure that no overlooking or overdominance would result from the proposal. The proposed car parking would be adjacent to the existing parking area of Halfacres and would not therefore alter the existing relationship.
- 5.15 No.5 Woolborough Road to the south is a bungalow. It has a ground floor window to its northern side which is screened from the application site by trees and bushes. The proposed development would maintain the existing access road separating the application site and No.5. According to the Urban Design SPD, a minimum distance of 10.5m should be provided between the developments that include a blank side gable and any windows serving habitable rooms on adjacent properties. The proposal to this side would be 2 ½ storeys and the separation distance from No.5 would be 24 metres at its closest part and is therefore considered acceptable. The proposal would include a bin store close to the boundary with No.5 which would be a covered structure built of brick. This is considered on balance acceptable given that the bin storage for Halfacres is close to that boundary, and it is not considered to have a significant detrimental impact on the amenities of this neighbouring property.
- 5.16 Overall, the proposed development is considered acceptable regarding the impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

The acceptability of the proposed development for future occupiers

- 5.17 Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards. All the proposed units would meet the minimum space standards and as such, the proposed development is considered acceptable and would accord with Policy CH5.
- 5.18 The Council's Urban Design SPD recommends that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. The proposal would provide private amenity space to each of the ground floor flats. Communal amenity area would be provided to the east of the site and would serve the upper flats. It is therefore considered that the private and communal amenity area is sufficient for the future occupiers and would meet the requirements.
- 5.19 The layout of the proposed development would ensure that the majority of flats would have good access to sunlight and there would be no significant shading created by adjoining buildings. All private gardens and communal amenity space would benefit from good levels of sunlight throughout the day in accordance with the Urban Design SPD and Local Policy CH3.
- 5.20 A cycle parking store would be provided to the east of the site, attached to the proposed building, for 14 cycle spaces. The refuse store would be provided to the south of the site. It would be brick built and would measure 3.9 metres in width, 5.2 metres in depth and 2.7 metres in height. The Council's Refuse & Recycling Team raised no objection to the proposal stating that there are no current issues collecting from the bin store for the nursing home accessed via the same entrance.
- 5.21 Overall, the scheme would create a good residential environment for future occupiers in accordance with the Urban Design SPD and the relevant Local Plan Policies.

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Parking and Highway safety

- 5.22 Access to the new development would be provided by the existing entrance from Woolborough Road which is shared with Halfacres. WSCC Highways raised no objection from a highway point of view and commented that the access is wide enough for two cars to pass and that visibility is good. In terms of traffic generation, WSCC comment that: *'the proposal will see a marked decrease in the number of vehicles using the site. Most recently the site has been vacant however compared to its use as a GP surgery the site will create a significantly lower number of daily trips (29 less vehicles a day).'*
- 5.23 The car parking arrangement would be to the south of the application site and would provide a total of 10 car parking spaces within the site (9 resident car spaces and 1 visitor space). The minimum parking standards, within and in close proximity to the town centre boundary, as set out in the Urban Design SPD would require 9 parking spaces for the proposed development. The site also lies in a very sustainable location. The parking provision is therefore acceptable and would accord with the Urban Design SPD.
- 5.24 Cycle parking storage area is also proposed to the east of the site, attached to the proposed building, for 14 cycle spaces (including visitor spaces) which is in accordance with the cycle standards contained within the Urban Design SPD. The Cycle Forum requested two additional visitor parking stands to be provided adjacent to the building entrances for short term parking. Whilst these comments are noted, the proposal accords with the standards providing 14 cycle spaces.
- 5.25 Overall, the scheme is considered acceptable in transport and highways terms, subject to conditions for a construction management plan.

Impact on trees, landscaping and boundary treatment

- 5.26 There is one mature oak tree to the south-west of the site along with one small pear tree. One cypress tree is located to the north-east of the site. According to the submitted Arboriculture Impact Assessment and Arboriculture Method Statement, the oak tree would be retained and protected by a combination of measures including fencing, vehicle and plant height restrictions and no-dig porous paving within the Root Protection Area. The pear tree and cypress trees would require removal to facilitate the development. These trees are considered 'C' category trees. No objection has been raised by the Council's Arboriculturist, provided all works would be in accordance with the submitted Arboricultural Method Statement. Given that these trees do not significantly contribute to the wider urban landscape, their removal is considered acceptable.
- 5.27 A robust hard and soft landscaping scheme and boundary treatment have been submitted in support of the application and considered acceptable. In particular, it includes the provision of several 1.2-1.5m high hedges, shrubs, herbaceous and bulb species along Woolborough and Cobbles Crescent frontages for the private amenity areas. It also includes the provision of two trees to the south-west and three trees within the communal amenity area for the upper flats. The parking spaces would be block paved parking bays and the hardstanding area would be permeable tarmac.
- 5.28 Policy CH6 requires that landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. It also states that where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies. Based on the submitted information, the removal of 2 trees would require 7 replacement trees. As set out in the Green Infrastructure SPD, a formula for calculating the appropriate payment will need to be included in the S106 Agreement as the basis for the commuted sum (no. of trees to be lost on site (7 trees including replacement requirements) plus 9 new residential units minus the number of trees to be provided on site (5) multiplied by £700). This would give a contribution of £7,700 and the proposal would therefore accord with Local Policy CH6, subject to securing a S106 agreement.

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- 5.29 The applicant also submitted a Preliminary Roost Assessment for bats. The CBC's Ecology Advisor has been consulted and raises no objection commenting that the overall likelihood of a maternity roost being affected appears to be very low subject to the precautions set out in the report being followed. The proposal would therefore accord with the Local Policy ENV2 subject to condition.

Drainage

- 5.30 The application has been accompanied by a Drainage Statement and it is proposed that both foul and surface water drainage would discharge to the existing Thames Water network (discharge rates to be agreed with Thames Water). The proposed surface water drainage including the permeable tarmac would provide quality improvement for the runoff and attenuation for the full volume for the highest intensity rainfall event including climate change. The CBC's Drainage Officer has raised no objection to the surface water drainage proposals stating that the proposed drainage would provide a better quality for both foul and surface water impacting the area and the site. WSCC Surface Water Drainage raised no objection to the application subject to standard conditions for SUDs (Sustainable Drainage systems).

