

CRAWLEY BOROUGH COUNCIL

DEVELOPMENT CONTROL COMMITTEE - 7 December 2015

REPORT NO: PES/178

B

<u>ITEM</u>	<u>REF NO</u>	<u>LOCATION</u>	<u>RECOMMEND</u>
001	CR/2015/0339/FUL	1 & 2 THE LYCHGATE, IFIELD STREET, IFIELD, CRAWLEY	REFUSE
002	CR/2015/0340/LBC	1 & 2 THE LYCHGATE, IFIELD STREET, IFIELD, CRAWLEY	REFUSE
003	CR/2015/0485/FUL	6 GOFFS CLOSE, SOUTHGATE, CRAWLEY	PERMIT
004	CR/2015/0625/FUL	27 MILL ROAD, THREE BRIDGES, CRAWLEY	PERMIT
005	CR/2015/0638/FUL	NORTHWEST HOUSE, GATWICK 23, GATWICK ROAD, NORTHGATE, CRAWLEY	PERMIT
006	CR/2015/0688/FUL	150 THREE BRIDGES ROAD, THREE BRIDGES, CRAWLEY, RH10 1LE	PERMIT
007	CR/2015/0715/FUL	112 WARREN DRIVE, IFIELD, CRAWLEY, RH11 0DH	PERMIT

REFERENCE NO: CR/2015/0339/FUL

LOCATION: 1 & 2 THE LYCHGATE, IFIELD STREET, IFIELD, CRAWLEY
PROPOSAL: ERECTION OF SINGLE STOREY EXTENSION, INTERNAL ALTERATIONS, CHANGE OF USE FROM COMMUNITY CHURCH USE AND ASSOCIATED OFFICE TO D1 (CLINIC), DEMOLITION OF EXISTING UNLISTED GARAGES AND SHEDS. (AMENDED DESCRIPTION AND PLANS)

TARGET DECISION DATE: 3 July 2015

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Bridgeham Clinic

AGENTS NAME: JNA Architects

PLANS & DRAWINGS CONSIDERED:

J1073-19 Proposed Elevations & Existing Building Amendments, LP1897-1 Existing Ground Floor Plan, LP1897-2 Existing Elevations, LP1897-3 Topographical Survey, CBC 0001 Remedial Works Diagram, J1073-17 Rev D Proposed Ground Floor Plan & Elevations, J1073-18 Rev A Site Location & Block Plans, Proposed Shed Floor Plan & Elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--|--|
| 1. | WSCC - Highways | No objection – The use of 9 spaces at the Rectory Farmhouse and 24 spaces under licence from the Barn Theatre should be sufficient for the proposal. The area is quiet with low traffic speeds |
| 2. | Ifield Village CAAC | On balance the development would be an improvement to Lychgate Cottages. |
| 3. | CBC - Planning
Arboricultural Officer | No objection to the revised proposal |
| 4. | Homes & Communities
Agency (HCA) | No comment received |
| 5. | CBC - Environmental
Health | No Objection |
| 6. | Cycle Forum | No comment received. |
| 7. | Listed Building Officer | Objection |

NEIGHBOUR NOTIFICATIONS:-

Not applicable. The application was advertised via site notices to front and rear and a press notice.

RESPONSES RECEIVED:-

Three representations have been received in support for the proposal on the following grounds:

- Improve and save an historic building through a privately led voluntary scheme.
- Net increase in space for community and business use.
- Net effect on traffic/activity modest compared to existing situation.
- Wide community support from Ifield Village Conservation Area Committee, church members and Church Planning Authorities.

- The development retains the historic attractive frontage of the building while introducing a contemporary solution to the mess at the rear.
- The removal of the shed and retention of landscaping will retain landscape and views around the church.
- Clear community benefit.
- The church has struggled to maintain the building and the proposal would ensure its protection, enhance the area and be a great asset to Ifield.

Five representations have been received objecting to the proposals on the following grounds:

- It would be completely out of character with the area and the Grade II Listed Building;
- Harmful impact upon setting of the Church and adjacent Barn Theatre
- The developer and increased customers would damage the private access road;
- Concern at air/noise pollution from the air conditioning units;
- Loss of trees and impact on character of the area;
- Loss of trees and impact on privacy of neighbours;
- Disruption to neighbours from increased use of the road;

Non planning related comments also include:

- The disrepair of the cottages is down to the Church;
- Why can't Bridgeham Clinic use existing facilities or expand his own home?
- Impact on the existing sewage/drainage system;
- Who will be responsible for the repair and up-keep of the private road?
- Permission should only be granted after other avenues for funds for the upkeep/repair of the building have been exhausted.
- Who is going to be responsible for blocked drains?
- Can restriction on the hours of use be applied to prevent disturbance to neighbours?
- Construction could impact upon neighbouring properties structures.

REASON FOR REPORTING TO COMMITTEE:-

At the request of Councillor Martin Stone.

THE APPLICATION SITE:-

- 1.1 The site is situated at the east end of Ifield Street and with the access to the Ifield Barn Theatre, St Margaret's Church and Rectory Farmhouse to the north. St Margaret's Church (Grade I Listed) is immediately to the west and Church Cottages to the east. To the north are the car-parks for The Barn Theatre and The Plough, whilst to the south is the lychgate and graveyard for the Church. There is pedestrian access from Ifield Street.
- 1.2 Situated towards the east end of the site is the 1 & 1/2 storey 1& 2 The Lychgate with much of the upper floor accommodation within the roof space. There are two prefabricated concrete garages to the north, one adjacent to the rear Garden of 1 Church Cottages and the other adjacent to the grass verge of the access road. The garden area is situated to the west of the building, and there are trees and hedging around the south west, west and north-west sides of the garden. There is a 2m high fence along the rear boundary with 1 Church Cottages to the east. There is parking for about 3-4 cars on site between and around the garages.
- 1.3 The application building itself is a grade II listed building and is faced in irregular sandstone to the south, with flat arched stone mullioned stained glass and leaded stained glass windows to the front. Some of the stonework faces and the window arches are beginning to fail. To the rear the building is far more utilitarian being finished in brick with little decorative embellishment. The roof has a plain clay peg tile.
- 1.4 The building is currently in use on the ground floor as church offices and at the time of earlier site visits there was also a playgroup using the site. The upper floor is in use as a flat sharing external access with users of the ground floor.

THE PROPOSED DEVELOPMENT:-

- 2.1 This planning application seeks permission for single storey rear extension, incorporating the demolition of the two concrete garages, and a change of use of the ground floor to incorporate church offices, and rooms and use as a clinic, including exercise sessions. Parking would be provided off site outside of the red line area under the control of the applicant within the Barn Theatre car-park.
- 2.2 The extension would comprise three main elements.
 1. Adjacent to the main building there would be a flat roof element finished in brick. It would project from between 4.8m to 8.6m from the rear elevation of the main part of the building and between 2.1m and 4m from the projecting full height projecting gable. It would be 3.5m in height.
 2. The brick element would be separated from the remainder of the extension by a feature stone wall that would run parallel to the site boundary with the access road. This would be 16.8m long and would extend marginally beyond the side elevations of the existing building. It would be 3.6m high.
 3. Between the wall and to within 0.7m of the northern boundary to the grass verge of the access road, there would be a further 3.2m deep extension, 14.7m wide, finished in vertical timber cladding with extensive glazing. It would be 3.2m in height. Due to the angle of the development running parallel to the road this element of the extension would also project approximately 0.5m from the west elevation of the existing building.
- 2.3 The total depth of the extension to the building would be from 8.2m to 12m from the main rear elevation of the building excluding the rear gable and between 4m and 8.4m from the rear gable.
- 2.4 The storage building originally proposed close to the western boundary of the site has been deleted from the application and the trees and hedging along the western and north western boundaries would now be retained. A mature Ash on land outside the site would be lost to the north of the proposal.
- 2.5 The air conditioning units originally proposed have also been deleted from the application.

PLANNING HISTORY:-

- 3.1 In 1986 temporary planning permission was granted for three years for a change of use of the ground floor to Sunday School and other ancillary uses to the church ref. CR/739/1986.
- 3.2 In 1989 temporary planning permission was granted for two years for a change of use of the ground floor to Sunday School and other ancillary uses to the church ref. CR/609/1989.
- 3.3 In 2005 planning permission was granted for a change of use of the meeting room into a parish office. Ref CR/2005/0453/COU and Listed Building Consent was granted for the erection of handrails. Ref. CR/2005/0454/LBC.
- 3.4 There is a concurrent application for listed building consent ref. CR/2015/0340/LBC.

PLANNING POLICY:-

The National Planning Policy Framework 2012

- 4.1 The presumption in favour of sustainable development runs through the NPPF
- 4.2 Chapter 12 addresses conserving and enhancing the historic environment. Paragraph 131 sets out that it is desirable to sustain and enhance the significance of heritage assets and use them for viable uses consistent with their conservation value and that they make a positive contribution to local character and distinctiveness. Paragraph 132 highlights the importance of considering the significance of the heritage asset and that any harm or loss should require clear and convincing justification. Para. 134 further expands upon this and requires the harm caused to be weighed against the public benefits.

- 4.3 Chapter 12 para 133 provides guidance on where a proposed development will lead to substantial harm or total loss of a heritage asset. It states that: *“local planning authorities should refuse consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*
- *the nature of the heritage asset prevents all reasonable uses of the site; and*
 - *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
 - *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
 - *the harm or loss is outweighed by the benefit of bringing the site back into use.”*
- 4.4 Para 28 supports a prosperous rural economy, including supporting the sustainable growth and expansion of all types of business and enterprise, including through conversion of existing and erection of new buildings. It also supports the retention and development of local services and community facilities such as meeting places and places of worship.
- 4.5 Paras 29 – 41 seek to promote sustainable transport to give people a real choice about how they travel. Developments that generate significant amounts of movements should be supported by Transport Statements and consideration given to ensure there is safe and suitable access, opportunities for sustainable transport modes are taken up and that development should only be refused on transport grounds where the residual impacts of development are severe.
- 4.6 Paras 69 – 70 supports the delivery of social, cultural and recreational facilities.
- 4.7 Para 109 seeks to protect valued landscapes.

The LDF Core Strategy 2008

- 4.8 Policy ICS1 supports the provision of new or improved community, sports, arts and leisure facilities. It seeks to protect community and leisure facilities where they contribute to the neighbourhood or town overall unless a replacement or improvement to services is protected. Policy ICS1 states that facilities which serve the needs of the town as a whole should be located within the town centre or if this is not achievable at other locations, preferably on the edge of town which are readily accessible by all modes of transport, particularly public transport. Proposals for joint provision and sharing will be encouraged.
- 4.9 Policy T3 requires the provision of parking that takes into account the Council’s maximum standards and maximises the potential for public transport use.
- 4.10 Policy C1 seeks to protect the countryside for countryside uses. Development will only be granted if it is consistent with national policy.

Crawley Borough Local Plan 2000

- 4.11 The Crawley Borough Local Plan 2000 contains the following “saved” policies which are relevant to this case:
- 4.12 GD1 - The Normal Requirements of All Development - Requires new development to respect its location, neighbouring development and the natural features of the site;
- 4.13 GD3 – Operational requirements for a Site- which requires new development to meet its operational requirements e.g. parking, servicing and access;
- 4.14 BN2 – Development in Conservation Areas seeks to preserve and enhance Conservation Area, including considering the activity proposed, and views into and out of the conservation area;
- 4.15 BN8 – Ifield Village Conservation Area - Seeks to preserve and enhance the village character and rural setting of Ifield Village Conservation Area, including protecting important features such as hedgerows, trees, paths, ponds and water-courses, take opportunities to reduce parking in Ifield Street, management of paddocks, repair of boundary walls, fences and hedgerows;

- 4.16 BN11 Listed Buildings, requires consideration of the impacts on listed buildings and their setting.
- 4.17 C7 – Development of Existing Buildings in the Countryside - Proposal to change the use of existing non-residential buildings in the countryside will be permitted if:
- The building is capable of conversion suitable for the purpose;
 - The use can be accommodated within the building or does not change the character of surrounding land;
 - The use would not generate traffic inappropriate to rural roads or require improvements out of keeping with its surroundings;
 - The majority of parking is on existing areas of hardstanding;
 - Adverts and signs are kept to a minimum;
- 4.18 COM15 supports community service facilities being designed and available for a range of community groups

The Crawley Borough Local Plan 2015-2030 Submission Modifications Draft June 2015

- 4.19 The plan has now been found sound by the Planning Inspectorate and it is considered that the document now has substantial weight as it moves towards final adoption (expected on 16th December 2015). The following policies are relevant:
- 4.20 CH3 - The Normal requirements of All New Development, includes consideration of context, impacts and operational requirements including access, car and cycle parking, and storage and collection of waste.
- 4.21 CH9 - Development Outside the Built Up Area Boundary, in addition to visual impacts includes consideration of lighting, ensuring parking is not visually prominent, restricting unacceptable noise and frequency of noise in areas valued for their recreational or amenity value, does not generate traffic inappropriate to rural roads, and does not introduce a use incompatible with the countryside. The policy requires proposals for this area to respect the areas positive relationship with the urban edge and links to wider countryside will be encouraged.
- 4.22 CH12 - Heritage Assets seeks to ensure heritage assets are not lost as a result of development and CH13 – Conservation Areas - specially requires development within Conservation Areas to protect or enhance the character of the area.
- 4.23 ENV11 - Development and Noise seeks to protect peoples' quality of life from unacceptable noise impacts.
- 4.24 IN3 - Development and requirements for sustainable Transport seeks to concentrate development in locations where sustainable travel patterns can be achieved, where the access needs generated can be met and not cause an unacceptable impact in terms of traffic congestion, or highway safety. Development will be permitted unless the impact on the transport network would be severe and cannot be mitigated.
- 4.25 IN4 - Car and Cycle Standards requires the adequate provision of car and cycle parking in accordance with the Council's adopted standards.

PLANNING CONSIDERATIONS:-

- 5.1 The proposal would retain the existing uses on site with residential on the 1st floor and the ground floor comprising a primarily church related uses. It would also introduce a clinic with consulting rooms and exercise classes. Much of the resultant space created would be shared by the church and clinic uses at different times. The clinic use would predominantly operate during the working week with church uses predominating on Sunday. Therefore, notwithstanding the clinic use would be a commercial venture (economic development being supported in principle by the NPPF), there would not be material change of use, and subject to consideration of the whether the impacts of the development would be acceptable at this location in principle it could be acceptable.

5.2 The following issues are therefore the determining considerations of this application:

- The impact on neighbouring occupiers amenities;
- The impact on the character of the listed building, the street scene, Ifield Conservation Area and the countryside (including trees);
- The impact on parking, the highway and the operational requirements of the development;

The impact on neighbouring occupiers' amenities:

5.3 The proposed expanded use of the site to include a clinic with exercise classes in addition to the existing church uses would result in a more intensive use of the site. It is therefore likely that there would be an increase in vehicle movements to and from the area, and in the level of activity from within the building itself. This could potentially have an impact on the amenities of neighbouring occupiers including the houses to the east and the occupier of the 1st floor flat within the existing building.

5.4 Most uses within the building itself are however unlikely to result in a significant increase in noise within the area, although concern is expressed by objectors regarding noise from exercise classes. The relatively small size of the accommodation and its subdivision would restrict large numbers of people gathering together as a single group within the building. The applicant has commented that there would be a maximum of 13 visitors and additional staff (although the latter is undefined within the application), this is unlikely to result in significant disturbance to nearby occupiers. These are relatively small numbers and it is not considered that either activities within the building or on the adjacent access road would harmfully impact on nearby occupiers.

5.5 The extension itself would be set below the level of the 1st floor windows and it would not therefore be considered to adversely impact upon the occupiers of the 1st floor flat.

5.6 The extension to the rear would extend back 12m from the main rear elevation of the building which is approximately 8m beyond the rear elevation of no.1 Church Cottages. It would be 0.3m from the boundary with the dwelling at its closest point although at its greatest depth it would be 3.4m from the boundary due to a change in angle of the extension at the point the feature stone wall would be provided. The much smaller concrete garage on the boundary between the two buildings approximately 6m in length would be removed.

5.7 Notwithstanding the removal of the garage, the extension would extend almost the whole depth of the site and to a significant depth, 8m, of the neighbouring garden at no.1 Church Cottages. Notwithstanding the gap of between 1.3m-3.4m to the boundary, 1 Church Cottages is angled towards the application site its rear elevation faces directly the rear of the extension. With a height of between 3.7m at the feature wall, to 3.5m to the brick element closest to the original building and 3.2m towards the road, the extension is a relatively large single storey flat roof addition, that would be visible above a 2m high boundary fence, and it is considered therefore that its siting and massing would be overbearing and would harm the amenities of the occupier of 1 Church Cottages.

