

CRAWLEY BOROUGH COUNCIL

DEVELOPMENT CONTROL COMMITTEE - 4 January 2016

REPORT NO: PES/179

B

<u>ITEM</u>	<u>REF NO</u>	<u>LOCATION</u>	<u>RECOMMEND</u>
001	CR/2015/0463/FUL	STONER HOUSE, LONDON ROAD, NORTHGATE, CRAWLEY	PERMIT
002	CR/2015/0609/FUL	15 - 29 THE BROADWAY, NORTHGATE, CRAWLEY, RH10 1DX	PERMIT
003	CR/2015/0628/ARM	FORGE WOOD (NORTH EAST SECTOR), CRAWLEY	PERMIT
004	CR/2015/0695/FUL	BOEING HOUSE, CRAWLEY BUSINESS QUARTER, NORTHGATE, CRAWLEY, RH10 9AD	PERMIT
005	CR/2015/0739/ADV	WORTH PARK GARDENS, MILTON MOUNT AVENUE, POUND HILL, CRAWLEY	CONSENT
006	CR/2015/0778/RG3	23 BARNFIELD ROAD, NORTHGATE, CRAWLEY	PERMIT

REFERENCE NO: CR/2015/0463/FUL

LOCATION: STONER HOUSE, LONDON ROAD, NORTHGATE, CRAWLEY
PROPOSAL: EXTERNAL ALTERATIONS AND EXTENSIONS TO EXISTING BUILDING IN CONNECTION WITH ITS USE AS 111 FLATS (USE CLASS C3), TOGETHER WITH SITE WORKS INCLUDING LANDSCAPING
(AMENDED DESCRIPTION)

TARGET DECISION DATE: 15 October 2015

CASE OFFICER: Mrs M. Harper

APPLICANTS NAME: Shaviram Investments Limited

AGENTS NAME: D. Rose Planning LLP

PLANS & DRAWINGS CONSIDERED:

177_PLN_001 Rev A Location Plan, 177_PLN_002 Rev A Block Plan - Existing, 177_PLN_010 Rev A Existing Ground Floor Plans, 177_PLN_011 Rev A Existing First Floor Plans, 177_PLN_012 Rev A Existing Second Floor Plans, 177_PLN_013 Rev A Existing Third Floor Plans, 177_PLN_014 Rev A Existing Fourth Floor Plans, 177_PLN_015 Rev A Existing Roof Plan, 177_PLN_020 Rev A Existing South West Elevations, 177_PLN_021 Rev A Existing West Elevations, 177_PLN_022 Rev A Existing North East Elevations, 177_PLN_023 Rev A Existing East Elevations, 177_PLN_024 Rev A Existing North West and South East Elevations, 177_PLN_206 Rev A Proposed Sixth Floor Plans, 177_PLN_208 Rev A Proposed Eighth Floor Plans, 177_PLN_210 Rev A Proposed Upper Roof Plan, 177_PLN_220 Rev A Proposed Floor Plans - Additional Block, 177_PLN_320 Rev A Contextual South West Elevations - Existing and Proposed, 177_PLN_321 Rev A Contextual North West Elevations - Existing and Proposed, 177_PLN_322 Rev A Contextual North East Elevations - Existing and Proposed, 177_PLN_323 Rev A Contextual South East Elevations - Existing and Proposed, 177_PLN_400 Rev A View 1 Existing and Proposed, 177_PLN_401 Rev A View 2 Existing and Proposed, 177_PLN_402 Rev A View 3 Existing and Proposed, 177_PLN_100 Rev B Block Plan - Proposed, 177_PLN_101 Rev B Site Plan - Proposed, 177_PLN_200 Rev B Proposed Ground Floor Plans, 177_PLN_201 Rev B Proposed First Floor Plans, 177_PLN_202 Rev B Proposed Second Floor Plans, 177_PLN_203 Rev B Proposed Third Floor Plans, 177_PLN_204 Rev B Proposed Fourth Floor Plans, 177_PLN_205 Rev C Proposed Fifth Floor Plans, 177_PLN_207 Rev B Proposed Seventh Floor Plans, 177_PLN_209 Rev B Proposed Roof Plan, 177_PLN_300 Rev B Proposed South West Elevations, 177_PLN_301 Rev B Proposed West Elevations, 177_PLN_302 Rev B Proposed North East Elevations, 177_PLN_303 Rev B Proposed East Elevations, 177_PLN_304 Rev B Proposed North West and South East Elevations, 177_PLN_310 Rev B Contextual South West Elevation - Existing and Proposed, 177_PLN_311 Rev B Contextual West Elevations - Existing and Proposed, 177_PLN_312 Rev B Contextual North East Elevations - Existing and Proposed, 177_PLN_313 Rev B Contextual East Elevation - Existing and Proposed, 177_PLN_314 Rev B Contextual South East Elevation - Existing and Proposed, 177_PLN_315 Rev B Contextual North West Elevation - Existing and Proposed, 177_PLN_350 Rev B Site Section A-A Existing and Proposed, 177_PLN_403 Rev B View 4 Existing and Proposed