Sustainability

- 5.31 The proposal is accompanied by a Sustainability Statement and the Energy Efficiency & Sustainability Officer has been consulted to provide his comments on this report. He stated that the proposed fabric specification (the u-values) looks acceptable and is better than the 'notional' building regulations compliant specification set out in table 2.3 of the Planning and Climate Change SPD. On this basis the proposed strategy extends beyond the requirements of Building Regulations and is considered to accord with the relevant Policies ENV6 and ENV9.

Provision of Affordable and Low Cost Housing

- 5.32 Crawley Borough Local Plan Policy H4 states that 40% affordable housing will be required from all residential developments and this is the amount of affordable housing that can be secured via any S106 agreement. The application has been submitted by Crawley Borough Council. The mixture of unit sizes is in response to Crawley's affordable housing needs and Local Policy H3. The application proposes 100% affordable, which would exceed the policy requirement of 40%. The split between rent and intermediate tenure would be finalised as part of the Section 106 agreement. The application is therefore considered to comply with Local Plan Policies H3 and H4 and the objectives of the NPPF.

Provision of Infrastructure Contributions

- 5.33 Policy IN1 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will seek to implement a Community Infrastructure Levy (CIL). The Crawley CIL Charging Schedule is in effect from 17th of August 2016 and is also relevant to this application since the proposal would create new residential units. Given that this planning application proposes 100% affordable housing, the proposal would be exempt from paying CIL.
- 5.34 A section 106 agreement would therefore be required to secure the 40% affordable housing in accordance with Policy H4 and a financial contribution of £7,700 for the replacement and additional planting of trees off-site.

CONCLUSIONS:-

- 6.1 The application site relates to the former Northgate Surgery premises and the proposal seeks to redevelop the site for residential use. The proposed loss of the former surgery premises as a community asset is considered acceptable, given that the surgery has been re-provided in a sustainable location at Cross Keys House (Haslett Avenue West) and within premises that better meet the requirements of the surgery. The principle of residential development in this area is considered acceptable given that the site is located within the built up area boundary of the Crawley Borough, and is within the existing residential area of Northgate.

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- 6.2 The proposal would provide 9 new affordable residential units in a sustainable location on the northern edge of the town centre. The size, height and scale of the proposed building are considered appropriate. The design of the development is considered to be an attractive addition to the area, and the revised building would positively address the corner nature of the plot and would sympathetically relate to the surrounding area in a more modern approach. The impact on the neighbouring amenities, drainage, landscaping and sustainability issues are all acceptable.
- 6.3 The development would meet the Nationally Described Space Standards and would meet the external private and communal amenity space standards contained within the Urban Design SPD.
- 6.4 The car and cycle parking arrangement would provide a total of 10 car spaces and 14 cycle spaces in accordance with the car and cycle parking standards contained within the Urban Design SPD.
- 6.5 It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure:
- On site affordable housing (40% in accordance with Policy H4), and
 - Tree mitigation (£7,700) infrastructure contributions.

RECOMMENDATION RE: CR/2017/0760/FUL

PERMIT - Subject to the conclusion of a Section 106 agreement to secure the financial contributions of £7,700 for replacement and additional tree planting, and the provision of 40% affordable housing on the site, and 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. No development shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The first floor window to Flat 8 on the eastern elevation of the building shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening.
REASON: To protect the amenities and privacy of No.64 Cobbles Crescent, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No part of the development shall be occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents and visitors. The cycle parking spaces shall be maintained as such thereafter.
REASON: To encourage sustainable travel options and in accordance with Policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
6. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles used during construction;

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- the method of access and routing of vehicles during construction;
- the parking of vehicles by site operatives and visitors;
- the loading and unloading of plant, materials and waste;
- the storage of plant and materials used in construction of the development;
- the erection and maintenance of security hoarding;
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
- details of public engagement both prior to and during construction works.

REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

7. The development shall not be occupied until the parking spaces, manoeuvring and turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles.

REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD.

8. No development, including site works of any description, shall take place on the site unless and until all the existing trees/ bushes/hedges to be retained on the site have been protected in accordance with the Arboricultural Method Statement provided by John Cooban dated August 2017. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.

REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

9. The works of the development hereby approved shall only be undertaken in accordance with the Tree Survey Report, the Arboricultural Impact Assessment Report and Arboricultural Method Statement provided by John Cooban and dated May and August 2017.

REASON: To ensure the retention and maintenance of trees important to the visual amenity / the ecological quality / and for the environment of the development in accordance with Policies CH2 and CH3 of Crawley Borough Local Plan 2015-2030.

10. The hard and soft landscaping scheme of the development hereby approved shall be implemented in accordance with the approved landscape drawings numbered 1000003865-3-010-01 Planting Schedule - External Works and 1000003865-3-010-01 RevB General Arrangement, associated with the application.

REASON: In the interests of amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

11. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of amenity and of the environment of the development in the accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

12. The recommendations set out in the Preliminary Roost Assessment report by the Ecology Consultancy Ltd (job no. ref. 5971), dated 2 October 2017 shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority.

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REASON: To ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030.

13. No development shall commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 1 in 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved designs.

REASON: To reduce the risk of flooding and safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.

14. No development shall commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.

REASON: To reduce the risk of flooding and safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.

15. The flats hereby approved shall not be occupied until details of combined television, DAB and FM aerial facilities to serve all flats within the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented in full in accordance with the approved details prior to the occupation of any flat.

REASON: In the interests of the visual amenities in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

16. The flats hereby approved shall not be occupied until a scheme to provide superfast broadband to the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To help reduce social exclusion and to allow good access to services in accordance with Policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.

17. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit 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.

INFORMATIVE(S)

1. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the

Agenda Item 6

person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
3. The water efficiency standard required under Condition 18 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
4. The applicant is advised that the site opposite, Pottersfield/Stoner House, were once used as a Gas Works and that contamination is likely on this site below surface level.
5. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk
6. The applicant's attention is drawn to the advice provided by Thames Water in their correspondence of 2nd October 2017 in respect to their requirements for waste water disposal. If discharge is proposed into a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
1. NPPF Statement

In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans and additional information to address identified issues during the course of the application.