The impact on the character of the Listed Building, the street scene, Ifield Conservation Area and the Countryside (including trees):

5.8 It is accepted in principle that the development could result in the restoration and re-use of the ground floor of the existing building and detailed consideration of the acceptability of the development in relation to the special architectural and historic character of the listed building is covered by the related application CR/2015/0340/LBC for listed building consent.

5.9 The proposal would introduce a radically new design to the rear of building comprising approximately 100sqm of flat roof extension to a retained ground floor of approximately 100sqm. The proposal would therefore roughly double the footprint of the building, and would extend to within 0.7m of the site boundary with the grass verge to the access road to the north. Two modestly sized, although unattractive pre-cast concrete garages and a mature ash just outside the boundary to the north would be removed.

5.10 The proposal would appear very dominant in the street scene to the rear of the building when viewed from the west and north. A tree with amenity would be lost, and there would be no space within the

site or the surrounding area under the control of the applicant for a replacement. Visually the extension would significantly alter the street scene, introducing a significantly urbanising element within the Ifield Conservation Area that cannot be mitigated adequately by replacement planting due to its position close to the boundary with the road. It is therefore considered that the proposal would harm the character of Ifield Conservation Area, a recognised heritage asset and that it would adversely impact upon the setting of the Grade II listed 1 & 2 The Lychgate within the wider area, changing its relationship to the grade I Listed Margaret's Church to the south west by making the rear/north facing elevation the primary access to the building.

The impact on parking, the highway and the operational requirements of the development:

- 5.11 No car parking spaces would be provided with the development, for either visitors to the ground floor clinic and church uses or the 1st floor flat. The applicant has advised that an arrangement has been made with The Barn theatre to use its car park to provide 27 spaces. The main parking area is not therefore within the applicant's control. The applicant also owns the house Rectory Farmhouse to the west of the application site and has stated that the 9 spaces here could also be used for parking, although this is again not shown as being in the applicant's ownership and could not therefore be subject to controls.
- 5.12 The applicant has not demonstrated that they can provide parking for the proposed development. It is considered on balance that due to the relatively quiet character of the area, and the likelihood of parking being available at either the car-park to the north-east, or within the car park for the Barn Theatre, that the resultant development would be unlikely to result in such large numbers of visitors that there would be an significantly adverse impact upon either the operation of the private access road and the nearby public highway, although there maybe congestion to local residents as opposed to highway safety issues.
- 5.13 Cycle parking is proposed for to the north of the building, and an area would also be provided for bin storage. It is therefore considered that both of these requirements can be met on site.
- 5.14 Notwithstanding the use cannot meet its own parking requirements on site and there is limited parking available on the adjacent private road, it is considered on balance that the risk from the lack of provision of parking would be unlikely to result in issues with the safe operation of the adjacent roads, or impacts on the character of the Conservation area and it is therefore considered the development would be acceptable in this regard.

Other

- 5.15 A number of objectors have raised issues regarding the sewers in the area. The applicant will have to comply with building regulations in regard to drainage and sewers, and if there are further issues off site these will need to be resolved with the drainage authority Thames Water. These issues would not be a consideration in the determination of this planning application for an extension to an existing premises.
- 5.16 Comments have also been made regarding whether the owner has made applications for grants/money to restore the building. As the development is considered to result in substantial harm to a heritage asset that is not outweighed by substantial public benefit, it is not necessary to consider this further.

CONCLUSIONS:-

- 6.1 The proposed extensions would cause significant harm to the setting of the listed building and Ifield Conservation Area and it is not considered that evidence has been provided to prove that there would be a significant public benefit that would outweigh the harm to these heritage assets. The development would also cause harm to the residential amenities of the occupiers of 1 Church Cottages. Notwithstanding the lack of parking, on balance it is considered that this would be acceptable, and the operational requirements of the site could therefore be met without a significant impact upon the character of the area or the operation of the highway.

6.2 The proposed extension and use of the building would therefore conflict with a number of the relevant NPPF paragraphs, and the adopted and emerging Local Development Plan policies, and it is therefore recommended that planning permission be refused for the following reasons.

RECOMMENDATION RE: CR/2015/0339/FUL

REFUSE - For the following reason(s):-

1. The proposed extensions to the building by virtue of their siting, massing and prominence in the street scene, would have a significantly harmful impact on the character of Ifield Conservation Area contrary to 'saved' policies BN2 and BN8 of the Crawley Borough Local Plan 2000, CH12 and CH13 of the emerging Crawley Borough Local Plan 2015-2030 and Chapter 12 of the NPPF 2012.
2. The development by virtue of its siting, scale, prominent location and alterations to the layout of the building, would result in a significant alteration to the character of the Listed building and its relationship to the adjacent grade I listed St. Margaret's Church, that would harm the special architectural and historic importance of the building and its setting contrary to 'saved' policy BN11 of the Crawley Borough Local Plan 2000, CH12 of the emerging Crawley Borough Local Plan 2015-2013 and Chapter 12 of the NPPF 2012.
3. The proposed extension by virtue of its siting, massing and its close relationship to no. 1 Church Cottages would result in an overbearing impact that would harm the amenities of the occupiers of this dwelling contrary to 'saved' policy GD1 of the Crawley Borough Local Plan and CH3 of the merging Crawley Borough Local Plan 2015-2030.

NPPF Statement

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

Providing advice in a timely and manner through pre-application discussions, correspondence and meetings.

Liaising and meeting with members, consultees, respondents, the applicant and the 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.

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

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



Crawley Borough Council,
Town Hall,
The Boulevard,
Crawley,
West Sussex RH10 1UZ

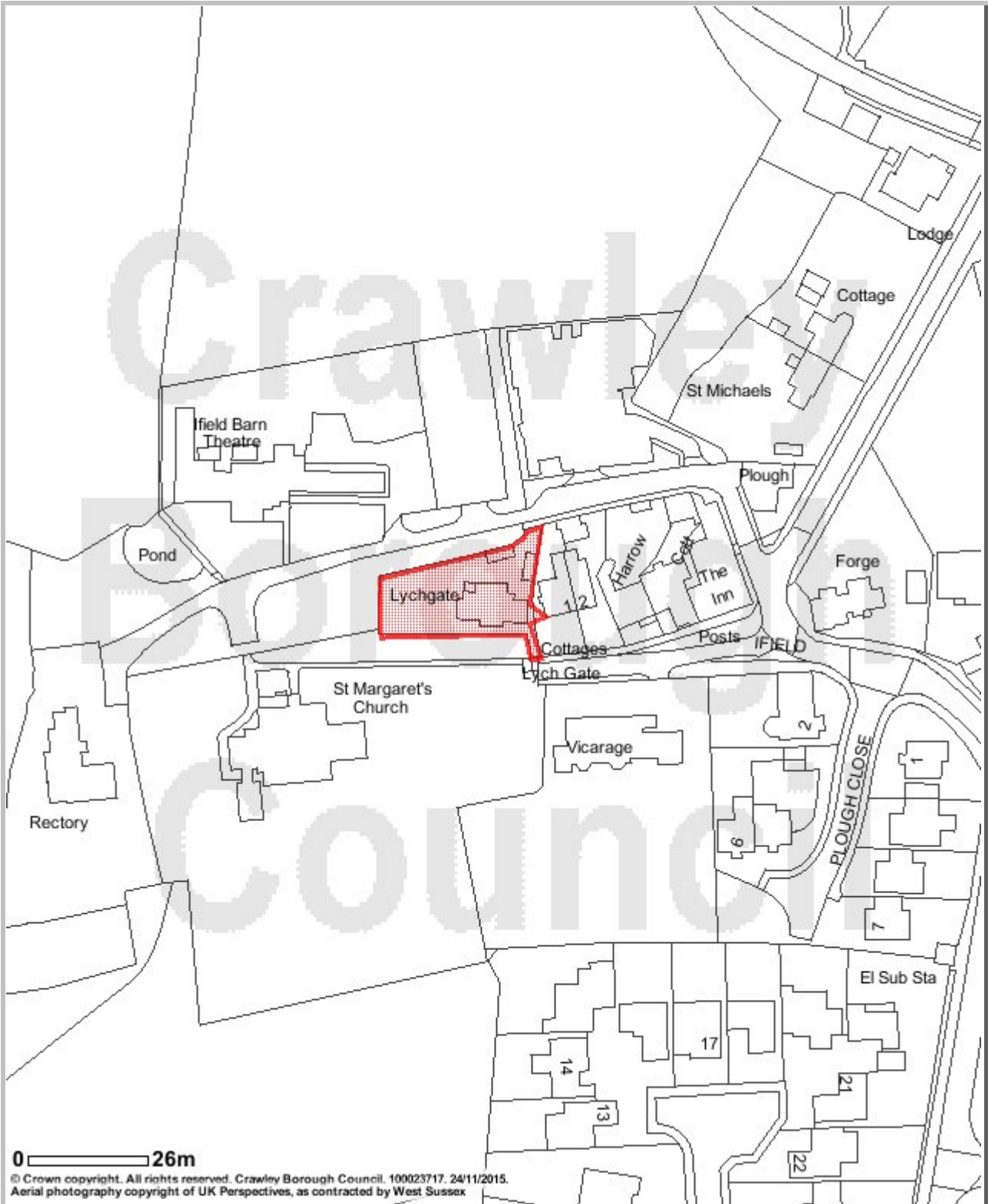
Tel: 01293 438000
Fax: 01293 438603

CR/2015/0339/FUL

Date 23 November 2015

Approx. Scale 1:1,250

**1 & 2 THE LYCHGATE, IFIELD STREET, IFIELD,
CRAWLEY**



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REFERENCE NO: CR/2015/0340/LBC

LOCATION: 1 & 2 THE LYCHGATE, IFIELD STREET, IFIELD, CRAWLEY
PROPOSAL: LISTED BUILDING CONSENT FOR THE ERECTION OF SINGLE STOREY EXTENSION, INTERNAL ALTERATIONS, CHANGE OF USE FROM COMMUNITY CHURCH USE AND ASSOCIATED OFFICE TO D1 (CLINIC), DEMOLITION OF EXISTING UNLISTED GARAGES AND SHEDS. (AMENDED DESCRIPTION AND PLANS)

TARGET DECISION DATE: 3 July 2015

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Bridgeham Clinic

AGENTS NAME: JNA Architects

PLANS & DRAWINGS CONSIDERED:

J1073-19 Proposed Elevations & Existing Building Amendments, LP1897-1 Existing Ground Floor Plan, LP1897-2 Existing Elevations, LP1897-3 Topographical Survey, CBC 0001 Remedial Works Diagram, J1073-17 Rev D Proposed Ground Floor Plan & Elevations, J1073-18 Rev A Site Location & Block Plans, Proposed Shed Floor Plan & Elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. Ifield Village CAAC On balance the development would be an improvement to 1 & 2 The Lychgate
2. Listed Building Officer Objection

NEIGHBOUR NOTIFICATIONS:-

Not applicable. The application was advertised via site notices to front and rear and a press notice.

RESPONSES RECEIVED:-

Three representations have been received in support for the proposal on the following grounds:

- Improve and save an historic building through a privately led voluntary scheme.
- Net increase in space for community and business use.
- Net effect on traffic/activity modest compared to existing situation.
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- The development retains the historic attractive frontage of the building while introducing a contemporary solution to the mess at the rear.
- The removal of the shed and retention of landscaping will retain landscape and views around the church.
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- The church has struggled to maintain the building and the proposal would ensure its protection, enhance the area and be a great asset to Ifield.

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- It would be completely out of character with the area and the Grade II Listed Building;
- Harmful impact upon setting of the Church and adjacent Barn Theatre
- Loss of trees and impact on character of the area;

Non planning related comments also include:

- The disrepair of the cottages is down to the Church;
- Permission should only be granted after other avenues for funds for the upkeep/repair of the building have been exhausted.

REASON FOR REPORTING TO COMMITTEE:-

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THE APPLICATION SITE:-

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- 1.2 Situated towards the east end of the site is the 1 & 1/2 storey 1 & 2 The Lychgate with much of the upper floor accommodation within the roof space. There are two prefabricated concrete garages to the north, one adjacent to the rear Garden of 1 Church Cottages and the other adjacent to the grass verge of the access road. The garden area is situated to the west of the building, and there are trees and hedging around the south west, west and north west sides of the garden. There is a 2m high fence along the rear boundary with 1 Church Cottages to the east. There is parking for about 3-4 cars on site between and around the garages.
- 1.3 The application building itself is Grade II Listed and is faced in irregular sandstone to the south, with flat arched stone mullioned stained glass and leaded stained glass windows to the front. Some of the stonework faces and the window arches are beginning to fail. To the rear the building is far more utilitarian being finished in brick with little decorative embellishment. The roof is a plain clay peg tiles. There are gabled dormer and
- 1.4 The building is currently in use on the ground floor as church offices and at the time of earlier site visits there was also a playgroup using the site. The upper floor is in use as a flat sharing external access with users of the ground floor.

THE PROPOSED DEVELOPMENT:-

- 2.1 This listed building consent seeks permission for single storey rear extension, incorporating the demolition of the two concrete garages, and a change of use of the ground floor to incorporate church offices, and rooms and use as a clinic, including exercise sessions.
- 2.2 The extension would comprise three main elements.
 - 1 Adjacent to the main building there would be a flat roof element finished in brick. It would project from between 4.8m to 8.6m from the rear elevation of the main part of the building and between 2.1m and 4m from the projecting full height projecting gable. It would be 3.5m in height.
 2. The brick element would be separated from the remainder of the extension by a feature stone wall that would run parallel to the site boundary with the access road. This would be 16.8m long and would extend marginally beyond the side elevations of the existing building. It would be 3.6m high.
 3. Between the wall and to within 0.7m of the northern boundary to the grass verge of the access road, there would be a further 3.2m deep extension, 14.7m wide, finished in vertical timber cladding with extensive glazing. It would be 3.2m in height. Due to the angle of the development running parallel to

the road this element of the extension would also project approximately 0.5m from the west elevation of the existing building.

- 2.3 The total depth of the extension to the building would be from 8.2m to 12m from the main rear elevation of the building excluding the rear gable and between 4m and 8.4m from the rear gable.
- 2.4 The storage building originally proposed close to the western boundary of the site has been deleted from the application and the trees and hedging along the western and north western boundaries would now be retained. A mature Ash would be lost to the north of the proposal.
- 2.5 The air conditioning units originally proposed have also been deleted from the application.

PLANNING HISTORY:-

- 3.5 In 1986 temporary planning permission was granted for three years for a change of use of the ground floor to Sunday School and other ancillary uses to the church ref. CR/739/1986.
- 3.6 In 1989 temporary planning permission was granted for two years for a change of use of the ground floor to Sunday School and other ancillary uses to the church ref. CR/609/1989.
- 3.7 In 2005 planning permission was granted for a change of use of the meeting room into a parish office. Ref CR/2005/0453/COU and Listed Building Consent was granted for the erection of handrails. Ref. CR/2005/0454/LBC.
- 3.8 There is a concurrent planning application ref. CR/2015/0339/FUL.

PLANNING POLICY:-

The National Planning Policy Framework 2012

- 4.1 Chapter 12 addresses conserving and enhancing the historic environment. Paragraph 131 sets out that it is desirable to sustain and enhance the significance of heritage assets and use them for viable uses consistent with their conservation value and that they make a positive contribution to local character and distinctiveness. Paragraph 132 highlights the importance of considering the significance of the heritage asset and that any harm or loss should require clear and convincing justification. Para. 134 further expands upon this and requires the harm caused to be weighed against the public benefits.
- 4.2 Chapter 12 para 133 provides guidance on where a proposed development will lead to substantial harm or total loss of a heritage asset. It states that: *“Local Planning Authorities should refuse consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*
 - *the nature of the heritage asset prevents all reasonable uses of the site; and*
 - *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
 - *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
 - *the harm or loss is outweighed by the benefit of bringing the site back into use.”*

Crawley Borough Local Plan 2015-2030 Submission Modifications Draft June 2015.

- 4.3 The plan has now been found sound by the Planning Inspectorate and it is considered that the document now has substantial weight as it moves towards final adoption (expected on 16th December 2015).
- 4.4 Policy CH12 seeks to ensure heritage assets are not lost to development and the impact on their setting is acceptable.

“Saved” policies of the Crawley Borough Local Plan 2000:

- 4.5 Policies BN11 and BN14 – require development to retain, preserve and enhance the special historic and architectural character of listed buildings, including their setting.