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--|--|
| 1. | WSCC - Surface Water Drainage (SWD) | No objection. |
| 2. | GAL - Aerodrome Safeguarding | No objections subject to conditions and informatives |
| 3. | WSCC - Highways | No objection subject to conditions. |
| 4. | National Air Traffic Services (NATS) | No safeguarded objections. |
| 5. | Thames Water | No objection subject to informatives |
| 6. | Police | Advice on crime prevention provided |
| 7. | CBC - Housing Enabling & Development Manager | No objection. |
| 8. | CBC - Planning Arboricultural Officer | No objection. |

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|-----|-------------------------------|--------------------------------------|
| 9. | CBC - Contaminated Land | No objection subject to condition. |
| 11. | CBC - Refuse & Recycling Team | Further information requested |
| 12. | Southern Water | No objection subject to informative. |

NEIGHBOUR NOTIFICATIONS:-

1-12 The Brook, Clappers Gate, Northgate; 3, 6 and 9 Pottersfield, Woolborough Road; 14 to 16 Glebe Close Northgate; 51, 60, 71 and 72 Kilnmead, Northgate; 3, 15, 16, 20, 22, 24, and 36 Woolborough Road Northgate; 9 and 11 Vanners Northgate; 1 Clappers Gate, Northgate; 8 Cherwell Walk, Gossops Green.

RESPONSES RECEIVED:-

21 letters of representation received and a petition with 13 signatures raising following concerns:

- Loss of light and overshadowing to neighbouring residential properties,
- Overlooking and loss of privacy to neighbouring residential properties,
- Increased traffic,
- Insufficient car parking provision which will create pressure for on street car parking,
- Out of character with the area,
- Will cause subsidence,
- Disruption during construction,
- Encourage seagulls to nest.

REASON FOR REPORTING TO COMMITTEE:-

Major application.

THE APPLICATION SITE:-

- 1.1 The application relates to Stoner House a 5 storey former office building situated on the north east junction of London Road and Kilnmead within the neighbourhood of Northgate. The building has a central entrance and undercroft parking on the ground floor with four storeys and roof level plant above. The elevations comprise brick and render finish. The site is level.
- 1.2 To the rear of the building is further car parking. To the west of the site, fronting London Road, there is a grassed area whilst to the south there is a small area of visitor car parking. To the north are business premises, to the west is Crawley Leisure Park comprising gym, bowling alley, cinema and restaurants and to the north and east are residential dwellings.
- 1.3 Vehicular access to the site is to the south from Kilnmead. There are no identified site constraints, although the site was identified as a former gas works (until circa 1946).

THE PROPOSED DEVELOPMENT:-

- 2.1 The application proposes alterations and roof level extensions to the building in connection with its conversion to residential use and would provide 111 units. It follows the grant of prior approval for the conversion of the existing building to offices. The proposed extensions at roof level would primarily follow the footprint of the building below setting back at both fifth and sixth floor levels 5m at the eastern end of the building and 6m from its north western wing. At seventh and eighth floor levels further set backs are proposed with the extensions being restricted to the apex of the building to create a central corner feature.
- 2.2 The unit mix would be as follows:-

Units accommodated within existing building envelope

- | | |
|---------------|----|
| • Studios | 52 |
| • 1 bed flats | 14 |
| • 2 bed flats | 5 |
| • TOTAL | 71 |

New units as a result of extensions

- | | |
|---------|----|
| • 1 bed | 30 |
| • 2 bed | 10 |
| • TOTAL | 40 |

- 2.3 16 flat would be affordable which equates to 40% of the total number of new units over and above those within the existing converted building and as a result of the proposed extensions.
- 2.4 In total provision would be made within the site for 78 car parking spaces with access via the existing reconfigured access from Kilnmead. This includes parking for disabled users which would be located close to the entrances to the building and potential car club spaces.
- 2.5 Provision has also been made for two communal cycle parking areas accommodated a total of 17 short stay and 130 spaces for residents. This would be located with a locked and secure stores on the eastern side of the site where it adjoins 62-72 Kilnmead Road.
- 2.6 The proposals also includes general landscaping improvement throughout the site which include the provision of a communal garden at ground floor level and roof terraces.
- 2.7 The application was supported by the following document:-
- Design and Access Statement
 - Transport Assessment
 - Flood Risk Assessment and Drainage Strategy.
 - Sustainability and Energy Statement
 - Travel Plan
 - Contaminated Land Report

Amendments

- 2.8 The application originally included the erection of a further 3 storey building to the rear to provide 10 flats. However this has now been deleted in response to comments raised by representations.