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

Agenda Item 6



ArcGIS Web Map



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

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Agenda Item 7

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 27 February 2018
REPORT NO: PES/245(c)

REFERENCE NO: CR/2017/0764/RG3

LOCATION: [FLEMING WAY \(WEST OF CRAWTERS BROOK\), NORTHGATE, CRAWLEY](#)
WARD: Northgate
PROPOSAL: FLEMING WAY CYCLE PATH SCHEME TO CONNECT THE CRAWTERS BROOK SHARED FACILITY WITH THE NATIONAL CYCLE NETWORK (NCN) ROUTE 21 EXTENDING FROM/TO GATWICK AIRPORT AT THE FLEMING WAY END THROUGH THE UPGRADE OF EXISTING PEDESTRIAN FOOTWAYS TO SHARED FACILITIES FOR PEDESTRIANS AND CYCLISTS (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 28 November 2017

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

13325-328 PL01	Rev A02	Site Location Plan
13325-328 PL02	Rev A02	Land Ownership
13325-328 PL03	Rev A03	Existing Layout
13325-328 PL04	Rev A06	Proposed Layout

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|---------------------------------------|---|
| 1. | WSCC - Highways | Concerns raised about the proposed elephant crossing. Amended plan now received amending design to toucan crossing as per advice. Other detailed design comments to be addressed via condition |
| 2. | Cycle Forum | Comment that the scheme will provide an important link between Crawters Brook path and the east and westbound cycle routes along Fleming Way. Disappointed that pedestrian/cycle priority cannot be provided at third party site entrances. Highlights need for continuous priority in cycle route design and clear route signposting |
| 3. | Manor Royal Business District | No comments received |
| 4. | CBC - Planning Arboricultural Officer | No objection subject to works complying with Arboricultural Method Statement |

NEIGHBOUR NOTIFICATIONS:-

The application was advertised via several site notices posted along the route.

RESPONSES RECEIVED:-

No responses have been received

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REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site is a section of Fleming Way extending from its junction at Newton Road in the west eastwards for 200m just beyond the junction with Jenner Way. The site is highway land comprising the footpath/ cycleway/grass verges and crossing point at Newton Road on the southern side of Fleming Way. The area is relatively level and also incorporates 2 bus stops.
- 1.2 The site is located in the Manor Royal Business District and is intersected by Crawters Brook stream which runs under the highway.
- 1.3 On either side of Fleming Way, the site is bounded by employment uses, with buildings set back from the back edge of the footpath. At its eastern end a number of trees in Crawters Brook adjoin the footpath, there are also a row of trees on the northern side of Fleming Way within the curtilage of British Oxygen Limited. None of the trees are protected by a TPO.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposed development seeks to create a link between the national cycle route and a section through Crawters Brook which is currently perceived as a problem area as there is difficulty crossing and no cycle path for cyclists. The works consist of the following:
 - Creation of a new toucan crossing over Fleming Way to the east of Crawters Brook
 - Creation of a shared pedestrian / cycleway on the southern side of Fleming Way from Newton Road to the new pedestrian crossing connecting with the Crawters Brook cycle route. This involves widening of the existing footpath on southern side of Fleming Way to form a continual route for cyclists / pedestrians, the relocation of the eastbound bus shelter, changes to paving/ surfacing and new signage.
- 2.2 The application was accompanied by the following supporting documents:
 - Design and Access Statement;
 - Stage 1 / 2 Safety Audit;
 - Arboricultural Impact Assessment;
 - Arboricultural Method Statement.

PLANNING HISTORY:-

- 3.1 There is no relevant planning history for the site however, there is a related application for improvements to cycle access at the southern end of Crawters Park, along Manor Royal, reference CR/2017/0765/RG3 which is also linked to the national cycle route improvements associated with this proposal.

PLANNING POLICY:-

National Planning Policy Framework

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies

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are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.

- 4.2 Paragraph 75 requires planning policies to protect and enhance public rights of way and access. Local Planning Authorities should seek opportunities to provide facilities for users for example, adding links to existing rights of way networks.

The Development Plan – Crawley Borough Local Plan 2015-2030 (adopted December 2015)

- 4.3 Policy SD1 states that in line with the planned approach to Crawley 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.
- 4.4 Policy CH2 sets out the seven principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley. Amongst other things development will be required to:
- (c) “create public spaces that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people”,
 - (d) “make places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport networks” and,
 - (e) “provide recognisable routes, intersections and landmarks to help people find their way around”.
- 4.5 Policy CH3 requires all proposals to amongst other things be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape, relate sympathetically to its surroundings, not cause harm to the amenity of the surrounding area, meet requirements for the safe and proper use of the site in particular with regard to access and circulation and to comply with all relevant Supplementary Planning Guidance.
- 4.6 While the application site is highway land this intersects Crawters Brook which is ‘Structural Landscaping’. Policy CH7 seeks to protect areas of soft landscaping that make an important contribution to the town and its neighbourhoods. Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping, where appropriate.
- 4.7 Policy EC3 deals specifically with Manor Royal and development for changes of use, intensification or reuse of buildings however; it goes on to state that all development should contribute positively to the overall setting and environment of the Main Employment area as a business district through high quality design and landscaping in accordance with the Manor Royal SPD (MRSPD).
- 4.8 Policy ENV1 states that Crawley’s multi-functional green infrastructure network will be conserved and enhanced. It states that “development that protects and enhances green infrastructure will be supported” and “proposals should maximise the opportunity to maintain and extend green infrastructure links to from a multi-functional network of open space, providing opportunities for walking and cycling....”
- 4.9 While the application site is highway land, the site is intersected by Crawters Brook watercourse, policy ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk and must not increase the risk of flooding elsewhere.

Manor Royal SPD July 2013

- 4.10 This document aims to support economic growth in Manor Royal, providing guidance to ensure new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. Two of the 4 ‘General Design Principles set out in the document require development to:
- “Demonstrate how the development increases movement and permeability through the business district by improving accessibility to the sustainable transport network” and,
 - “Demonstrate how development assists in wayfaring and orientation within the business district and contributes towards strengthening its identity”.

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- 4.11 The document seeks to enhance and improve green links and connections to the wider footpath and cycle networks. It encourages improvements to enhance and extend the local cycle network and encourage sustainable modes of travel.