PLANNING CONSIDERATIONS:-

- 5.1 The determining consideration is the impact of the development upon the special architectural and historic character of the Listed Building.
- 5.2 The proposed extension would be a significant addition that would double the ground floor of the existing building, whilst changing the main orientation of the building from the main façade to the south to the access road to the north. It would result in the loss of a significant area to the north of the building that helps to provide a semi-rural setting between the building and the road. It is therefore considered that the development would cause harm to the special architectural and historic character and setting of the building.
- 5.3 The Council's listed buildings advisor considers that insufficient information has been provided to assess the impact on the significance of the heritage assets affected by this development namely the character and fabric of 1& 2 The Lychgate itself and the setting of the adjacent grade I Listed St Margaret's Church. Issues highlighted include the impact of render on the historic fabric of the building, a need for foundation details/footing depths of the existing and proposed building to ensure differential movement between existing and proposed extensions does not damage the existing building and additional consideration of internal alterations, including details of materials and techniques.

CONCLUSIONS:-

- 5.1 It is not considered that the wider public benefit brought about by the development would outweigh the damage done to the heritage asset and it is therefore considered the development conflicts with the NPPF 2012 and adopted and emerging Local Development Plan Policies,

RECOMMENDATION RE: CR/2015/0340/LBC

REFUSE - For the following reason(s):-

1. The development by virtue of its siting, scale and massing would have a harmful impact on the special architectural and historic character and setting of the listed building that would not be outweighed by wider benefits contrary to Paragraph 132 of the NPPF 2012, 'saved' policy BN11 of the Crawley Borough Local Plan and policy CH 12 of the emerging Crawley Borough Local Plan 2015-2030.
2. The applicant has failed to demonstrate that the proposed development would not have a significantly harmful impact on the special architectural and historic character and fabric of the listed building contrary to Paragraph 132 of the NPPF 2012, 'saved' policy BN11 of the Crawley Borough Local Plan and policy CH 12 of the emerging Crawley Borough Local Plan 2015-2030.



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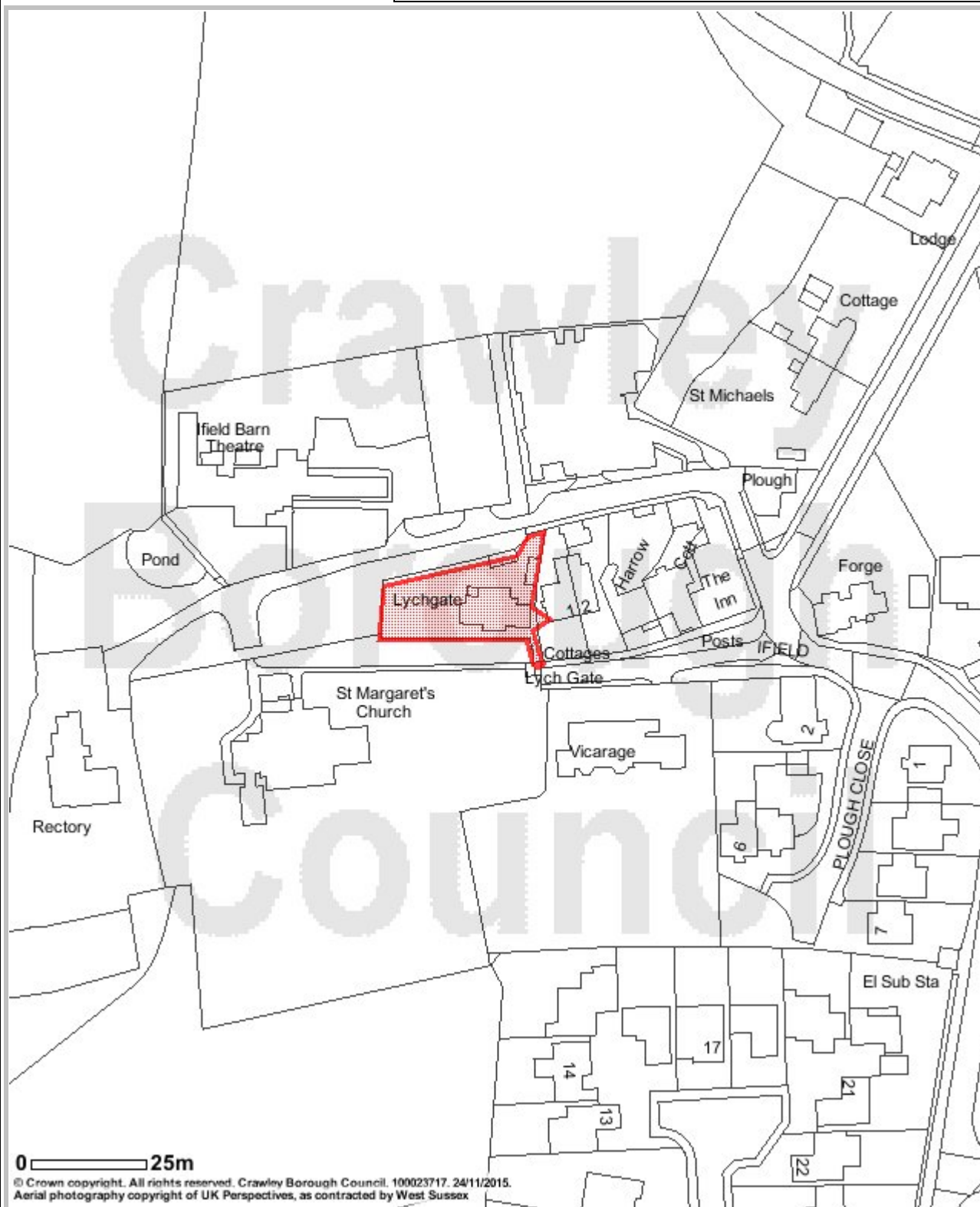
Tel: 01293 438000
Fax: 01293 438603

CR/2015/0340/LBC

Date 23 November 2015

Approx. Scale 1:1,250

**1 & 2 THE LYCHGATE, IFIELD STREET, IFIELD,
CRAWLEY**



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REFERENCE NO: CR/2015/0485/FUL

LOCATION: 6 GOFFS CLOSE, SOUTHGATE, CRAWLEY
PROPOSAL: ERECTION OF TWO STOREY REAR EXTENSION AND CONVERSION OF LOFT SPACE TO HABITABLE ACCOMMODATION INCLUDING REAR FACING BALCONY, GARAGE CONVERSION AND ERECTION OF INFILL GROUND FLOOR EXTENSION TO LINK GARAGE TO MAIN HOUSE AND PITCHED ROOF OVER GARAGE.

TARGET DECISION DATE: 17 September 2015

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Mr Ian Turner

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

CBC0001 Site Location Plan, CBC0002 Block Plan, 6GC-01/1 Existing & Proposed Floor Plans, Existing & Proposed Elevations, 6GC-01/2 Rev A1 Proposed Elevations, Proposed First Floor Plan

NEIGHBOUR NOTIFICATIONS:-

2 to 5 and 7 to 11 Goffs Close

RESPONSES RECEIVED:-

Representations have been received from 9 dwellings objecting to the proposal on the following grounds:

- A loss of light and increased dominance from increased height of proposal to the occupier of no.5 to the north.
- Balcony results in a loss of privacy to neighbours rear gardens and windows.

REASON FOR REPORTING TO COMMITTEE:-

There are more than 4 objections to a recommendation to permit.

PLANNING HISTORY:-

- 1.1 In 2012 planning permission was granted for a two storey rear extension with rear facing balcony and for a single storey side extension. The current development on site has not been erected in accordance with this permission. Ref. CR/2012/0216/FUL.
- 1.2 The applicant has erected a two storey rear (with roof balcony) extension and single storey side extension to the property. These extensions as erected do not strictly accord with the approved plans (CR/2012/0216/FUL) or the currently submitted plans for consideration.
- 1.3 The two storey element of the extension is in accordance with the currently submitted plans except for a curved balustrade to the balcony rather than the submitted straight balustrade.
- 1.4 The side extension as currently erected is larger than both the development permitted under ref. CR/2012/0216/FUL and the current proposals submitted as a part of this application.

1.2 The current application is as a result of an enforcement investigation

THE APPLICATION SITE:-

- 2.1 The application property is a two storey brick detached dwelling located at the southern end of Goffs Close in Southgate. The property originally had a detached, single, flat roofed garage to the side and had not been previously extended. The four properties at this end of the Close (No's 5-8) were originally of the same design, and differ from the other properties in the Close.
- 2.2 To the south/east of the property is Horsham Road. The site is screened from the road by a number of large trees on West Sussex County Council land. The application property can be glimpsed through the trees from the properties on the southern/eastern side of Horsham Road.
- 2.3 No 5 Goffs Close to the north has a ground floor level approximately 0.5m lower than the application site.

THE PROPOSED DEVELOPMENT:-

- 3.1 This planning application is part retrospective in that the two storey rear extension with balcony within the roof has been erected in accordance with the submitted plans, but the proposed single storey rear/side extension will be reduced in size compared to the single storey extension currently erected on site.
- 2.2 The two storey rear extension does not differ in overall dimensions from what has been previously permitted, however the balcony in the rear facing roof slope is higher up the roof and splays differently at the base and the fenestration is different. The applicant is also proposing a flat balustrade for the balcony, (similar to that previously permitted), and not the curved one currently in situ.
- 2.3 The single storey side extension proposed would have a side wall with parapet with a height of 2.5m from their ground level facing the neighbour to the north. The ridged roof would then rise to a height of 4m from ground level, 1.8m from the boundary. The existing unauthorised parapet wall facing the neighbour to the north is approximately 3.3m in height and would be reduced in height by the proposed development.

PLANNING POLICY:-

The National Planning Policy Framework 2012

- 4.1 The National Planning Policy Framework (NPPF) was adopted in March 2012. The core principles 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.
- 4.2 Chapter 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.

Crawley Borough Local Plan 2000 LDF

- 4.3 Policy GD1 states that planning permission will not be granted for development unless it is appropriate to the location; views and spaces around and between the buildings on the site and development should not cause unreasonable harm to amenities and environment of its surroundings. The development should provide a satisfactory environment. GD2 specifically refers to ensuring development relates sympathetically to its surroundings. Policy H19 states that residential extensions should not adversely affect the character and appearance of the existing property, or the surrounding area.

Local Development Framework Core Strategy 2008

- 4.4 Policy EN5 seeks to ensure that all new development should be based on a thorough understanding of the context, significance and distinctiveness of its site and surroundings and be of high quality in terms of its urban landscape and architectural design and materials.

Crawley Borough Local Plan (2015-2030) Modifications Consultation Draft June (2015):

- 4.5 This document has now been subject of an Examination in Public and has been found sound by the Planning Inspectorate. The document now has substantial weight as it moves towards adoption (expected 16th December 2015).
- 4.6 Policy CH2 'Principles of Good Urban Design' seeks to assist in the creation, retention or enhancement of successful places in Crawley.
- 4.7 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, including consideration of overlooking, dominance, or overshadowing 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.

Supplementary Planning Documents

- 4.8 Of relevance are Supplementary Planning Guidance Note 5 "Residential Extensions and Alterations" and SPD Planning Obligations and S106 Agreements that includes the Crawley borough Council parking standards.

PLANNING CONSIDERATIONS:-

- 5.1 The key issues in the consideration of this application are:

- The impact on the amenities of occupiers of neighbouring properties;
- The impact on the character of the dwelling, the street-scene and character of the area;
- The impact on parking;

Impact on the amenities of neighbouring occupiers

- 5.2 The single storey element (garage conversion and link extension) abuts the boundary with No.5. The original garage had a flat roof to a height to approximately 2.4-2.5 metres on the shared boundary. The proposed pitched roof would have a maximum height of 3.8 metres and the parapet wall adjacent to the neighbour would now be 2.5m in height. The application site is on higher land to No.5 by 0.3m to 0.5m, however the amendment to the proposal to reduce the height of the side wall so that it would be only 0.1m taller than that previously approved under ref. CR/2012/0216/FUL is not considered to result a demonstrably greater impact on neighbours amenities.
- 5.3 The two storey rear extension is 3.5 metres deep and extends across the entire original rear elevation of the dwelling. A balcony has been created within the rear facing roof plane with a floor area of 2.6sq metres. The roof to the side of the balcony provides some screening to prevent overlooking into the first floor windows of neighbouring properties however the relatively low level of the sloping roof to the sides of the balcony and the set back of the extension into the rear garden relative to the neighbouring properties, added to the increased height of the balcony and its size relative to the balcony originally permitted, results in a greater overlooking of the gardens of adjacent properties to the detriment of their occupiers compared to the permission granted under ref. CR/2012/0216/FUL.
- 5.4 The two storey element is set in from both side boundaries. It is 1 metre away from the shared boundary with No.7 to the south west, and 5 metres away from the dwelling house, and 4 metres away from the shared boundary with No.5 to the north east and 5 metres away from this neighbouring dwelling house. However, given the spacing between dwellings, and the orientation of the site facing south east, it is considered that the distance from neighbouring dwellings does not result in harmful

overshadowing. The extensions are visible from both dwellings and their gardens, but there are no side facing first floor windows that result in harmful overlooking.

- 5.5 The insertion of roof-lights on the front and side elevations is not considered to have resulted in an adverse impact to neighbouring properties and their relative height from the floor level precludes a need for them to be obscure glazed. It is not therefore considered necessary to control these windows due to their position facing the side elevations of neighbouring dwellings with no direct overlooking of neighbouring properties or gardens.

Impact on the character of the dwelling and wider street-scene area

- 5.6 The proposed two storey rear extension is located to the rear of the property and it does not extend beyond the width of the existing dwelling. It would be glimpsed from the street-scene, but the amendment from gable to hipped roof would not appear so incongruous.
- 5.7 The single storey side extension, whilst not as modest as the original garage on site, or the permitted extension (ref CR/2012/0216/FUL) is considered by virtue of its set back from the front of the property, distance from the road and retention of space at the 1st floor level, to not harm the visual amenities of the area/street scene.

Impact on parking

- 5.8 SPD Planning Obligations and S106 Agreements seek to ensure the parking requirements for any development is met. It states that for a 3 bedroom plus dwelling parking provision should be at a maximum standard of 2-3 parking spaces
- 5.9 The proposed garage conversion would result in the loss of one parking space. The existing driveway is approximately 13 metres long to the edge of the WSCC highway/footpath. This could accommodate two vehicles clear of the highway. This parking layout is considered to be acceptable within this cul-de sac and it would not cause severe impacts to the highway in the area.

CONCLUSIONS:-

- 6.1 The balcony increases the impact on neighbouring occupiers' amenities in terms of greater overlooking, but on balance due to the permission already granted for a balcony, it is not considered that the increase in harm is significant enough of itself to warrant a refusal on loss of privacy grounds. The extensions would not have a demonstrably greater harmful impact upon the amenities of the neighbouring occupiers than previously approved under ref. CR/2012/0216/FUL. It is therefore recommended that planning permission be permitted.

RECOMMENDATION RE: CR/2015/0485/FUL

PERMIT - Subject to the following conditions:

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.
2. The materials and finishes of the external walls and roofs of the extensions hereby permitted shall match in colour and texture those of the existing building.
REASON: In the interests of amenity in accordance with Policies GD1 of the Crawley Borough Local Plan 2000.
3. No windows (other than those shown on the plans hereby approved) shall be constructed in the north east or south west side facing elevations of the extension hereby permitted without the prior permission of the Local Planning Authority on an application in that behalf.
REASON: To protect the amenities and privacy of the adjoining property in accordance with Policies GD1 and H19 of the Crawley Borough Local Plan 2000 and EN5 of the Core Strategy 2007.

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 and meetings.
- Liaising with members, respondents and the applicant 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 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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West Sussex RH10 1UZ

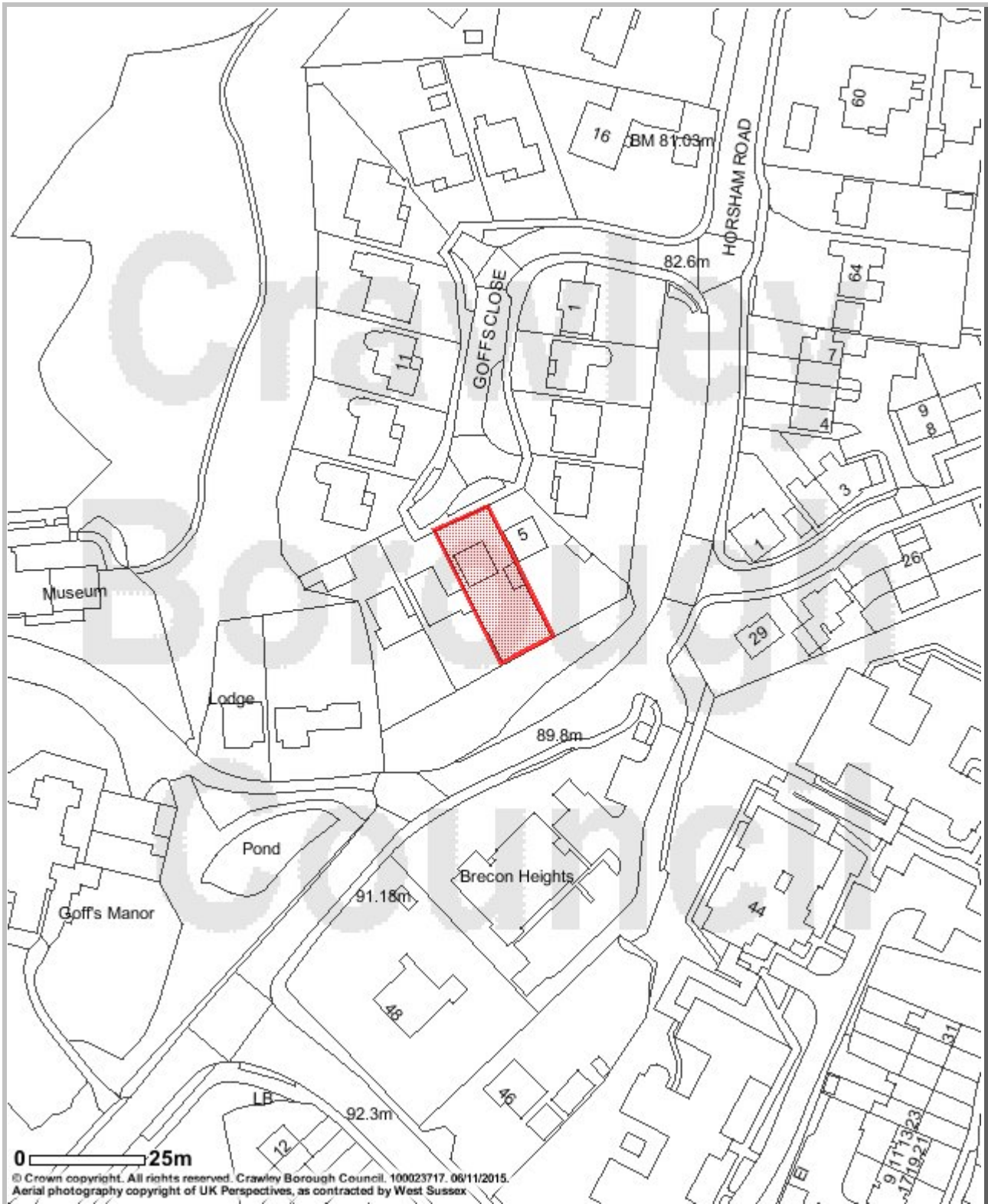
Tel: 01293 438000
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CR/2015/0485/FUL

Date 05/11/2015

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6 GOFFS CLOSE, SOUTHGATE, CRAWLEY



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REFERENCE NO: CR/2015/0625/FUL

LOCATION: 27 MILL ROAD, THREE BRIDGES, CRAWLEY
PROPOSAL: INSTALLATION OF NEW ENTRANCE DOORS WITH RAMP FOR DISABLED ACCESS,
GLASS CANOPY, INSTALLATION OF BLOCK PAVING TO CAR PARK AT FRONT
WITH IMPROVED SURFACE WATER DRAINAGE

TARGET DECISION DATE: 4 November 2015

CASE OFFICER: Mr G. Kellett

APPLICANTS NAME: Ms Annmarie Hutchins

AGENTS NAME: HRS Design

PLANS & DRAWINGS CONSIDERED:

2015/21/02 Proposed Plan, 2015/21/04 Site Location Plan & Block Plan, 2015/21/01 Existing Plan,
2015/21/03 Existing & Proposed Front Elevation and Proposed Canopy Section

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. Environment Agency No objection
2. CBC - FP - Urban Design No objection

NEIGHBOUR NOTIFICATIONS:-

16 to 28 (even nos) and 29 and Signatures Hair Studio, Mill Road, Three Bridges; 19 to 27 (odd nos) and
27A, 29, 109 and Montefiore Institute, Hazelwick Road;

RESPONSES RECEIVED:-

Representations have been received from the Hazelwick Road Conservation Area Advisory Committee
(HRCAAC) and a member of the public objecting to the proposal on the grounds:

- The existing arched entrance porch is an important and valuable feature and should be retained and a more 'modern appearance' is an objective that is not particularly sympathetic to the aims of reinforcing the historic character of a Conservation Area.
- Landscaping should be incorporated.

REASON FOR REPORTING TO COMMITTEE:-

Due to an objection raised by the Hazelwick Road Conservation Area Advisory Committee (HRCAAC).

THE APPLICATION SITE:-

- 1.1 The application site is located on Mill Road which is within the Hazelwick Conservation Area. The site comprises a detached two storey brick building which is set back from the adjacent public highway by eleven metres.
- 1.2 The site is operated by Mill Dental surgery with a neighbouring flat roofed building to the immediate north operated by Total Orthodontics. Car Parking is available to the front side and rear of the existing premises. The surrounding area is residential in character.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for a replacement entrance comprising a squared entrance arrangement with a 1.2 metre glass canopy with disabled ramp and the installation of block paving with soakaway to the front and side of the existing car park. The resultant entrance would require the existing 'Mill Dental Centre' sign above the existing entrance to be raised by 0.5metres.

PLANNING HISTORY:-

- 3.1 There are no recent planning permissions on the site.

PLANNING POLICY:-

National Planning Policy Framework (2012):

- 4.1 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.
- 4.2 Paragraph 56 (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.
- 4.3 Paragraph 129 (Conserving and enhancing the historic environment). Requires local authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal.

Crawley Borough Local Plan (2000):

- 4.4 Policy GD1 seeks to ensure that the scale, height and form of the development is appropriate, and that the development does not cause unreasonable harm to the amenity of the area and to neighbouring occupiers.
- 4.5 Policy GD2 requires new development to respect townscape features such as street patterns, frontage lines and public views.
- 4.6 Policy GD3 seeks to ensure the operational requirements of any development are met for a particular use such as access, parking, loading, storage of materials and emergency access.
- 4.7 Policy GD10 seeks that development takes into consideration that suitable access is provided for people with disabilities or restricted personal mobility.
- 4.8 Policy BN2 seeks to preserve or enhance the character and appearance of conservation areas. Proposals for new development within or adjacent to conservation areas will only be permitted if, the development respects the character of the locality.
- 4.9 Policy H19 requires the proposed development to not adversely impact upon the street scene, neighbouring property's privacy and amenity.

Crawley Borough Local Development Framework: Core Strategy (2008):

- 4.10 Policy EN5 requires all new development to be based on a thorough understanding of the site and surroundings and for it to be of a high quality in terms of its urban landscape and architectural design and materials.

Crawley Borough Local Plan (2015-2030) Modifications Consultation Draft June (2015):

- 4.11 This document has been subject of an Examination in Public and found to be deemed a sound plan by a Planning Inspector. It is considered that the document has substantial weight. The relevant policies are as follows:

- 4.12 Policy CH3 (Normal Requirements of All 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.
- 4.13 Policy CH13 (Conservation Areas) states all development within a Conservation Area should respect the protected area and recognise the identifiable, and distinctive, character(s) and preserve the area's architectural quality and scale.

PLANNING CONSIDERATIONS:-

- 5.1 The main planning considerations in the determination of this application are:
- Design, appearance of the proposal & the impact on the character of the Conservation Area
 - The impact on neighbouring properties
 - Other

Design, appearance of the proposal & the impact on the character of the Conservation Area

- 5.2 The proposal would be modest in nature with a simple 1.2metre glassed canopy sited on the front of the existing building. The change of the entrance from an existing arch way to a squared entrance would be in keeping with the existing window arrangement on the building and similar to the entrance of no.29 Mill Road to the immediate north.
- 5.3 The building itself is not considered of significant architectural merit and the proposed changes would improve the access arrangement to the building and overall general appearance. It is not considered the proposal would have a negative impact on the character of the Conservation Area and the visual amenity of the surrounding area.

The impact on neighbouring properties

- 5.4 There are no neighbouring properties in proximity that would be affected by this proposal.

Other

- 5.5 The car park would be re-laid with block paving in a herringbone pattern with a long Aco channel to drain any surface water to two soakaways on the existing site. The existing cross overs would remain in place and there would be no loss of car parking spaces on site.

CONCLUSIONS:-

- 6.1 In conclusion it is considered the design and appearance of the proposal is acceptable and would not have an adverse impact on the residential amenity of neighbouring properties, visual amenity or character of the Conservation Area. Therefore the proposal is in accordance with the policies outlined in the Crawley Borough Local Plan 2000 and Crawley Borough Core Strategy 2008 and it is recommended to grant permission for this application subject to conditions.

RECOMMENDATION RE: CR/2015/0625/FUL

PERMIT - Subject to the following condition(s):-

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 in this Decision Notice save as varied by the conditions hereafter.
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.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policies GD1 of the Crawley Borough Local Plan (2000).

Informative

For additional information into the laying of permeable surfaces please refer to the governments publications at <https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardens-guidance>

NPPF Statement

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

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



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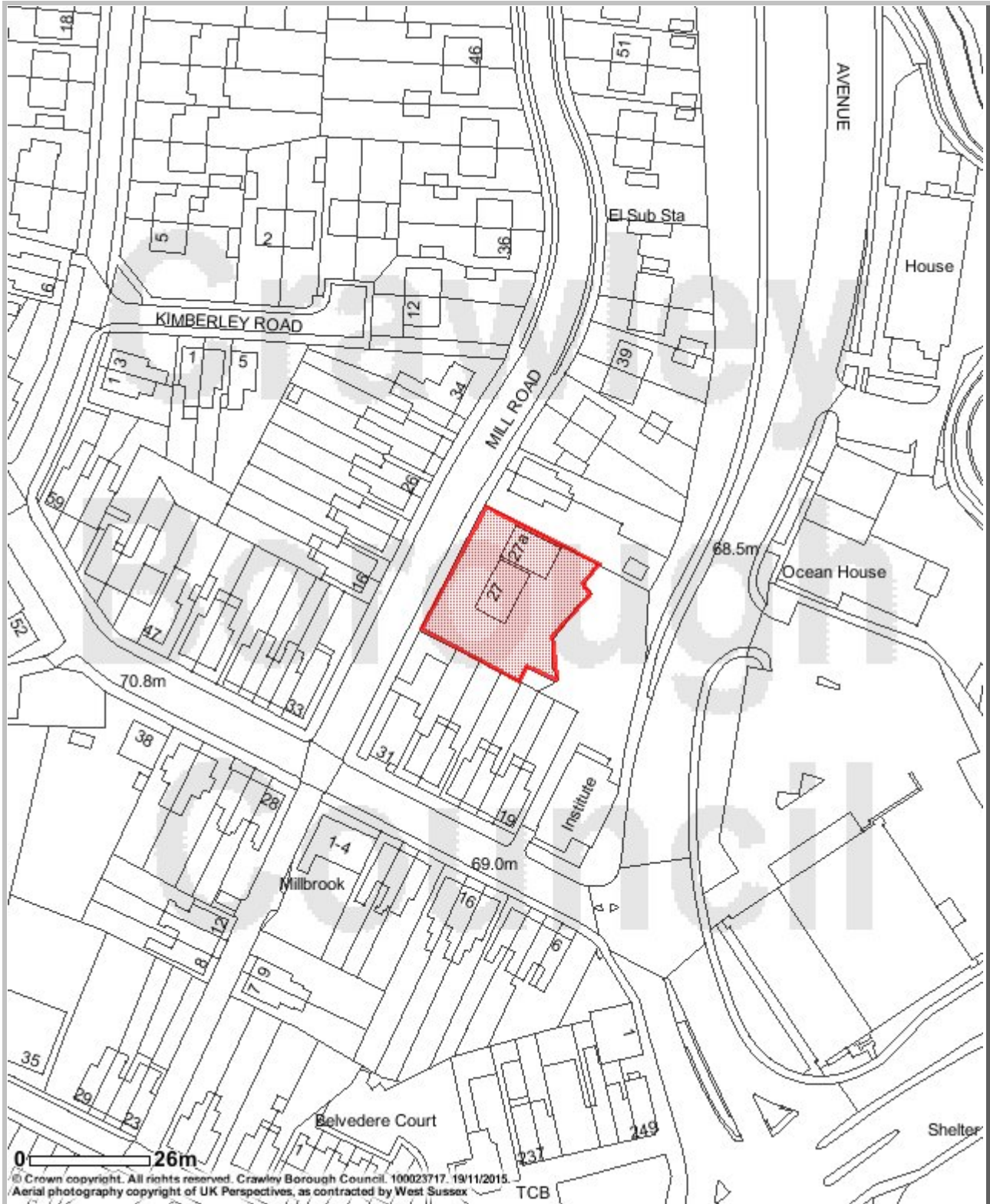
Tel: 01293 438000
Fax: 01293 438603

CR/2015/0625/FUL

Date 16 November 2015

Approx. Scale 1:1,250

27 MILL ROAD, THREE BRIDGES, CRAWLEY



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REFERENCE NO: CR/2015/0638/FUL

LOCATION: NORTHWEST HOUSE, GATWICK 23, GATWICK ROAD, NORTHGATE, CRAWLEY
PROPOSAL: TWO YEAR TEMPORARY CHANGE OF USE FROM COMMERCIAL OFFICES TO CO-EDUCATIONAL SCHOOL (AMENDED DOCUMENTS & PLANS RECEIVED)

TARGET DECISION DATE: 16 December 2015

CASE OFFICER: Mrs V. Cheesman

APPLICANTS NAME: Crawley Free School Trust

AGENTS NAME: Vail Williams LLP

PLANS & DRAWINGS CONSIDERED:

PL002-B Location Plan & Block Plan, PL008-C Existing Ground Floor Plan, PL009-C Existing First Floor Plan, PL010-B Existing Roof Plan, PL014-B Existing North & East Elevations, PL015-B Existing South & West Elevations, A-02-01 REV C Site Plan - Early Works Phase 2, A-03-05 REV 9 GA Plan - Ground Floor Block B - Existing, A-03-14 REV B GA Plan - Ground Floor Block B - Proposed

CONSULTEE NOTIFICATIONS & RESPONSES:-

1	GAL - Aerodrome Safeguarding	No objection
2	Environment Agency	Assessed as having a low environmental risk, therefore no comments to make
3	WSCC - Highways	No objection subject to conditions
4	Police	No objection
5	CBC Drainage Officer	No objection subject to existing drainage flow routes and runoff rates not being affected
6	CBC - Planning Arboricultural Officer	No objection
7	CBC - Environmental Health	No objections from a contaminated land point of view
8	CBC - Refuse & Recycling Team	No comments to make as waste is collected by a separate trade collection company
9	CBC - FP - Urban Design	No objection

NEIGHBOUR NOTIFICATIONS:-

The application was publicised by press and site notices.

RESPONSES RECEIVED:-

One letter of support received.

REASON FOR REPORTING TO COMMITTEE:-

Major development based on a site area of over 1ha.