PLANNING CONSIDERATIONS:-

- 5.1 The principle of the development is supported as set out in the policies listed in Section 4 above. The proposal would improve pedestrian and cycle links in the area, providing a new cycle route on the southern side of Fleming Way connecting into existing sections of cycle way. Furthermore the crossing would provide a further safe and convenient point of access for pedestrians and cyclists to cross Fleming Way. The other key considerations are:

- Impact on visual amenity
- Impact on highway and other highway users
- Impact on nearby trees

Visual amenity

- 5.2 Fleming Way is a busy wide road which is characterised by a grass verge which separates the road carriage way from the footpath / cycle way on either side. There are no trees within the grass verges within the application site but there are a number of items of street furniture including bollards, lampposts, CCTV poles and signs. Along the southern side of the road the grass verge is proposed to be reduced in width to accommodate a wider shared footpath / cycleway. While this would reduce the width of the grass verge in a few places, this is not considered to be harmful to the visual amenity of the street. The grass verge at its narrowest point would still be around 2m in width.
- 5.3 It is not considered that the new crossing would harm the visual amenity of the area, instead it is considered this would increase the legibility of the surrounding cycle paths as well as providing a new safe place to cross Fleming Way.
- 5.4 The works also include additional road signs, however these are few in number and do not detract from the street scene. The proposed surfacing and tactile paving is also considered visually acceptable.

Impact on highway users

- 5.5 On the southern side of Fleming Way the footpath would be widened to up to 3m to allow for pedestrians and cyclists. The existing bus shelter would be repositioned closer to the carriageway to allow a clear route behind the bus shelter rather than walking in front of it as at present. It is considered that this alteration is a positive change for pedestrians, cyclists and those waiting at the bus shelter.
- 5.6 WSCC had originally raised concerns about the proposed elephant crossing over Fleming Way and recommended that this could be resolved with the installation of a signalised toucan crossing. The applicant has amended the crossing design to a toucan crossing and WSCC has been re-consulted. Any further comments received will be provided as a verbal update at the meeting.
- 5.7 WSCC have also raised queries about the tactile paving proposed and that the proposed crossing point design, design details and proposed drainage. These are matters for the applicant to resolve with WSCC prior to commencement subject to planning permission being granted. These details are proposed to be secured via condition.

Impact on trees

- 5.8 No trees are proposed to be removed as a result of the development and the applicant has confirmed that no section of existing pavement is to be removed and replaced as part of the works.

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The new widened pavement would be matched into the existing footway. This therefore limits the impact on tree roots which lie under the pavement. The Arboricultural Impact Assessment has identified that the root protection areas of 3 trees and 1 group of trees would be affected by the works to a limited extent.

- 5.9 The applicants are proposing in their Arboricultural Method Statement a series of measures that should ensure that the trees on land adjoining the site are not damaged as a result of the works. Such measures include tree protection fencing to be erected prior to the works and maintained during the construction phase, temporary ground protection in areas where surfacing is to take place and controls over soil stripping. The method statement proposes certain works to be carried out under Arboricultural supervision and recommends the contractor appoints a supervising arboriculturalist to oversee the works.
- 5.10 The Council's Arboricultural Officer raises no objections to the works provided they are carried out in accordance with the measures set out in the Method Statement and, in particular, that excavation in the areas of the root protection areas are hand dug and any roots found are pruned by a sharp handsaw. It is considered that subject to these requirements being conditioned, the works would not have a detrimental impact on the trees and would comply with policy CH3 of the CBLP.

CONCLUSIONS:-

- 6.1 The proposed works are considered to improve pedestrian and cyclist access along this section of Fleming Way and are consistent with the objectives of the Local Plan and Manor Royal SPD which support improvements to connectivity and access in particular in relation to sustainable modes of transport. The works are acceptable visually and have no negative impacts on highway safety or nearby trees subject to conditions. It is therefore recommended to permit this application.

RECOMMENDATION RE: CR/2017/0764/RG3

Permit – subject to 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. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application unless otherwise agreed in writing with the Local Planning Authority.
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.
4. No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the proposed foot/cycle way crossings across the existing private accesses on Fleming Way. The development shall thereafter be implemented in accordance with the agreed details.
REASON: In the interests of road safety and to ensure adequate drainage in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No development shall commence until such time a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of

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vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

REASON: To avoid undue congestion of the site / obstruction to accesses and in the interests of visual amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

6. Prior to commencement of any works in connection with this permission, the tree protection measures shall be implemented in strict accordance with the details set out in the Arboricultural Method Statement (ref 4344-1/17-03) prepared by PJC Consultancy and its associated tree protection plan (Drawing PJC/4344-1/17/C). All the recommended measures as set out in the Statement shall be fully implemented and maintained for the duration of the development.

Reason: In order to protect the health of nearby trees in the interests of visual amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

1. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

1. NPPF Statement

In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

- Liaising with consultees/agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.

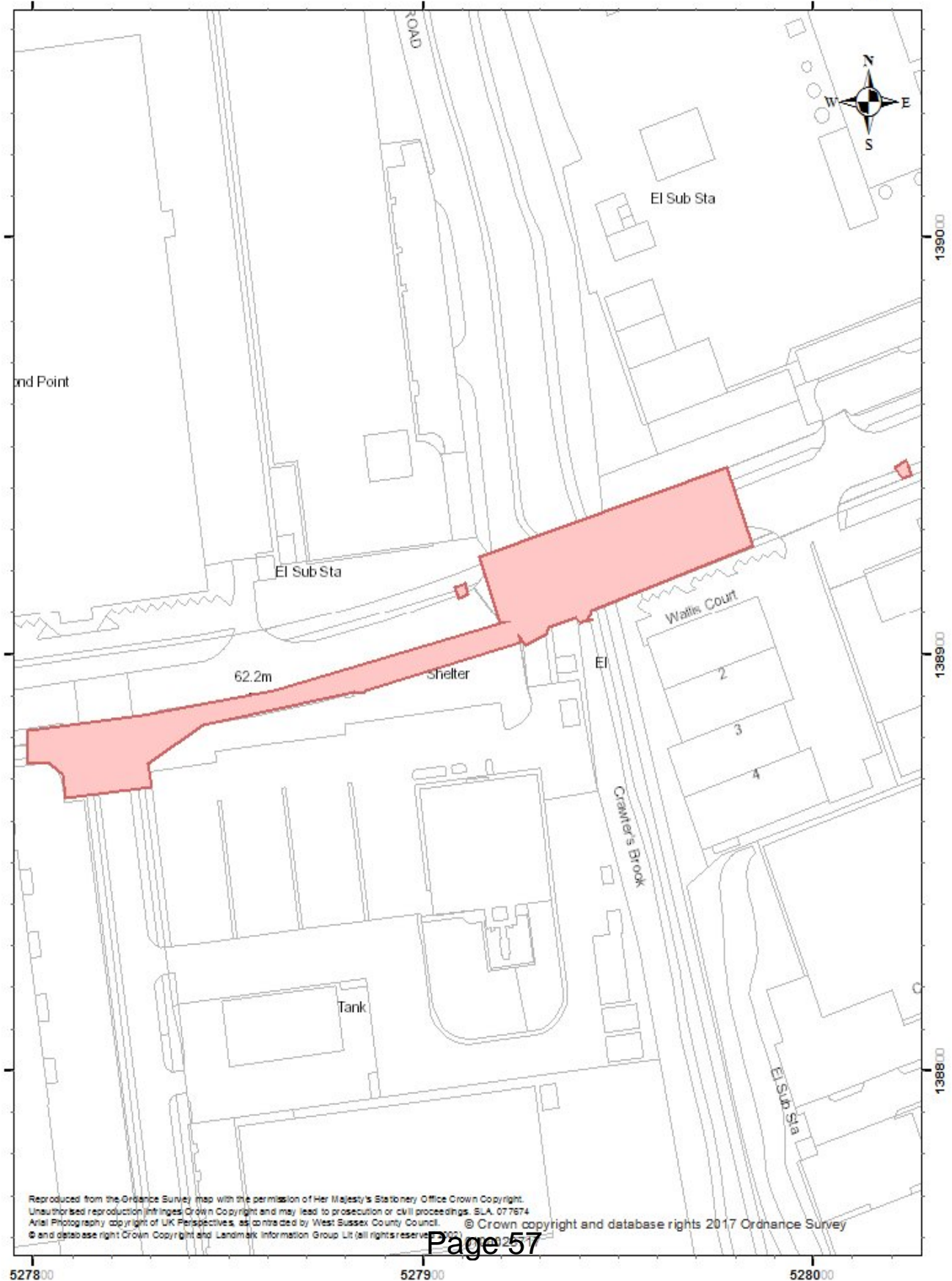
Seeking amended plans/additional information to address identified issues during the course of the application.