THE APPLICATION SITE:-

- 1.1 The application site of 1.2ha is situated on the east side of Gatwick Road, on the south side of Tinsley Lane and to the west of Wheatstone Close. The site comprises the 2 former office buildings, (Building A and Building B), car parking and landscaping, and was previously known as Gatwick 23.
- 1.2 Gatwick Free School have occupied the site since September 2014, initially operating with the benefit of the one year permitted development rights under Part 4 Class C of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) .
- 1.3 Initially the school operated with 3 classes (2 reception and 1 secondary - yr 7) with the potential for 90 children, although actual numbers of pupils were 54 in September 2014, rising to 86 at the end of that academic year, with 10 full time equivalent (FTE) members of staff, of which 4 were full time teaching staff. In September 2015, there were 9 classes (4 primary and 5 secondary) comprising 202 pupils and 18 FTE staff members.
- 1.4 There are existing accesses along all 3 road frontages and there is a row of preserved trees along the northern boundary with Tinsley Lane North.
- 1.5 The site lies within the Manor Royal Main Employment Area

THE PROPOSED DEVELOPMENT:-

- 2.1 This current application seeks temporary planning permission to continue to operate the free school for a further 2 academic years – 2015/16 and 2016/17. It has been submitted following the refusal of planning permission for the permanent operation of the school (CR/2015/0020/FUL) which was considered by the Development Control Committee at its meeting on 3rd August 2015.
- 2.2 If approved this application would allow the operation of the school to continue, at its current level, with an additional intake of pupils in September 2016. This would offer a short term solution to the immediate situation for existing pupils, those that joined the school in September this year and those due to attend from September 2016. The longer term position regarding the permanent operation of the school, for 1020 pupils, with the construction of a sport hall at this site, is currently the subject of separate pre-application discussions.
- 2.3 The temporary period would involve operating the school for 2 further academic years, namely 2015/2016 and 2016/2017. The current pupil numbers are 202, with the potential for this to increase to 260 over the year with 18 FTE members of staff. The further intake in September 2016 will see pupil numbers rise to a maximum of 440, comprising 180 primary pupils and 260 secondary pupils, with 47 FTE members of staff.
- 2.4 Building B is to be used during this temporary period. The ground floor has been converted to provide 10 classrooms, which for the purposes of this application would be used for reception – year 7 classes. There is also a studio, and library and entrance lobby / reception area, at ground floor level. The 1st floor has not yet been converted although it is used for drama, music and PE lessons. In order to accommodate the additional pupils for the academic year 2016/2017 and provide appropriate teaching space, the 1st floor would be converted to provide 6 classrooms for years 8 and 9, two science labs, an assembly hall, drama, music and, food science/DT classrooms and staff rooms.
- 2.5 The access and car parking arrangements would comprise the following:
 - pedestrian access to be from Gatwick Road and Tinsley Lane North
 - the main vehicular access into the school is from Tinsley Lane North, with egress onto Gatwick Road and gives access to the main car parking areas for staff, visitors and parents
 - the existing access point on Wheatstone Close is to be used to provide access to an overspill parking area for parents on the existing hard surfaced area
 - cycle parking is to be provided at the northern part of the site (10 spaces)
- 2.6 During the course of the consideration of this application amended plans and a revised transport assessment, travel plan and car park management plan have been submitted to accurately reflect how the school is currently being operated and the arrangements for the next academic year.

PLANNING HISTORY:-

- 3.1 The building was previously used as a Class B1 Office and was the subject of associated applications for alterations and extensions in the 1980's.
- 3.2 More recently, a Notification from the Secretary of State for Education under the Class C2, Part 4 of schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, for use as a state funded school for a single academic year was received on 18th July 2014 (CR/2014/0531/NTF). This is a notification to the Local Planning Authority that the Secretary of State approved the use of the site as a state funded school under these permitted development rights and that it was due to open on 1st September 2014. It grants permission for one academic year, which is defined as running from 1st August and ending with the 31st July. The temporary permission therefore expired on 31st July 2015.
- 3.3 Planning permission was refused under CR/2015/0020/FUL for the conversion of the buildings to a 'through school' taking children from ages 4 – 16, with maximum pupil numbers of 1020. A sports hall was also proposed to the rear of the site. This application was considered by the Development Control Committee on 3rd August 2015.

3.4 The reasons for refusal were:

1. *The change of use of the existing buildings to a free school and erection of a sports hall, in this location in the Main Employment Area of Manor Royal and away from surrounding residential areas would not achieve safe and/or convenient access for pedestrians or cyclists and so would not be consistent within the principles of sustainable development, given the significance reliance on the private car for staff and pupil journeys to and from the school. The proposal is thus contrary to the aims of national policy and the development plan policies for this part of the Borough, in particular paragraph 34 of the National Planning Policy Framework, policies ICS1, ICS3 and T1 of the Crawley Borough Local Development Framework Core Strategy 2008, policies GD13, T23 and T27 of the Crawley Borough Local Plan 2000 and policies SD1, CH2, CH3 and IN3 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015*
2. *It has not been demonstrated to the satisfaction of the Local Planning Authority that the change of use of the existing buildings to a free school and erection of a sports hall, would provide an acceptable standard of development, in terms of the scale of the proposal, the layout of the site and the site coverage, parking and access arrangements and provision of outdoor space, to enable the development to meet its own operational requirements and provide a suitable environment for the future pupils. The proposal overall is considered to represent an over development of the site, contrary to policies GD1 and GD3 of the Crawley Borough Local Plan 2000, policy EN5 of the Crawley Borough Local Development Framework Core Strategy 2008 and policies SD1, CH2, CH3 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015*
3. *It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposal makes adequate provision on the site for the vehicle parking associated with the proposed school use. The proposal would therefore increase the pressure for on-street parking at these times in an area where insufficient space is available. The proposal has the potential to result in severe detriment to highway safety and the free flow of traffic on the local highway network in conflict with paragraph 32 of the National Planning Policy Framework, policy GD1 of the Crawley Borough Local Plan 2000 and policies SD1, CH2, CH3, IN3 and IN4 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015.*
4. *It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposal provides for suitable noise mitigation measures to address the noise environment. The proposal is thus contrary to policies GD1 and GD17 of the Crawley Borough Local Plan*

5. *It is considered that the scale of this proposal, in this location in the Main Employment Area of Manor Royal, with the associated traffic and parking demand, would have a detrimental effect on the wider area in terms of traffic congestion and exacerbating on-street parking problems, which would have an adverse impact on the economic role and function of Manor Royal as a main employment area and the wider economic function of Crawley. The erection of the sports hall would also prejudice any potential reuse of the building for office or other B1 purposes, as the level of space for car parking would be significantly reduced. The application is thus contrary to policies E1, E2, E3 and MC1 of the Crawley Borough Local Development Framework Core Strategy 2008 and policies SD1, EC1, EC2 and EC3 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015.*

6. *An agreement is not in place to ensure that the appropriate infrastructure provisions can be secured to support the development and the development is therefore contrary to policy GD36 of the Crawley Borough Local Plan 2000 and contrary to policy ICS2 of the Crawley Borough Local Development Framework Core Strategy 2008 , the Supplementary Planning Document 'Planning Obligations and S106 Agreements' 2008 and policy IN1 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015*

PLANNING POLICY:-

The National Planning Policy Framework 2012 (NPPF)

- 4.1 The NPPF has a golden thread running through it which seeks to ensure a presumption in favour of sustainable development. The NPPF states that there are three dimensions to sustainable development and the planning system performs an economic, social and environmental role. These roles are mutually dependent. The Framework requires applications to be determined in accordance with the development plan.

- 4.2 Relevant sections are:
 - paragraph 14 : presumption in favour of sustainable development
 - paragraph 17 : core planning principles
 - section 1 : building a strong competitive economy,
 - section 4 : promoting sustainable transport
 - section 8 : promoting healthy communities

- 4.3 The development plan for the area includes the saved policies of the Crawley Borough Local Plan 2000 and the Crawley Borough Local Development Framework Core Strategy 2008.

Crawley Borough Local Plan 2000

- 4.4 Policy GD1 seeks to ensure that new development is satisfactory in scale, character and appearance, does not cause unreasonable harm to the amenities and environment of its surroundings and provides a satisfactory environment for all those that use or visit the development. Regard is to be given to any planning guidance published by the LPA.

- 4.5 Policy GD2 requires development to relate sympathetically to its surroundings and respect the character, quality and special features of its setting.

- 4.6 Policy GD3 requires development to provide for its operational requirements.

- 4.7 Policy GD5 requires landscaping to be incorporated as part of development, respecting the character of the area.

- 4.8 Policy GD17 seeks to protect noise sensitive development from unacceptable levels of road, railway, mixed and aircraft noise.
- 4.9 Policy GD25 states that the Council will only permit development which can be provided with adequate arrangements for surface water run-off.
- 4.10 Policy GD34 states that development which requires construction and demolition work will be required to include adequate measures to minimise or avoid the impact of such work on the environment and amenity of neighbouring areas.
- 4.11 Policy GD36 states that planning obligations may be sought as an appropriate means of securing the provision of that necessary infrastructure and community facilities on or off the site.
- 4.12 Policy T8 requires proposals for public and private car parking to be designed to be compatible with surrounding buildings and should be well landscaped.
- 4.13 Policy T23 requires development which will generate a large number of visitors or employees to make provision for access by bus. Convenient locations for bus stops should be provided and bus access should be considered as part of the design process.
- 4.14 Policy T27 requires development which will generate a large number of visitors or employees to make provision for safe access on foot and by bicycle. Developers may be required to contribute to the creation of footpath and cycle routes linked to the development.
- 4.15 Policy T28 states that all development will be required to provide secure cycle parking facilities to current adopted standards.

Crawley Borough Local Development Framework Core Strategy 2008

- 4.16 Policy EN5 states that development should be based on a thorough understanding of the context, significance and distinctiveness of the site and surroundings and be of high quality in terms of its urban landscape and architectural design and materials.
- 4.17 Policy E1 requires 280,000 sq m of net additional employment floorspace in order to meet the employment needs of the town.
- 4.18 Policy E2 states new employment, development or redevelopment and intensification of existing employment sites should be in sustainable locations which are accessible by public transport. This includes the existing main employment areas. Major employment development should be of a form and type which helps Crawley fulfil its role as a strategic employment location and helps the town diversify its economy. Such proposals should demonstrate what benefits the development would bring to the town.
- 4.19 Policy E3 seeks to protect all employment sites unless the site is no longer suitable for employment purposes, the loss of a proportion of floorspace would lead to the refurbishment or upgrade on the greater part of the site, the loss would result in significant regeneration or social or environmental benefit, or the site has been adequately marketed or it is allocated for an alternative form of development.
- 4.20 Policy MC1 seeks to ensure that proposals for the redevelopment and intensification of sites within Manor Royal and County Oak provide complementary employment uses, support the main employment uses and make efficient use of land, incorporating high quality design, sustainable development methods and integrates with sustainable methods of transport.
- 4.21 Policy T1 seeks to ensure development meets the transport infrastructure needs of the town and encourages sustainable transport patterns.
- 4.22 Policy T3 requires development to accord with the adopted parking standards.

- 4.23 Policy ICS1 supports the provision of new community facilities where they add to the range and quality of facilities in the Town and, in locations that are accessible by different modes of transport and to different groups within the local community.
- 4.24 Policy ICS2 states development contributions or provision on site for infrastructure will be required to meet the justifiable need created by new development.
- 4.25 Policy ICS3 supports the provision of new educational facilities where they are in locations accessible by all modes of transport.

Crawley 2030: The Crawley Borough Local Plan 2015-2030 Modifications Consultation Draft June 2015

4.26 The document has been found to be sound by the Inspector and the Plan has substantial weight as it moves towards adoption (expected 16th December 2015). The document is in compliance with the NPPF.

4.27 Relevant policies include:

- Policy SD1: Presumption in favour of Sustainable Development
- Policy CH1: Neighbourhood Principle
- Policy CH2: Principles of Good Urban Design
- Policy CH3: Normal Requirements of All New Development
- Policy EC1: Sustainable Economic Growth
- Policy EC2: Economic Growth in Main Employment Areas
- Policy EC3: Manor Royal
- Policy ENV11: Development and Noise
- Policy IN3: Development and Requirements for Sustainable Transport
- Policy IN4: Car and Cycle Parking Standards
- Policy IN5: The location and Provision of New Infrastructure

Supplementary Planning Guidance and Documents:

- 4.28 Policy GD1 of the Crawley Borough Local Plan 2000 also requires proposals for development to have regard to guidance published by the Council. Those relevant are:
- 4.29 Planning Obligations and s106 Agreements - Supplementary Planning Document 2008: This document sets out the approach for planning obligations to provide for new and improved infrastructure requirements arising from new development. Annex B contains the adopted parking standards.
- 4.30 Manor Royal Design Guide and Public Realm Strategy – Supplementary Planning Documents 2013 – these recognise that improvements are required to the public realm through enhancing important private frontages and gateway sites. The SPD identifies where such improvements are needed, having regard to the location of sites, and setting out where the use of design principles, or the provision of structural landscaping, could provide improvement to both the private and public realms. The SPD also provides general design principles for the whole area. The key issues relate to:
- adequate parking provision (and servicing) not impacting negatively on surrounding road network.
 - Improvements of the enhancement of the curtilage of the site and including public realm, signage and any security features.
 - Green and open space provision on site
 - Incorporation of signage into the design of the building and its surrounds
 - Sustainable transport provision
 - 10m landscaping frontage along Gatwick Road

Article 4 Direction

- 4.31 There is a clear policy direction that seeks to ensure that the business function of Manor Royal is protected, and is not undermined by the inappropriate introduction of uses that are not consistent with the overall economic objectives of the emerging local plan as set out in policies EC3 and EC4. These policies now have more weight as the adoption process of the Local Plan moves forward.
- 4.32 The Council is currently consulting on two Article 4 Directions which will remove permitted development rights that allow change of use from B1(a) – offices and B8 - warehouse to residential without the need to obtain planning permission. The two directions respond to the significant demand for business land in Crawley, the supply of which is being significantly undermined by the loss of B1(a) office premises and B8 warehouses to residential under the current Prior Approval process. The Directions respond to concerns raised by the Council and local business groups that the introduction of residential uses into Manor Royal is undermining the economic function of the main employment area.
- 4.33 Whilst the Article 4 Direction does not directly relate to this development which is for change of use from B1(a) offices to a free school, rather than residential, it does serve to illustrate the concerns of the Council in this respect and underlines the policy action that is being taken to protect this strategic employment location.

PLANNING CONSIDERATIONS:-

- 5.1 The main planning considerations in the determination of this planning application are similar to those considered under CR/2015/0020/FUL. However, there is a distinction as the current application is for a temporary period of 2 years and the overall scale is much lower being a maximum of 440 pupils. The issues are:
- the principle of the school use in this main employment area
 - highway safety, access, and parking considerations
 - the operational needs of the development
 - design/appearance of the alterations and new works
 - quality of the environment for occupiers of the school
 - future uses of the site
 - impact on landscaping and trees
 - S106 requirements

The principle of the school use in this main employment area

- 5.2 The development plan policies that apply to this site aim to ensure that Crawley can meet the economic growth needs of the town as a strategic employment location. The policies direct employment uses to specific locations and protect existing employment uses in these locations. There are also policies aimed at improving accessibility for all to a wider range of community services, including education.
- 5.3 In terms of economic policies, Manor Royal is identified as the key business location for Crawley, being at the heart of the Gatwick Diamond. Development should thus respect the character and function of this locality.
- 5.4 Employment generating uses are thus encouraged and should be of a form and type which helps Crawley to fulfil its role as a strategic employment location in the sub-region and by helping the town to diversify its economy. In addition, development should demonstrate appropriate means of access and integrate sustainable methods of transport. These are outlined in Core Strategy policies E1, E2, E3 and MC1.
- 5.5 These aims are also reflected in the emerging 2030 Local Plan policies EC1 and EC2, with the Manor Royal policy EC3 allowing uses not within the B use class if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district.

- 5.6 With regard to community facilities policies, Core Strategy Policy ICS3 and the emerging 2030 Local Plan policy IN5 support the provision of new educational facilities provided they are located in the most sustainable locations, and accessible by a variety of means of transport.
- 5.7 The school is not a B Class Use and thus in principle could be regarded as contrary to the employment protection policies, particularly as the emerging policies in the Local Plan have more weight the closer the plan gets to formal adoption.
- 5.8 However, the application is for a temporary period and it does provide employment, (although its main use is the provision of education services) and it is stated that the ethos of the school is to build upon the links with the business community. Prior to the school's occupation, the office building had been empty since 2009 so the opening of the school has resulted in this vacant site being brought back into use. In addition, the school advises that a significant number of parents are employed in Manor Royal and so there is an element of joined traffic movements. Furthermore, the school offers to open its facilities out of hours to the wider community, including the sports facilities.
- 5.9 Further aspects to consider are the need for additional school places in Crawley to meet the requirements of the current and future populations, both at primary and secondary level, together with central government aims to promote state funded (free) schools, as evidenced by the permitted development rights afforded to such uses.
- 5.10 An Economic Statement has been provided that details links to the local business community. Whilst it is accepted that this is at a general level given the relatively short time that the school has been open, a higher degree of detail about the relationships that have been established was expected, to update and build upon the information provided with the previous application. This information is required to demonstrate how the school is working to support the overall business function of Manor Royal. It should be noted that if a proposal for a permanent use were under consideration, then far greater detail and a robust argument would need to be made and substantiated about how the school use would be consistent with this main employment area.
- 5.11 In conclusion on this issue, it is considered that in general terms there are concerns regarding the operation of an educational establishment within the main employment area of Manor Royal, especially as the Local Plan policies have now moved closer to formal adoption. However, as this application is for a temporary period and at a reduced scale, it is not considered that a reason for refusal based on conflict with the overarching aims of policies E1, E2, E3 and MC1 of the Core Strategy and EC1, EC2 and EC3 of the emerging 2030 Local Plan, could be substantiated in these particular circumstances.

Highway safety/access/parking and sustainability considerations

- 5.12 The application site is located in Manor Royal, to the east of Gatwick Road, which is a busy highway with significant volumes of traffic. In addition, Tinsley Lane North and Wheatstone Close are heavily trafficked and extensively used for on street parking, which is, in the main, associated with the surrounding businesses and industrial uses that make up Manor Royal.
- 5.13 The site is not in a residential area or neighbourhood and so there is no immediate pupil catchment area serving this school. Consequently most pupils live some distance from the site. In these circumstances, the majority of trips to the school site would be by car, with a limited number of trips by bus and no trips on foot or by train. The submitted Travel Plan states that the predicted mode share would be 80% of primary pupils to travel by car, 15% would car share and 5% would travel by bus. Secondary school pupils are shown as 45% using car, 50% bus and 5% cycle.
- 5.14 It should be noted that since the school has been open, there are now a number of pupils who reside within a 2km distance of the school, which in general is accepted as a reasonable distance for journeys on foot. However, pupils numbers within this location are low and given the physical barriers to walking such as the nature of the A2011 (Gatwick Road), significant numbers of pedestrians are not anticipated.

- 5.15 In sustainability terms, this situation is not ideal and differs significantly from the usual arrangements in Crawley where schools are sited in appropriate locations to serve the local neighbourhoods and pupil catchment areas, allowing pupils the option of walking to school.
- 5.16 Given the heavy reliance on the private car, contrary to national planning advice, the policies in the Core Strategy and emerging Local Plan, which all focus on sustainable development to serve local communities, it is essential to ensure that the development would be satisfactory from a highway safety point of view, in terms of the access, impact on the road network and the car parking arrangements. It is also necessary to consider whether any other arrangements or initiatives can realistically be used to effect a modal shift away from car use.
- 5.17 In refusing permission for the permanent use under CR/2015/0020/FUL, these concerns were set out in the reasons for refusal nos. 1, 2, 3 and 5.
- 5.18 However, this current application is for a lesser scale of development, comprising a maximum of 440 pupils by the end of the academic year 2016/17. Thus the numbers of pupils and staff are lower and so the corresponding traffic levels are reduced, as are parking demands. These elements are considered in more detail below.

Access and impact on road network

- 5.19 The existing access arrangements are to be retained, with the entrance into the site from Tinsley Lane North and the exit being onto Gatwick Road. The previous concerns centred around the volume of traffic associated with the school in this location on the network, conflict with existing traffic flows on the surrounding streets and the resultant congestion and blockages, particularly at the morning peak period.
- 5.20 As the maximum size of the school during this temporary period would be limited to 440 pupils with 47 staff, as compared to 1020 pupils and 120 staff for the whole school application (CR/2015/0020/FUL), traffic flows would be correspondingly lower and the overall impact on the highway network would be reduced.
- 5.21 WSCC Highways have no objections, in the light of the temporary nature of the proposal and the potential total number of pupils, following receipt of revised information and based on the use of a staggered timetable and the introduction of a travel plan.
- 5.22 The timetable interventions have been developed since the earlier application and in addition to the use of breakfast clubs and after school activities, the start and finish of the school day is to be staggered. These measures would seek to lessen the impact of the additional traffic on the highway network at peak times, and to spread the volume of traffic. Core hours would be 8.40am – 3.30pm for the primary school and 8.15am – 4.30pm for the secondary school. This is then augmented with an earlier start for a breakfast club of 7.45am and a later finish of 4.30pm (primary) for after school clubs and 6.00pm finish for child care. These measures would be required to be implemented at the start of the 2016/17 academic year and can be secured via a condition.
- 5.23 Whilst there is uncertainty with regard to the take up of breakfast and after school clubs, with the addition of the staggered start and finish times to the core school day, it is acknowledged that they would assist in spreading parking demands.
- 5.24 The travel plan would seek to reduce the reliance on the private car and encourage alternative modes of travel. Whilst options for pupils travelling by other modes would be limited, there is more scope in relation to staff travel in respect of walking, bus or cycling, and thus these aims are more achievable. This has been submitted in draft form, so a condition would be needed to require the submission of the final document.

Parking

- 5.25 Parking standards are set out in the Planning Obligations and s106 Agreements SPD. Schools are to be assessed individually within the context of a travel plan using 1 space per 2 staff as a guide. In this case as well as provision for staff, it is also considered that provision on-site needs to be made for

parent parking, especially given the projected modal split, with no trips on foot, the relative remoteness of the school from pupils' homes and the lack of readily available on-street parking.

- 5.26 Following earlier concerns about these issues and the number of car parking spaces, their layout and use, the car parking provision has been revised from the previous application. Pedestrian routes through the school grounds to the pupil entrances into the buildings are shown and zones identified where parking only is permitted and where set down/pick up can and cannot take place along the access route.
- 5.27 The main car parking spaces are shown to the front of the site comprising 62 spaces, of which 17 are for staff and 45 would be for parents to park. In addition set down/ pick up for secondary pupils can occur along certain parts of the access route, which would run from Tinsley Lane North through to Gatwick Road, with pupils being required to exit from the right side of the vehicle. Overflow parking of 65 spaces would be available to the rear of the site using the existing access point off Wheatstone Close and would be for parents' use. Given the limited on-street parking availability and the location of such spaces, it is considered that this overflow parking area is required to be immediately available to avoid additional parking problems in the vicinity.
- 5.28 The car parking arrangements, with the additional provision are noted, and given the restricted layout of the site and the character of the surrounding highway network, particularly in terms of volumes of traffic and lack of available on-street parking spaces, the car parking arrangements would need to be actively managed to ensure that they work effectively and safely.
- 5.29 These matters have also been discussed with the School and revised Travel Plans and Car Park Management plans have been submitted. These indicate that measures would be introduced to aim to change home to school travel patterns, reduce car travel, reduce congestion and improve road safety conditions and pupil safety within the school grounds.
- 5.30 These overall aims of the documents are acknowledged but there remains concern that the aspirations of the plans may not be achievable and difficult to introduce and implement in practice, in particular due to the significant number of staff, acting as marshals, required to manage the use of the car parks. However, with the reduced pupil numbers and the overflow parking to the rear, it is considered that for this temporary period there would be sufficient parking and the operation of the car park management plan is essentially a matter for the school to manage.
- 5.31 Clarification has now been provided regarding where the parents of primary school (reception classes) children would wait to collect their children. This is to be from the Reception Outdoor Play area which is next to the main school entrance. The agent has advised that for children in years 1 – 6 their parents would collect them outside the main entrance and the teachers would walk the children out to them.

Other traffic and parking measures

- 5.32 The applicants had suggested at the time of the permanent application that a parking management scheme and a formal one-way system be introduced for the roads in the vicinity of the site.
- 5.33 With regard to the temporary nature of this proposal and the reduced scale of development your officers have suggested that these matters need not be pursued by the applicant at this time.
- 5.34 It should be noted that such measures would have to be the subject of separate procedures via a Traffic Regulation Orders, which would need to follow their own statutory consultation procedures and which is a function of WSCC as highway authority. The outcome of such a process is unknown and whilst it could improve the environmental situation in terms of volumes of on-street parking and keeping accesses and junctions clear, it would not provide any specific on-street spaces or allocated capacity for school users. As set out previously, it is not considered that either of these measures would be sufficient to set aside the significant highway safety and parking concerns in relation to the whole school operation.

The operational needs of the development

- 5.35 The site has an area of 1.2 ha with the offices having a building footprint of 6400 sqm with an existing 185 spaces for car parking. The previous employment (office) use of the land operated with these buildings, the associated access and car parking arrangements, which for an office use in this location was satisfactory.
- 5.36 However, a school's needs are different to the previous employment use and the characteristic of a good development is that it can satisfactorily incorporate and accommodate the operational needs of that particular user. In particular, schools have specific access and parking requirements for pupils, parents, staff and deliveries, as assessed above. Furthermore, schools need to provide suitable outdoor space and provide for play and sports activities.
- 5.37 At the front of the site there is a small reception play area and to the rear is a play area for infant classes, plus a further external play area for secondary age pupils is also to be provided.
- 5.38 In respect of PE lessons, these would take place on-site for primary pupils, in the Hall/Assembly/Dining space on the ground floor of Block B. All secondary age pupils have PE lessons off-site at K2 and Southgate Playing Fields. The pupils would be transported to these locations via coaches. There is no specific on-site coach/bus provision proposals, such as a bus lane or designated bay, so the coaches wait in the internal access road at the front of the site.
- 5.39 Currently the off-site PE lessons involve a total of 3 coaches a week to cater for the year 7 and 8 pupils. For 2016/17 this would increase to 5 coaches a week to cater for the rise in numbers of year 7, 8 and 9 pupils. The timing would be after the start of the school day, when the access and adjacent parking spaces would be in full use by parents dropping off their children. It also requires a level of supervision, with 3 members of staff being identified as being required – 2 to escort pupils on pedestrian routes to the vehicle and another to supervise boarding/alighting at the coach point. The details of this are set out in the Car Park Management Plan.
- 5.40 In respect to the play facilities, the agent has advised that *'The outdoor play space is shown on the plan ref: Z0069 A02.01 rev C, identifying separate areas for the different age ranges of pupils. Whilst this application is only for a 2 year period (and longer term solutions are currently being investigated), the proposal maintains the same approach as the previous application; providing a combination of internal space, in the Hall / Assembly area, outdoor play areas, and off site provision. As stated in the previous application DAS, 'it should be noted that it is not unusual for Free Schools to occupy buildings and sites which cannot comply with the full range of indoor and outdoor facilities under current government guidance without the aid of off-site facilities.'* Therefore, the school is proposing to utilise off-site facilities for all secondary aged pupils. Considering this is a temporary proposal, this solution is the optimum approach to providing PE lessons, especially over the next two years.'
- 5.41 Whilst there remains a concern that some PE lessons would need to be provided off-site and the hard play facilities are limited, and thus remains as an indication of the mismatch between the nature of the development proposed and the physical site area and its characteristics, a material consideration is the reduced scale of the school proposal and that it would for a 2 year temporary period only. Thus it is considered that in these circumstances the application as proposed is acceptable on this short term basis and would cater for its operational needs during this period.

Design/ appearance of the alterations and new works

- 5.42 The external alterations and new build elements (entrance feature and sport hall) associated with CR/2015/0020/FUL do not form part of this application. There has been a general refurbishment of the building and the internal alterations to create the classrooms and other school facilities, with signage in the car park and the creation of the play areas, but no other major changes or external works are envisaged with this application.
- 5.43 It is considered that the visual impact of the scheme is acceptable, and has provided an improvement over that of the previous condition of the building when it was vacant.

Quality of the environment for the school

- 5.44 The site lies in an existing industrial/commercial area, which is subject to noise from surrounding uses, the existing roads and aircraft from Gatwick Airport. The predicted 66dB contour runs along the southern boundary of the site and the predicted 69dB contour runs just north of Tinsley Lane on the northern boundary of the site. The eastern end of the proposed second runway would terminate on what is now James Watt Way, which is only about 350m to the north of this site. The contours are the latest published contours by the CAA (ERCD0308) and are the accepted contours for the proposed wide-spaced second runway. Even though the proposed runway has not been finally agreed, it has been accepted by the Planning Inspectorate to assume it is likely to go ahead when considering sound insulation for new noise sensitive premises.
- 5.45 Whilst the previous application had not demonstrated that these noise issues could be satisfactorily addressed by way of suitable mitigation measures, this application is for a reduced scale of development, for 2 years. In this context it is considered that it would be unreasonable to request such longer term works for noise mitigation measures in respect of this temporary period.

Future uses of the site and impact on Manor Royal

- 5.46 Development Plan policies whilst allowing for changes away from B class uses in Manor Royal in appropriate circumstances, seek to ensure that future uses and development of sites and the wider area in the longer term is not prejudiced by any proposals.
- 5.47 Previous concerns about the extent of new build and the effect of the sports hall building limiting any potential future reuse of the site for office or other B1 purposes, due to the reduction in the level of car parking, are now not relevant as the sport hall is not part of this application.
- 5.48 Similarly, the issues arising from the scale of the proposal and the associated traffic flows and parking demand at peak periods and the resultant adverse impact on the economic role and function of Manor Royal as a Main Employment Area and the wider economic function of Crawley, are now limited due to the smaller scale of the school. Thus the overall level of parking required and traffic flows to the site are proportionately reduced and so the adverse impact on Manor Royal is less.

Impact on trees and landscaping

- 5.49 There are a number of preserved trees at the front of the site along the boundary with Tinsley Lane North. The Arboricultural Officer has no objections to the scheme.
- 5.50 Two pedestrian access points are to be provided from the site frontage to lead to dedicated pedestrian access routes to the main entrance and the secondary school entrance. This will be across areas of existing landscaping but the main trees will be unaffected and tree protection measures are shown in the submission. Some areas of hedging and shrub planting will need to be removed to facilitate these routes, but this is considered to be acceptable and additional shrub and ground cover planting is proposed as part of the overall landscaping proposals.

S106 requirements

- 5.51 Policy GD36 of the Crawley Local Plan 2000 and ICS2 of the Core Strategy require infrastructure contributions/provision to meet the justifiable needs created by new development. The SPD 'Planning Obligations and S106 Agreements' sets out the approach and the mechanism for planning obligations to provide for these new and improved infrastructure requirements. The previous scheme required a s106 agreement to provide transport measures (pedestrian crossing, traffic markings outside entrance, staggered timetable) and a Manor Royal Contribution of £1978.
- 5.52 The pedestrian crossing and Manor Royal contribution are not considered to be justified for this temporary period. The traffic markings can be pursued by the school via a Traffic Regulation Order. The staggered timetable can be achieved through a condition, as advised above.

CONCLUSIONS:-

- 6.1 Development Plan policies support the provision of new educational facilities and there is a need for additional school places in the town. However, such provision needs to be in the right place, in a

sustainable location and suitable environment, the scale of the proposal needs to be satisfactory and relate to the character of its surroundings and highway safety should not be compromised.

- 6.2 In respect of the free school, it was the scale of the previous application CR/2015/0020/FUL for an educational establishment of 1020 pupils in this location in Manor Royal that was of concern. As the current application is now for a maximum of 440 pupils for a 2 year period, it is considered that those concerns are reduced. Thus the impact on the character and business function of the area and the associated traffic flows and parking requirements are considered to be at an acceptable level and satisfactory for a temporary period.
- 6.3 It is therefore recommended that permission be granted for a 2 year temporary period as set out below.

RECOMMENDATION RE: CR/2015/0638/FUL

PERMIT –subject to the following conditions:

1. The use(s) of land/building(s) hereby permitted shall be discontinued permanently and the land restored to its former condition, or to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending 31st July 2017.
REASON: The Local Planning Authority would not normally grant permission for such a development in this location but under the circumstances prevailing it is considered reasonable to make an exception in this instance and to allow the development for a limited period.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The school hereby permitted shall operate with a maximum number of 440 pupils, comprising 180 primary pupils and 260 secondary pupils, as set out in the application.
REASON: To control the operation of the school in the interests of highway safety, the character and function of Manor Royal as a main employment area and to provide a suitable level of development for the site, in accordance with policies GD1 and GD3 of the Crawley Borough Local Plan 2000, policies MC1, T1 and T3 of the Crawley Borough Local Development Framework Core Strategy 2008 and policies SD1, CH3, EC1, EC2, EC3 and IN4 of the Crawley Borough Local Plan 2015 – 2030 Modifications Consultation Draft June 2015.
4. Within 2 months of the date of this permission a School Travel Plan shall be submitted to and approved by the Local Planning Authority. The Travel Plan within one month of its approval shall be implemented as specified within the approved document and measures maintained during the period of this permission. The Travel Plan shall be completed in accordance with the draft travel plan submitted in support of this planning application, and the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: In the interests of highway safety, to reduce the need for private car travel to the school and to encourage and promote sustainable transport, in accordance with policies GD1 and GD3 of the Crawley Borough Local Plan 2000, policies T1 and T3 of the Crawley Borough Local Development Framework Core Strategy 2008 and policies SD1, CH3 and IN4 of the Crawley Borough Local Plan 2015 – 2030 Modifications Consultation Draft June 2015.
5. Within 2 months of the date of this permission the provisions of the car park management plan and the use of the rear car parking area as set out in the application shall be implemented and operated as approved during the period of this permission.
REASON: To ensure the safe operation of the car park and in the interests of highway safety, in accordance with policies GD3 of the Crawley Borough Local Plan 2000, policies T1 and T3 of the Crawley Borough Local Development Framework Core Strategy 2008 and policies CH3 and IN4 of the Crawley Borough Local Plan 2015 – 2030 Modifications Consultation Draft June 2015.
6. The staggered timetable as set out in the application documents shall be implemented and operated as approved from 1st September 2016 and for the remaining period of this permission.