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

Agenda Item 7

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Agenda Item 8

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 27 February 2018
REPORT NO: PES/245(e)

REFERENCE NO: CR/2017/0954/TPO

LOCATION: [AMENITY LAND IN FRONT OF 27 LYTTON DRIVE, POUND HILL, CRAWLEY, RH10 7SH](#)
WARD: Pound Hill South and Worth
PROPOSAL: GOAT WILLOW - REDUCE HEIGHT AND CROWN RADIUS BY UP TO 2M (AMENDED DESCRIPTION)

TARGET DECISION DATE: 16 January 2018

CASE OFFICER: Mr R. Spurrell

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

21/11/2017, 0001, Tree Plan

CONSULTATION

The application was advertised by a site notice.

REASON FOR REPORTING TO COMMITTEE:

Tree is on CBC land / CBC is applicant.

PLANNING HISTORY:

None

PLANNING POLICY:-

This application must be considered in the context of Part VIII of the Town and Country Planning Act 1990 and The Town and Country Planning (Tree Preservation) (England) Regulation 2012.

National Planning Practice Guidance – Tree Preservation Orders and trees in conservation areas.

The Council's Green Infrastructure Supplementary Planning Document (2016) is a non-statutory document.

PLANNING CONSIDERATIONS:-

The determining issues in this application are the effect on the proposal on the health, character and appearance of the tree and the level of amenity that it provides within the surrounding area.

Goat Willow – reduce height and crown radius by up to 2m (amended description)

Contribution to public visual amenity

Good – prominent position with good visibility

Estimated remaining contribution

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Are works justified?

Yes

The tree is located on amenity land adjacent to 27 Lytton Drive. The tree has several leaning stems with included bark at the base suggesting a compression fork/fused stems or some other dysfunction causing a weakness. The works will relieve weight on the dysfunctional stems while also generally containing the tree as it is beginning to outgrow its position. The level of works are necessary for safety reasons and will result in little loss of amenity, Willow responds well to pruning and will not harm the health of the tree.

RECOMMENDATION RE: CR/2017/0954/TPO

CONSENT - Subject to the following condition(s):

1. This consent is valid for a period of two years from the date of this notice and shall only be carried out once.
REASON: To enable the Local Planning Authority to control the works in the interests of good tree management in accordance with Regulation 17 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.
2. All works should be carried out in accordance with BS3998: 2010 'Tree Work Recommendations'.
REASON: In the interests of visual amenity and to ensure the continuing health of the tree(s) in accordance with The Town & Country Planning (Tree Preservation) (England) Regulations 2012.

Agenda Item 8



ArcGIS Web Map



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Agenda Item 9

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 27 February 2018
REPORT NO: PES/245(f)

REFERENCE NO: CR/2017/1064/RG3

LOCATION: [1-55 DALEWOOD GARDENS, NORTHGATE, CRAWLEY](#)
WARD: Northgate
PROPOSAL: REPLACEMENT OF BROWN TIMBER FASCIAS WITH WHITE PVC FASCIAS &
REPLACEMENT OF BROWN GUTTERING & DOWNPIPING WITH BLACK GUTTERING
& DOWNPIPING.

TARGET DECISION DATE: 16 February 2018

CASE OFFICER: Ms K. Ingram

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

22/12/2017, 2017-Dale-03, Location Plan scale 1:1250
22/12/2017, 2017-Dale-02, Block Plan scale 1:500
22/12/2017, 2017-Dale-05, Proposed Elevations
22/12/2017, 2017-Dale-01, Existing elevations and existing floor and roof plans

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|----------------------|
| 1. | National Air Traffic Services (NATS) | No objection |
| 2. | CBC - Property Division | No objection |
| 3. | CBC - Crawley Homes | No comments received |

NEIGHBOUR NOTIFICATIONS:-

Site notices were displayed on the site on 15 January 2018.

RESPONSES RECEIVED:-

One response has been received concerned with the impact of the scaffolding on satellite reception. This has been forwarded to Crawley Homes to liaise with the residents.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site measures 1.4 hectares and is long and thin, with a maximum length along the northern boundary of 370m and a maximum depth of 70m, and is accessed from Woolborough Lane to the east. The site is bounded to the north by Crawley Avenue (A2011) and the northern boundary comprises mature trees which act as a buffer between the site and the highway. The site is occupied by a residential flats with a building footprint measuring 150m long accommodating 55 flats. The building varies in height from 1 to 3 storeys. A long driveway leads to a parking area to east and north of the building. The building is set back from the southern boundary by 45m to 26m.

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The grounds to the south of the building are laid to lawn and contain several mature trees and a network of footpaths.