REASON: To control the operation of the school in the interest of highway safety and the character and function of Manor Royal as a main employment area, in accordance with policies GD1 and GD3 of the Crawley Borough Local Plan 2000, policies T1 and T3 of the Crawley Borough Local Development Framework Core Strategy 2008 and policies CH3, EC2, EC3 and IN4 of the Crawley Borough Local Plan 2015 – 2030 Modifications Consultation Draft June 2015.

7. Within 2 months of the date of this permission the proposed external play area as shown on drawing number A-02.01 Rev C shall be implemented and fenced in accordance with details to be provided and approved by the Local Planning Authority and thereafter retained during the period of this permission.

REASON: To meet the operational needs of the school, to provide a suitable layout and to ensure the site is suitably drained, in accordance with policy GD1, GD3 and GD25 of the Crawley Borough Local Plan 2000, policy EN5 of the Crawley Borough Local Development Framework Core Strategy 2008 and policy CH3 of the Crawley Borough Local Plan 2015 – 2030 Modifications Consultation Draft June 2015.

NPPF Statement

1. In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:
 - Providing advice in a timely and manner through pre-application discussions/correspondence.
 - Liaising with consultees/applicant/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.



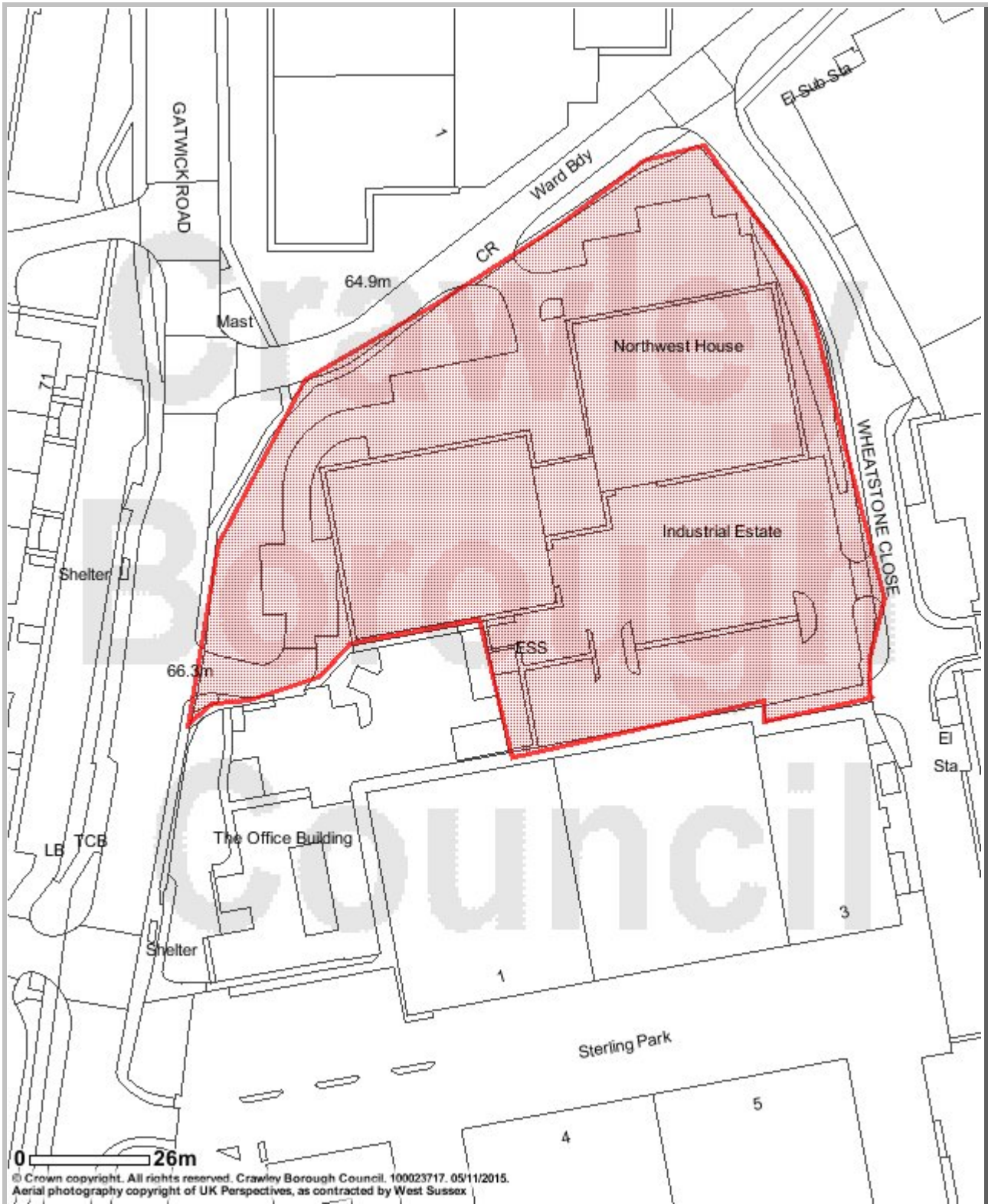
Crawley Borough Council,
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Tel: 01293 438000
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CR/2015/0638/FUL

Date 5/11/2015

Approx. Scale 1:1,250

NORTHWEST HOUSE, GATWICK 23, GATWICK ROAD, NORTHGATE



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REFERENCE NO: CR/2015/0688/FUL

LOCATION: 150 THREE BRIDGES ROAD, THREE BRIDGES, CRAWLEY
PROPOSAL: CHANGE OF USE OF EXISTING DWELLING TO FORM 2NO FLATS (COMPRISING 2 NO 1-BED FLATS) INCLUDING A REAR OUTBUILDING AND THE CREATION OF 2NO ON-SITE PARKING SPACES AND A NEW CROSSOVER.

TARGET DECISION DATE: 7 December 2015

CASE OFFICER: Mr C. Peters

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: GWP Architects

PLANS & DRAWINGS CONSIDERED:

15/119/SKVP Visibility Splay Plan, 15/119/SKLOC Location Plan and Block Plan, R1014 Site Survey, 15/119/01 Existing Floor Plans, 15/119/03 Existing Elevations, 15/119/02b Proposed floor plans, 15/119/04a Proposed Elevations

AMENDED PLANS

Amended plans were received 10/11/2015 changing the internal layout of the building, removing the ground floor bedroom and re-siting it at first floor level.

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|------------------------|---|
| 1. | Environment Agency | Object to the proposed development as submitted because ground floor sleeping accommodation was proposed, and the consequences should the property be subject to flooding are significant |
| 2. | CBC - Drainage Officer | Object to the proposal on the grounds of flooding |
| 3. | CBC - Crawley Homes | No comments received |
| 4. | WSCC Highways | No objection subject to conditions |
| 5. | WSCC Drainage | No comments. |

The above representations were received prior to the receipt of amended plans. Any updates on further representations will be provided at committee.

NEIGHBOUR NOTIFICATIONS:-

Three Bridges Pavilion, 154A, 154B, 152, 153, 154, 155, 156, 156A, 156B, 157 Three Bridges Road.

RESPONSES RECEIVED:-

1 letter of representation received raising the following concerns:

- Loss of a family dwelling.
- Noise and disturbance as a result of resultant layout.
- Front parking would ruin the character of the area.

REASON FOR REPORTING TO COMMITTEE:-

The Council is the applicant and land owner of the site.

APPLICATION SITE:-

1.1 The application relates to a two storey semi-detached dwelling which is located on the southern side of Three Bridges Road. The site itself is relatively flat and located in a flood zone. The existing property has a total of 4 bedrooms with accommodation over 3 floors. The surrounding area is predominantly residential in character with the Three Bridges Playing Field immediately adjoining the site to the west.

THE PROPOSED DEVELOPMENT:-

2.1 The application seeks planning permission to convert the existing 4 bedroom dwelling into 2 self-contained 2 x 1 bedroom flats.

2.2 Flat 1 would be accessed from the western side of the property via an existing doorway entrance. It would comprise a lounge/ diner, bathroom and kitchen at ground floor level and a single bedroom at first floor level.

2.3 Flat 2 would be accessed from the front of the property via the existing main entrance doorway. The hallway would lead directly to a stairway to the first and second floor level accommodation comprising a living/ dining room, kitchen and bathroom at first floor level, with its bedroom at second floor level.

2.4 External alterations to the property include the insertion of a single rear roof light and the removal of the rear chimney. The first floor single bay window would be fitted with obscure glazing as it would now serve a bathroom. 2 tandem parking spaces are proposed along the western side of the property. The rear of the property would contain a shed which would be used as a bike store measuring 1.8m wide by 2.4m deep, with an area of 4.32m². A bin store would be sited to the front of the property.

PLANNING HISTORY:-

3.1 The application site has no relevant planning history.

PLANNING POLICY:-

4.1 The National Planning Policy Framework 2012 (NPPF)

Has a golden thread running through it which seeks to ensure a presumption in favour of sustainable development. The NPPF states that there are three dimensions to sustainable development and the planning system performs an economic, social and environmental role. These roles are mutually dependent. The Framework requires applications to be determined in accordance with the development plan.

Relevant sections are:

- Paragraph 14: Presumption in favour of sustainable development
- Paragraph 17: Core planning principles
- Paragraph 50: Delivering a wide choice of high quality homes
- Section 7: Requiring good design

4.2 Crawley Borough Local Plan 2000:

- GD1: The normal requirements of all development – requires development to be of a form appropriate to the surrounding area and not to cause unreasonable impact.
- GD2: Development and its setting – requires development to be sympathetic to the setting
- H19 requires the proposed development to not adversely impact upon the street scene, neighbouring property's privacy and amenity.
- H20: requires suitable private outdoor space to be provided for housing proposals.

- H22: requires residential development to provide suitable living environments to appropriate standards.
- GD23 will not normally permit the intensification of existing development in areas of flooding.
- GD25 development will only be permitted if there are adequate arrangements for surface water run-off.

4.3 Crawley Borough Local Development Framework Core Strategy 2008:

Policy H3 allows for residential development in sustainable locations, being part of an existing neighbourhood and served by existing infrastructure.

Policy H6 seeks to ensure a mix of dwelling types and taking into account the size of the site and the character of the surrounding area.

Policy EN5 states that all new development should be based on a thorough understanding of the context, significance and distinctiveness of the site and surroundings and be of high quality in terms of its urban landscape and architectural design and materials.

Policy T3 requires development to accord with the adopted parking standards.

4.4 Crawley 2030: The Crawley Borough Local Plan 2015-2030 Modifications Consultation Draft June 2015.

The Planning Inspectorate has issued a Final Report into the examination of the Crawley Borough Local Plan. This document has now been found to be legally compliant and 'sound'. The Plan is currently intended to be considered for adoption at Full Council on 16th December. The relevant policies include:

- Policy SD1: Presumption in favour of Sustainable Development
- Policy CH1: Neighbourhood Principle
- Policy CH2: Principles of Good Urban Design
- Policy CH3: Normal Requirements of All New Development
- Policy CH5: Standards for All New Dwellings
- Policy H1: Housing Provision
- Policy IN4: Car and Cycle Parking Standards
- Policy ENV8: Development and Flood Risk

PLANNING CONSIDERATIONS:-

5.1 The main considerations in determining the application are:

- The principle of the change of use
- The design and impact on the character of the area
- The impact of the proposal on the amenities of neighbouring properties,
- The adequacy of the accommodation for future occupiers,
- Parking and highway safety
- Flood Risk

Principle of the change of use

5.2 The site lies within the built up area, within walking distance of the town centre and is thus considered to be in a sustainable location. The existing residential use of the premises would be maintained, and so there would be no loss of residential accommodation, only minor intensification. Thus the principle of the change of use is acceptable, subject to compliance with the development criteria and policies, which are detailed below.

Design and impact on the character of the area

- 5.3 The proposed alterations would be mainly internal and would therefore not result in an increase in built form of the property. The external alterations would include the removal of a chimney to the rear, and the insertion of a single roof light into the rear elevation. The rear shed which would be used for the secure storage of bicycles, is considered to be of an appropriate design and scale for its purpose. The proposed development as a whole would thus be in keeping with the character of Three Bridges Road and would accord with Local Plan Policies GD1, GD2, H19.

Impact on neighbour amenity

- 5.4 As no extensions are proposed, the proposal would not impact upon the amenities enjoyed by the occupants of neighbouring properties by way of overbearing presence or light loss. The insertion of the rear roof light would serve the living room for Flat 2. The presence of the window would not result in a loss of privacy to the occupants of neighbouring properties.
- 5.5 An indicative location for a bin store is shown on the block plan at the front of the property. This location is prominent and is not considered visually acceptable and a condition is recommended to ensure that a less prominent location is identified for refuse storage to the side/rear of the site.
- 5.6 The proposed development would not result in the loss of amenity enjoyed by the occupants of neighbouring properties by way of direct overlooking, overbearing presence or loss of light. The proposal is thus considered acceptable against the relevant Local Plan policy GD1.

The adequacy of the accommodation for future occupiers

- 5.7 The existing property is considered capable of being readily converted to form 2 appropriately sized self-contained dwellings. The bedrooms contained within each of the dwellings would accord with 'The Standards for All New Dwellings', and as such is considered acceptable. The rear garden is ample to serve two properties and would provide suitable private amenity space for future occupants. Given the scale of the proposal it is considered that the accommodation as proposed is suitable and provides for a satisfactory living environment for the future occupiers and would accord with policies CH5, GD1, H20 and H22 of the Crawley Borough Local Plan 2000 and CH5 in the emerging Local Plan.

Parking and highway safety

- 5.8 The proposed development would provide 2 tandem parking spaces which would be sited along the western side of the dwelling. These spaces are both allocated to one of the flats as they are not capable of being used independently, the occupiers of second flat would need to purchase a residents permit. Given the sustainable location and that the level of parking meets the adopted parking standards, this parking arrangement is considered acceptable.
- 5.9 WSCC highways have been consulted on the proposed development and have raised no objection to the proposal from a highway perspective. The proposed development is considered acceptable from a highway perspective and would accord with Local Plan Policies and the NPPF.

Flood risk

- 5.10 The proposed tandem parking along the western side of the property would be laid with a permeable surface. The submission has been accompanied by a Flood Risk Assessment, which also includes mitigation measures.
- 5.11 The proposed development would not involve the alterations of the existing ground levels of the site. The absence of change in ground levels together with the fact that the development would not result in an increase in built form on the site, would mean that the proposal would not result in an increase in flood risk. It is not considered there is significant of use from the subdivision of this dwelling.
- 5.12 Following receipt of amended plans, no ground floor bedrooms are proposed and has now removed the risk of occupants drowning in their sleep. The amended plans have therefore overcome the objections previously raised by the Environment Agency.

CONCLUSIONS:-

- 6.1 The proposed change of use of the single residential unit into 2 self-contained dwellings is considered to be an acceptable use in this locality. The amendment to the proposal removing all bedrooms from ground floor level is considered to have overcome the initial objection raised from the Environment Agency.
- 6.2 The proposed development would not have a material adverse impact on the character of the area, highway safety or the amenities of nearby occupiers and it would provide a suitable standard of accommodation for the scale of this development. The proposal is therefore in accordance with the relevant policies of the development plan, as detailed above.
- 6.3 For the reasons outlined above, and having regard to all the representations received in respect of the application, it is considered that the proposal is acceptable and would accord with the relevant development Plan Policies and the NPPF.

RECOMMENDATION RE: CR/2015/0688/FUL

PERMIT - subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No part of the development shall be first occupied until the covered and secure cycle parking spaces as shown on plan 15/119/sk10 have been provided.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.
4. Notwithstanding the detail shown on the agreed block plan, the building shall not be occupied until a plan showing the location and design of the bin store has been submitted to and agreed in writing by the Local Planning Authority. The bin store shall thereafter be implemented in accordance with the agreed details.
REASON: To safeguard the visual amenities of future residents and the street scene in accordance with policies GD1 and GD3 of the Crawley Borough Local Plan 2000.

Informatives

1. The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

NPPF Statement

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

Liaising with members/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.