- 1.2 To the south of the site are the rear gardens of properties on Woodfield Road, Magpie Walk and Glenview Close in Northgate, and the southern boundary comprises 2m high close board fencing. The site is mostly level but there is a gentle slope downwards from the southern elevation to the southern boundary.
- 1.3 The site is owned by Crawley Borough Council and there are leasehold ownerships and flats in shared ownership in the building, as well as Council owned units. The buffer of trees on the southern and northern boundaries are designated as Structural Landscaping in the Crawley Borough Local Plan 2030 under Policy CH7. None of the trees are the subject of TPOs.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application proposes to replace all timber fascias on the building with white uPVC fascias and the brown guttering and down piping with black uPVC guttering/downpiping.

PLANNING HISTORY:-

- 3.1 Dalewood Gardens was built under planning permission CR/256/1985 and CR/599/1985 for the erection of 55 dwellings. There is no subsequent planning history on file.

PLANNING POLICY:-

National Planning Policy Framework (2012)

- 4.1 The relevant policies include:

- Paragraph 14 – Presumption in favour of sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking
- Paragraph 17 - Core planning principles. Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Section 7 - Requiring good design. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Crawley Borough Local Plan (2015-2030)

- 4.2 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, the Council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design seeks new development proposals to respond to and reinforce locally distinctive patterns of development and landscape character.
- 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 and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, layout, details and materials. Development must provide and retain a good standard of amenity for all nearby and future occupants of land and buildings, and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH7: Structural Landscaping requires that development proposals should protect and/or enhances areas of structural landscaping.

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Urban Design Supplementary Planning Document (adopted October 2016)

4.3 The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and contains guidelines on the design of residential development. With reference to this application it states that:

- Details and decorations on multi-dwelling residential development (flats) are encouraged as they create more character and visual interest.

PLANNING CONSIDERATIONS:-

5.1 The main planning consideration in the determination of this application is the impact on the visual amenities of the site and surrounding area.

Design and impact on the visual amenities of the site and surrounding area.

5.2 The building is of brown facing brick with concrete tiled roofs. It is relatively distinctive in appearance given its long form, deep soffits on all elevations, and the cascading roof heights of 3 storeys in the middle to 1 storey at its edges. All roof fascias are of brown timber, and guttering and down piping is also brown. Windows comprise white uPVC frames.

5.3 The building is not visible from Woolborough Lane or Crawley Avenue given the long driveway and buffer of trees on the northern boundary and the difference in levels. The greatest impact would thus be within the site itself and to the properties to the south.

5.4 It is considered that it would be ideal to retain the brown timber fascias and brown gutters as these are original features of the building and add visual interest. However, white fascias would match the colour of the soffits and window frames, and black guttering would not alter the character of the building and the changes would not be visually prominent.

5.5 The work would have no detrimental impact on the structural landscaping surrounding the site.

5.6 It is therefore considered that application would have an acceptable impact on the visual amenities of the site and surrounding area and would comply with Policies CH2, CH3 and CH7 of the Crawley Borough Local Plan 2030 and the relevant provisions of the Urban Design SPD.

CONCLUSIONS:-

6.1 The building is not visible in the wider street scene and the visual impact would be largely within the site itself. This is considered to be acceptable as the changes are still sympathetic with the character and existing details of the building. There is no impact to the structural landscaping on the site. The application would comply with Policies CH2, CH3 and CH7 of the Crawley Borough Local Plan 2030 and the provisions of the Urban Design SPD and NPPF (2012) in this regard.

RECOMMENDATION RE: CR/2017/1064/RG3

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.

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3. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated 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.

1. NPPF Statement

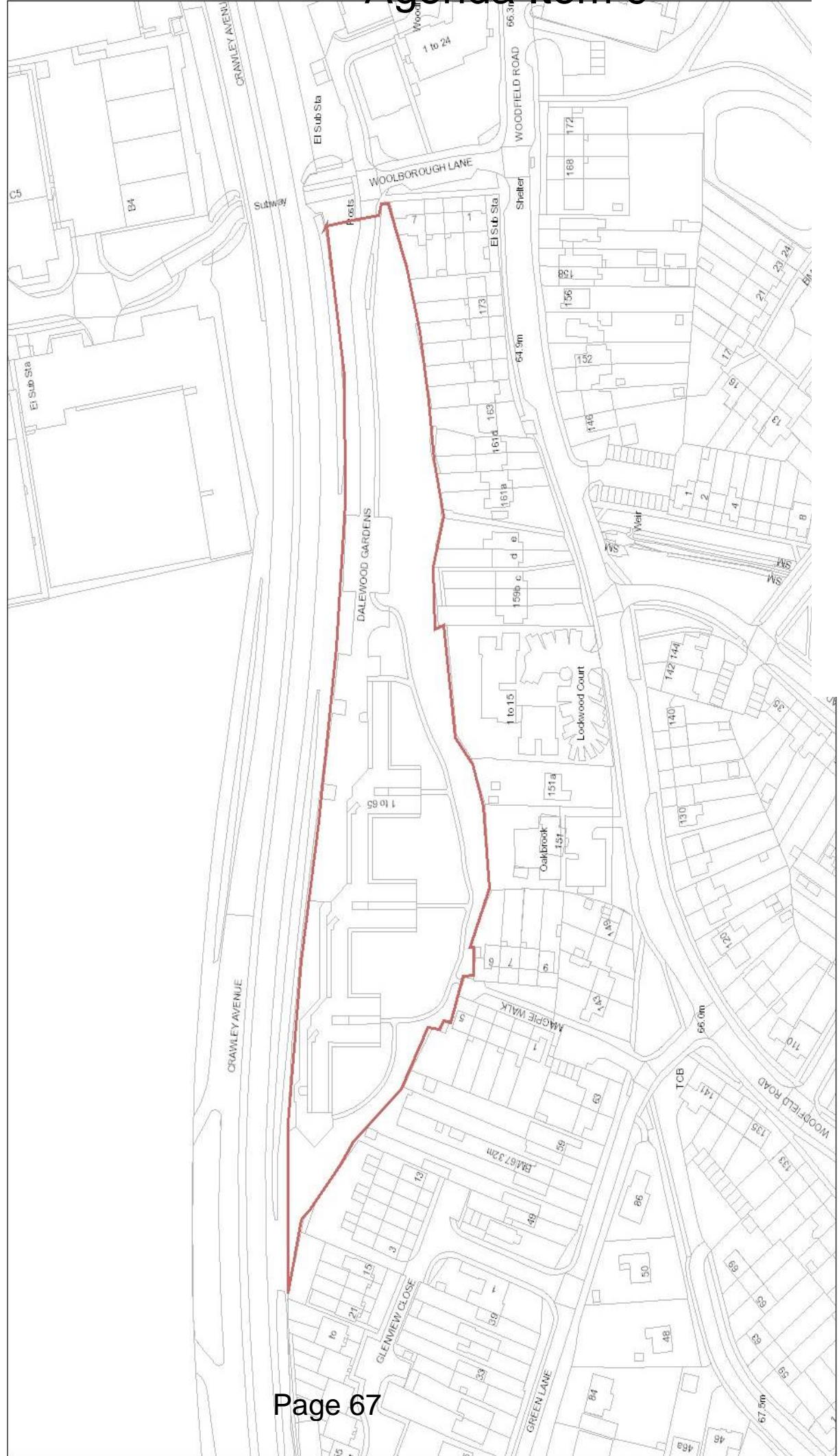
In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