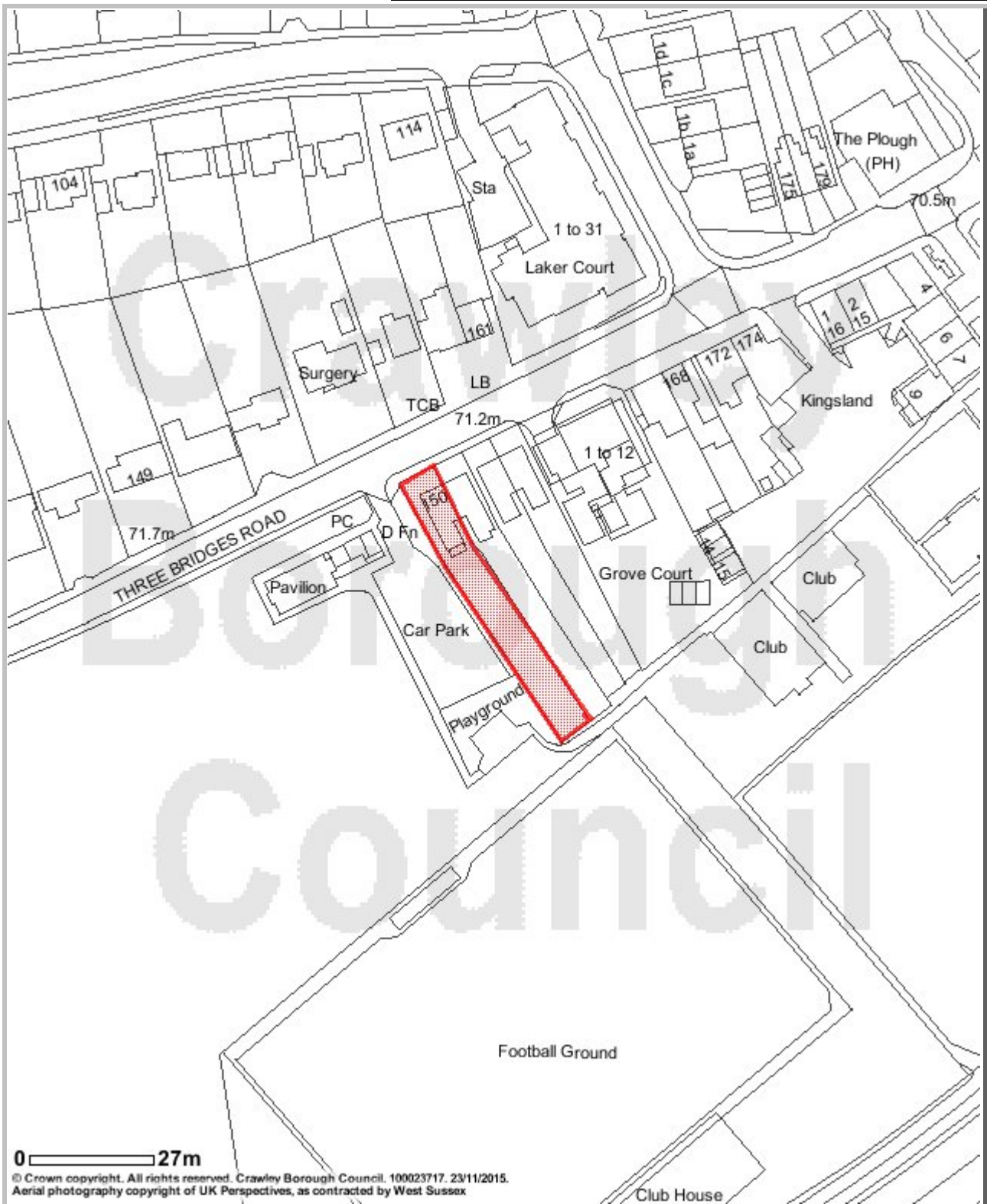
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Tel: 01293 438000
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CR/2015/0688/FUL

Date 23 November 2015

Approx. Scale 1:1,250

**150 THREE BRIDGES ROAD, THREE BRIDGES,
CRAWLEY**



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REFERENCE NO: CR/2015/0715/FUL

LOCATION: 112 WARREN DRIVE, IFIELD, CRAWLEY
PROPOSAL: ERECTION OF TWO STOREY SIDE EXTENSION SINGLE STOREY REAR & SINGLE STOREY FRONT EXTENSION

TARGET DECISION DATE: 15 December 2015

CASE OFFICER: Mr C. Peters

APPLICANTS NAME: Mr Ishaq
AGENTS NAME: WPD Consultants

PLANS & DRAWINGS CONSIDERED:

WPD3715/A/01 A Site Plan and Block Plan, WPD3715/A/10 B Existing Floor Plans, WPD3715/A/11 B Existing Elevations , WPD3715/A/12 B Proposed Floor Plans , WPD3715/A/13 B Proposed Elevations, WPD3715/A/01 B Site Plan and Block Plan, WPD3715/A/12 C Proposed Floor Plans, WPD3715/A/13 C Proposed Elevations

AMENDED PLANS

Amended plans were received 4/11/2015 removing the front extension and replacing it with a smaller front porch extension.

CONSULTEE(S) NOTIFICATIONS & RESPONSES:-

1. WSCC Highways No anticipated highway safety or capacity concerns.

NEIGHBOUR NOTIFICATIONS:-

110, 112A (annexe), 113, and 115 Warren Drive; 26 and 27 Lancing Close

RESPONSES RECEIVED:-

5 letters of representations received raising the following concerns:-

- The house is used as a rented bedsit with 10 people living there at present.
- The proposed extensions would result in an increase in individuals residing at the premises.
- Existing noise and disturbance from the occupants of the site.
- Parking concerns.
- The size of the extensions are excessive in relation to the existing dwelling.
- Overdevelopment of the site.
- The front extension would be out of character with the streetscene.
- Loss of light.

REASON FOR REPORTING TO COMMITTEE

Number of representation received.

THE APPLICATION SITE:-

- 1.1 The application relates to a two storey semi-detached dwelling located on the north-western side of Warren Drive, at the junction of Ifield Green. The property itself is in some need of modernisation.

The rear outbuilding at the site appears to be inhabited. The surrounding area is residential in nature, predominantly consisting of a mix of terraced properties and pairs of semi-detached dwellings.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks planning permission for the erection of a single storey rear extension, two storey side extension and front porch addition, following the demolition of the existing side utility room and front porch.
- 2.2 The front porch would have a depth of 1.5m; a width of 3.13m; with an eaves height of 2.2m and a ridge height 3.4m.
- 2.3 The proposed ground floor side extension would have a width of 3.51m a depth of 11.8m and would extend 3.3m past the main rear wall. The single storey rear extension would span the entire width of the property at 9.92m with a depth of 3.3m. It would have a rear bi-folding door and incorporate 4 roof lights in the lean-to roof.
- 2.4 The two storey side extension, at ground floor level would be flush with the main front wall, and would have a width of 3.51m. The first floor element of the extension would have a depth of 5.87m, and would be set back approximately 1.2m from the main front wall and the rear aligned flush with the existing rear wall.
- 2.5 The proposed extension would form a study, utility room and WC to the side of the dwelling with a playroom and kitchen to the rear. The first floor side extension would form a master bedroom with en-suite bathroom.

PLANNING HISTORY:-

- 3.1 The application property does not have any history of planning applications but it does have a substantial Planning Enforcement history.

PLANNING POLICY:-

4.1 National Planning Policy Framework (2012):

- 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.
- Paragraph 59 and 60 (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.

4.2 Crawley Borough Local Plan (2000):

- Policy GD1 seeks to ensure that the scale, height and form of the development is appropriate, and that the development does not cause unreasonable harm to the amenity of the area and to neighbouring occupiers.
- Policy GD2 requires new development to respect townscape features such as street patterns, frontage lines and public views.
- Policy H19 requires the proposed development to not adversely impact upon the street scene, neighbouring property's privacy and amenity.

4.3 Crawley Borough Local Development Framework: Core Strategy (2008):

- Policy EN5 requires all new development to be based on a thorough understanding of the site and surroundings and for it to be of a high quality in terms of its urban landscape and architectural design and materials.

4.4 Crawley Borough Local Plan (2015-2030) Modifications Consultation Draft June (2015):

The Planning Inspectorate has issued a Final Report into the examination of the Crawley Borough Local Plan. This document has now been found to be legally compliant and 'sound.' The Plan is currently intended to be considered for adoption at Full Council on 16th December. The relevant policies include:

- Policy CH2 (Principles of Good Urban Design) States that all proposals for development in Crawley will be required to respond 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 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.

4.5 Supplementary Planning Guidance and Documents

Local Plan policy GD1 requires development to have regard to planning guidance published by the Council. Supplementary Planning Guidance Note 5 '*Residential Extensions*' is a non-statutory document which supplements the policies of the Local Plan and is relevant to this application.

PLANNING CONSIDERATIONS:-

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

- Design and Impact on visual amenity
- Impact on neighbouring properties
- Highway and parking issues
- Other considerations

Design and character

5.2 The application relates to a dwelling which is situated on a prominent plot at the junction of Ifield Green and Warren Drive. The application property occupies a prominent location with its flank facing the road. While the 2 storey extension would utilise the full width of the plot, the spacious character of the street scene is not considered harmed by the development as, due to the curve of the road at this point, the widened dwelling would be viewed against the staggered building line in the street and would not appear as an incongruous feature.

5.3 In respect of the design, the side and front extensions would therefore be highly visible within the streetscene. The first floor side extension would be set back 1.2m from the front main elevation and would be set down from the ridge of the main roof by 550mm. The level of set back and set down would lead to an appropriate level of subservience of the extensions to the main dwelling and is considered to comply with the guidance in SPG5.

5.4 Following receipt of amended plans, the single storey front extension which spanned the entire width of the front elevation, has been omitted from the proposal. A front porch extension is now proposed which better reflects the design characteristics of the existing dwelling, and has more appropriate proportions in line with SPG5.

5.5 Following the amendment of the proposal, which removed the front extension, the proposal is considered to be of an acceptable design and scale which would satisfactorily integrate with the design and character of the existing property. The proposed development would thus be in keeping with the character of the area and would accord with Local Plan Policies GD1, GD2, H19 and the guidance found within the Crawley Borough Council Residential Extensions SPG Note 5.

Impact on neighbour amenity

5.6 The rear extension would be single storey in nature and would project 3.3m from the main rear wall, which is shared with the adjoining property to the north, no.110 Warren Drive. It is not considered this

part of the extension would have a harmful impact on this neighbour which already has an existing rear conservatory, the overall depth of the extension complies with the guidance in SPG5.

- 5.7 No other property adjoins the site to the south. The proposed development is therefore considered to be of an appropriate scale which would not have an adverse impact upon the amenities enjoyed by the occupants of neighbouring properties by way of overbearing impact, light loss or loss of privacy. The proposal is considered to be acceptable in this regard and would comply with Local Plan Policy GD1 and the guidance found within the Crawley Borough Council Residential Extensions SPG Note 5.

Highways and parking

- 5.8 Following the completion of the development, the front drive would retain its capabilities of providing off street parking for at least 2 cars. This provision is considered adequate for a 4 bedroom property and would accord with the guidance set out within the Planning Obligations and S106 Agreements Supplementary Planning Document 2008. WSCC was consulted on the proposed development and have raised no objection.

Other considerations

- 5.9 Representations received in response to the application together and comments provided by statutory consultees have been fully considered. The concerns raised by local residents with regards to the premises being used by multiple occupants is understood and the outbuilding to the rear of the premises which may at present be occupied for residential purposes has been brought to the attention of the Councils Planning Enforcement Officer who will undertake his own investigations.
- 5.10 This application has been submitted on the premise that the resultant dwelling is to be used as a 'single' residential property and for the sole occupation of the applicant and his family whom at present do not live at the site but wish to return and take up residence. If the application site was to be used as a HMO at any point in the future, then a separate planning application for a change of use would be required.

CONCLUSIONS:-

- 6.1 For the reasons as outlined above, the proposed development is considered to be of an appropriate design and scale which would satisfactorily integrate with the character of the existing property and would respect the character of the surrounding area. The proposal would not have an adverse impact upon the amenities enjoyed by the occupants of neighbouring properties. The proposed development is considered to accord with the Policies GD1, GD2, H19, CH2 and CH3 of the Crawley Borough Local Plan 2000, Policy EN5 of the Crawley Borough Core Strategy 2008, the NPPF and the Crawley Borough Council Residential Extensions SPG Note: 5.

RECOMMENDATION RE: CR/2015/0715/FUL

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 in this Decision Notice save as varied by the conditions hereafter.
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.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy GD1 of the Crawley Borough Local Plan (2000).

Informative

1. The applicant is reminded that if the application site is to be used as a HMO (House in Multiple Occupancy) then a separate planning application would need to be formally submitted to Crawley Borough Council for approval.

NPPF Statement

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



Crawley Borough Council,
Town Hall,
The Boulevard,
Crawley,
West Sussex RH10 1UZ

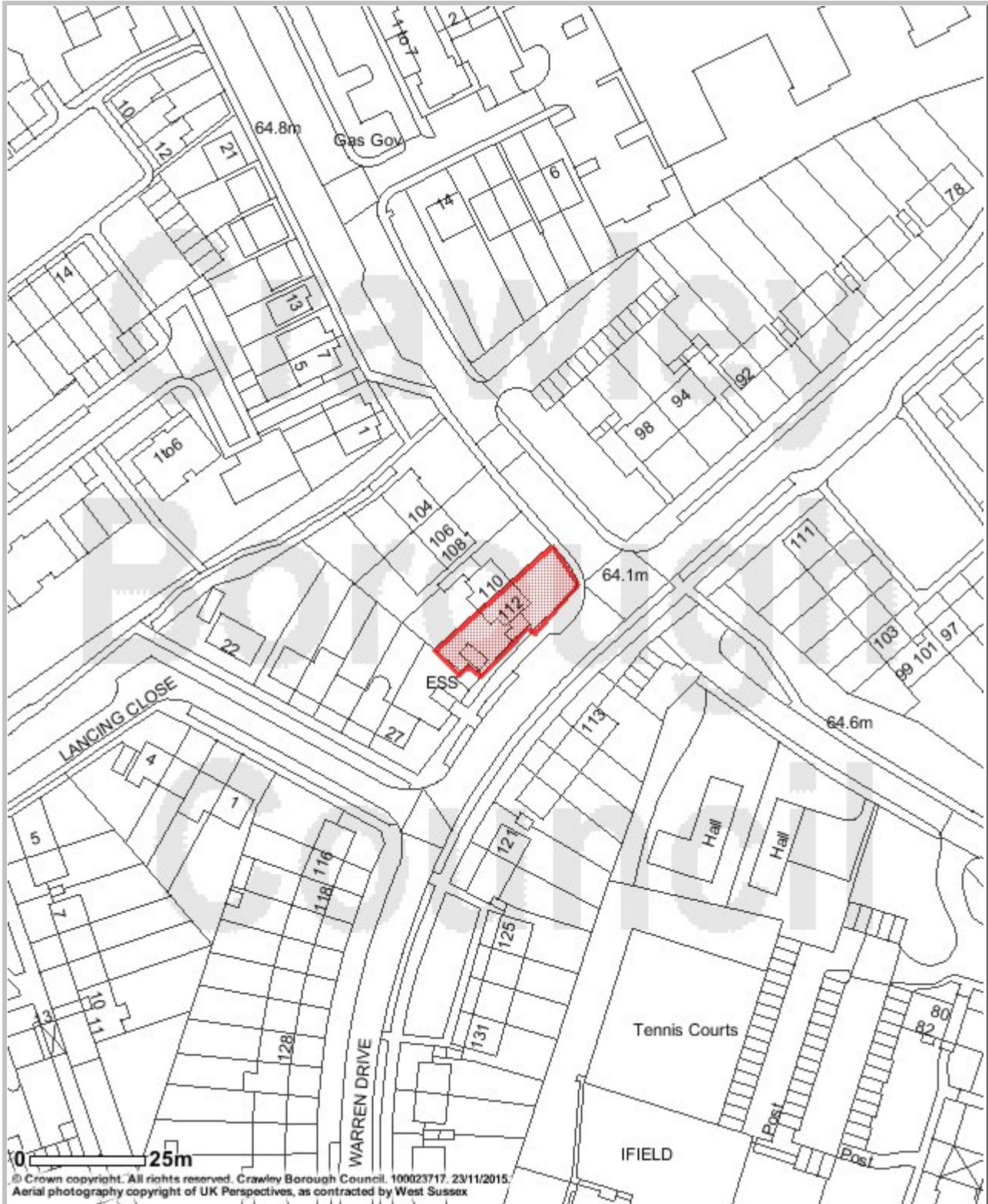
Tel: 01293 438000
Fax: 01293 438603

CR/2015/0715/FUL

Date 23 November 2015

Approx. Scale 1:1,250

112 WARREN DRIVE, IFIELD, CRAWLEY



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