- Seeking amended plans/additional information to address identified issues during the course of the application.

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



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Agenda Item 10

Crawley Borough Council

Report to Planning Committee

Section 106 Monies – Q2&3 2017/18

Report of the Head of Economic & Environment Services - **PES 279.**

1. Purpose

- 1.1. Developers are often required through Section 106 planning agreements to make financial contributions towards the provision or improvement of infrastructure if a need is generated by the new developments. These monies must be spent as set out in the planning agreements and in accordance with government guidance.
- 1.2. This report summarises all the S106 monies received/ spent and committed to project schemes in Q2&3 of the financial year 2017/18.

2. Recommendations

That the Committee:

- 2.1. Notes the update on S106 monies received, spent and committed in Q2&3 of the financial year 2017/18.

3. S106 Monies Received (to date) 2017/18.

- 3.1. During the Q2&3 of the financial year 2017/18 a total of £648,595 of monies were paid to the Council by developers in accordance with their obligations under the S106 agreements with the local planning authority.
- 3.2. The following table provides a breakdown of the amounts received by category of spend and the developments from which these monies were received.

S106 Spend Category	Ref	Address	Value
Education	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMM. COLLEGE	£142,639.00
Education	CR/2013/0576/FUL	110-112 SPENCERS ROAD, WEST GREEN	£7,640.00
Open Space	CR/2013/0576/FUL	110-112 SPENCERS ROAD, WEST GREEN	£6,970.00
Open Space	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMM. COLLEGE	£48,988.00
Transport	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMM. COLLEGE	£229,598.00
Transport	CR/2013/0576/FUL	110-112 SPENCERS ROAD, WEST GREEN	£9,407.00
Fire	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMM. COLLEGE	£5,764.00
Library	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMM. COLLEGE	£6,414.00
Affordable Housing	N/A	FLAT 8 SPINKS COURT FW	£46,075.00
Affordable Housing	N/A	7 WIMBLEHURST ROAD	£55,650.00
Affordable Housing	N/A	9 WIMBLEHURST RD FW	£65,000.00
Affordable Housing	N/A	HOLICK- 11 WIMBLEHURST RD FOR	£24,450.00

£648,595.00

4. S106 Monies Spent (to date) 2017/18.

4.1. In Q2&3 of 2017/18, a total of £215,074 of S106 monies were spent by the Council and West Sussex County Council on infrastructure projects. The following table lists the projects on which the funds were spent.

S106 Spend Category	Lead Org	Project Name	Project Cost	Status
Transport	CBC	Bike It	-£7,500.00	On Going
Transport	WSCC	Ifield Avenue/Ifield Drive roundabout	-£56,013.00	Paid to WSCC
Town Centre	CBC	Changing Places Canopy	-£1,500.00	Completed
Education	WSCC	Transfer of S106 collected to WSCC	-£150,061.00	Dec-18
			-£215,074.00	

5. S106 Monies Committed (to date) 2017/18.

5.1. A further £91,585 of S106 monies was committed to infrastructure projects during Q2&3 of 2017/18, through the Council's agreed approval process.

5.2. The following table provides a breakdown of the individual project schemes to which the S106 funds were committed Q2&3 2017/18.

S106 Spend Category	Lead Org	Project Name	Project Cost	Due to Complete	Status
Town Centre	CBC	High St Public Realm Improvement Scheme	£30,000.00	Sep-17	Approved Money Committed
Open Space	CBC	Three Bridges Playing Fields	£61,585.00	Mar-19	Approved Money Committed
			£91,585.00		

5.3. The following table lists the projects which had S106 funds committed prior to 01.07.17 and are still ongoing/ final invoices to be submitted.

S106 Spend Category	Lead Org	Project Name	Project Cost	Due to Complete
Manor Royal PR	CBC	Langley Walk cycle/foot path lighting improvements	£22,582.00	Complete
Open Space	CBC	Cemetery - Improved bike / pedestrian access	£10,395.00	Complete
Open Space	CBC	Peterhouse Parade footpath lighting improvements	£10,000.00	Aug-18
Open Space	CBC	Allotment improvement - Phase 2.	£5,600.00	TBC
Open Space	CBC	Ditchling Hill, Southgate. Improve Type B Play Area	£65,000.00	Sep-18
Open Space	CBC	Ewhurst Playing Fields, Ifield. Improve Type B Play Area	£65,000.00	Sep-18
Open Space	CBC	Kilnmead Close, Northgate. Improve Type A Play Area	£13,000.00	Mar-18
Open Space	CBC	Gainsborough Road Play Area, Tilgate. Improve Type B Play Area	£65,000.00	Sep-18
Town Centre	CBC	Museum - Public Realm	£40,000.00	Complete
Transport	CBC	Cemetery - Improved bike / pedestrian access	£34,605.00	Complete
Transport	CBC	Crawters Brook - 1 off road cycle tracks to NCN21	£76,254.00	Mar-18
Transport	CBC	County Mall shared cycle / foot path improvements	£23,000.00	Mar-18
Transport	CBC	10 new bus shelters	£104,676.00	Mar-18
Transport	WSCC	BIKE IT Programme to increase cycling 2017/19	£52,500.00	Jun-19
Transport	CBC	New bus stop for Tilgate Park	£8,000.00	Complete
Transport	CBC	Boulevard Cycle Path, Phase 2	£94,030.00	TBC
Transport	CBC	Three Bridges Station -Specific S106	£393,759.00	Mar-21
Transport	CBC	SCOOTER SHEDS THE OAKS SCHOOL	£500.00	TBC
Transport	WSCC	WRTPI1 - Real Time Passenger Information, Town Centre and Borough	£48,400.00	Mar-18
Transport	WSCC	WRTPI3 - Real Time Passenger Information, Manor Royal and Three Bridges	£86,600.00	Mar-18

£1,218,901.00

6. Available Funds and potential future spend

6.1. Officers at the Council have identified a programme of infrastructure projects to the value of £3,046,512 which are intended to be delivered by 2021. The individual projects that make up this programme will be subject to the existing S106 approval process before any formal commitment is made. As of 01.01.18 there remains £811,025 of uncommitted S106 monies where projects have not yet been identified.

6.2. The table below lists the proposed infrastructure projects, which will be coming forward in due course for consideration through the S106 approval process.

Contribution Type	Project Name	Funds Provisionally Allocated	Delivery by	Lead Org.	Status
Education	Education -specific S106 Clause	£278,439	TBC	WSCC	Process to Commence
Manor Royal PR	Public realm improvements at Crawter's Brook - Specific S106	£22,846	TBC	MRBID	Process to Commence
Manor Royal PR	Growth Programme	£141,495	2017/18	CBC/ WSCC	Process to Commence
Open Space	Memorial Gardens Play area	£170,000	2018/19	CBC	Process to Commence
Open Space	Kidborough Rd Play Area Type B, Gossops Green	£65,000	2018/19	CBC	Process to Commence
Open Space	Stoney Croft Type B Play Area, Ifield	£40,000	2018/19	CBC	Process to Commence
Open Space	2 Type A Play Areas, Broadfield	£26,000	2018/19	CBC	Process to Commence
Open Space	4 type A Play Areas, Ifield	£52,000	2019/20	CBC	Process to Commence
Open Space	2 Type A Play Areas, Pound Hill	£26,000	2019/20	CBC	Process to Commence

Contribution Type	Project Name	Funds Provisionally Allocated	Delivery by	Lead Org.	Status
Open Space	Perkstead Court Play Area, Bewbush	£20,000	2019/20	CBC	Process to Commence
Open Space	2 Type A Play Areas, Bewbush	£13,000	2019/20	CBC	Process to Commence
Open Space	Medlar Close, Langley Green - Type B Play Area	£65,000	2019/20	CBC	Process to Commence
Open Space	Meadowlands Type B Play Area, West Green	£40,000	2019/20	CBC	Process to Commence
Open Space	Southgate Playing Field	£19,173	TBC	CBC	Awaiting further contributions (project is specified in)
Open Space	Bewbush Changing Rooms	£209,695	TBC	CBC	Might not go ahead
Open Space	Specific S106 - see clause	£5,121	TBC	TBC	Process to Commence
Town Centre	Growth Programme	£50,000	2017/18	CBC	Process to Commence
Town Centre	Growth Programme	£148,609	2020/21	CBC/WSCC	Process to Commence
Town Centre	Art within the Town Centre - specific clause S106	£60,000	2020/21	S106	Process to Commence
Transport	WSCC Pelham Place Crossing, Broadfield	£38,145	2017/18	WSCC	Process to Commence
Transport	WSCC Drop Crossing, Boroughwide	£8,365	2017/18	WSCC	Process to Commence
Transport	WSCC School Keep Clear, East Crawley	£8,125	2017/18	WSCC	Process to Commence
Transport	WSCC Safer Route to School	£31,200	2017/18	WSCC	Process to Commence

Contribution Type	Project Name	Funds Provisionally Allocated	Delivery by	Lead Org.	Status
Transport	WSCC School Safety Zone - Ifield	£15,925	2017/18	WSCC	Process to Commence
Transport	Growth Programme	£819,045	2020/21	CBC/ WSCC	Process to Commence
Transport	Cycle Park 3 Bridges station, S106 restriction	£24,193	2020/21	S106	Process to Commence
Transport	TRO, parking restrictions - West Green Dr and Ifield Rd	£10,337	2020/21	WSCC	Process to Commence
Transport	Three Bridges Cycle Path	£60,000	2020/21	CBC	Process to Commence
Transport	WSCC Ifield Avenue Walking Cycling	£99,100	201//19	WSCC	Process to Commence
Transport	Roundabout Work Ifield - Specific S106	£229,598	2017/18	WSCC	Consideration report
Transport	WSCC Travel Plan - Manor Royal	£3,048	2020/21	WSCC	Process to Commence
Transport	WSCC to define project, S016 clause	£139,203	TBC	S106	Process to Commence
Transport	In case Pegler Way is to be returned to 2 way traffic - Specific S106 Clause	£107,850	TBC	S106	Process to Commence

£3,046,512

7. Summary of S106 Monies

7.1. The table below provides an overview of the S106 monies spent, received and committed during Q2&3 2017/18 and shows the change in the balance of S106 at the end of Q3 of the financial year 2017/18 (far right hand column) compared to the balance of S106 funds at the end of Q1, 2017/18 (2nd column from the left).

On Going Projects.

S106 Categories of Spend	Balance Brought Forward 01.07.17	Received Q2&3 2017/18	S106 Spend Q2&3 2017/18	Committed prior to Q2&3 2017/18 Project Ongoing	Committed Q2&3 2017/18	Provisionally Allocated Q2&3 2017/19	Uncommitted and no Provisional Allocation 01.01.18	Total Balance 2017/18
Transport	£2,455,198	£239,005	-£63,513	£922,324	£0	£1,594,134	£114,232	£2,630,690
Manor Royal PR	£186,923	£0	£0	£22,582	£0	£164,341	£0	£186,923
Library	£35,309	£6,414	£0	£0	£0	£0	£41,723	£41,723
Open Space	£1,130,729	£55,958	£0	£233,995	£61,585	£750,989	£140,118	£1,186,687
Town Centre	£330,109	£0	-£1,500	£40,000	£30,000	£258,609	£0	£328,609
Fire	£72,638	£5,764	£0	£0	£0	£0	£78,402	£78,402
Education	£429,305	£150,279	-£150,061	£0	£0	£278,439	£151,084	£429,523
CCTV	£53,291	£0	£0	£0	£0	£0	£53,291	£53,291
Affordable Housing	£41,000	£191,175	£0	£0	£0	£0	£232,175	£232,175
Total	£4,734,502	£648,595	-£215,074	£1,218,901	£91,585	£3,046,512	£811,025	£5,168,023

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