PLANNING HISTORY:-

- 3.1 Prior approval was granted under reference CR/2014/0138/PA3 for the change of use of the building from offices to flats to provide 76 flats comprising 72 x 1 bed and 4 x 2 bed flats.

PLANNING POLICY:-

The National Planning Policy Framework (2012):

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 4.2 Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It also promotes sustainable development within rural areas that avoids new isolated homes in the countryside.
- 4.3 Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development.

Local Development Framework Core Strategy (2008):

- 4.4 Policy H3 'Housing Development Locations' seeks to ensure proposals for residential development will be located within sustainable locations, maximising the use of brownfield land and ensuring that the proposed development is part of, or an extension to an existing neighbourhood, which can be served by existing infrastructure;
- 4.5 Policy H4 'Making efficient use of land' seeks to secure densities of development which maximise the efficient use of land whilst maintaining the character of different parts of the town;
- 4.6 Policy H5 Requires 40% affordable housing from residential development of 15 dwellings or more.
- 4.7 Policy H6 'Housing range and type' seeks to secure a mix of dwelling types and size taking into account the size of the site and the character of the surrounding area;
- 4.8 Policy EN4 states that landscape proposals should be an integral part of all new development schemes.
- 4.9 Policy EN5 'Protecting and enhancing the built environment' requires all new development to 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;
- 4.10 Policy T3 'Parking' seeks to ensure that the level of parking provision for a new development will normally take into account the Council's maximum parking standards and the need to maximise the potential for public transport.
- 4.11 Policy ICS2 requires infrastructure contributions to meet the needs created by new development.
- 4.12 Policies CS1 and CS2 seek to ensure that all development addresses crime to improve community safety, the quality of the environment and to make the best use of land.

Saved Local Plan (2000):

- 4.13 Policy GD1 'The normal requirements of all development' requires development to be appropriate to its location, to ensure that it does not cause unreasonable harm to the amenities and the environment of its surroundings and to safeguard any attractive or important natural or built features of the site which make a positive contribution to the character of the locality including existing trees and hedges;
- 4.14 Policy GD2 'Development and its setting' requires development to be sympathetic to its surroundings;
- 4.15 Policy GD3 'Operational requirements for a site' states that all development will be required to meet the requirements necessary for the safe and proper use of a site or building;
- 4.16 Policies GD5 and GD6 'Landscaping and development' require development to incorporate as part of its overall design and layout, appropriate landscaping and to retain as many existing trees, habitats and features as possible. The design and layout, including the positioning of underground services and any hard surface areas such as roads and car parks must also allow scope for the natural growth to maturity of any trees and vegetation which are to be retained or planted;
- 4.17 Policy H20 'Private Outdoor Space' requires proposals for new housing to provide suitable private outdoor space;
- 4.18 Policy H22 'Design' states that proposals for residential development must create a safe, attractive and sustainable living environment which provides appropriate standards of residential amenities and takes account of the characteristics of the site and its surroundings.

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

- 4.19 The plan has been found sound by an Inspector and has substantial weight as it moves towards adoption (expected 16 December 2015).
- 4.20 Policy SD1 states that there will be a presumption in favour of sustainable development
- 4.21 Policy CH2 'Principles of Good Urban Design' seeks to assist in the creation, retention or enhancement of successful places in Crawley. In particular it seeks to reinforce locally distinctive patterns of development, create continuous frontages onto streets, create public spaces and routes that are attractive whilst integrating land uses and transport networks.
- 4.22 Policy CH3 'Normal Requirements of All New Development' states that all proposals should be based on a thorough understanding of the significance and distinctiveness of the site, is of a high quality in terms of its design, is sympathetic to its surroundings, provides a good standard for of amenity for future occupants, retains trees which contribute positively to the area, meets its own operational requirement and demonstrates that it addresses the principles included within both 'Secure by Design' and 'Building for Life' criteria.
- 4.23 Policy CH5 'Standards for All New Dwellings' requires development to accord with national internal space standards
- 4.24 Policy EC6 Deals with development sites within the Town Centre boundary and requires them to promote town centre vitality and viability in a sustainable location through mixed use schemes that meet housing and economic needs.
- 4.25 Policy H1 Housing provision states that all reasonable opportunities for provided housing will be considered including brownfield sites, surplus green space, town centre living and opportunities on the edge of Crawley where these are consistent with the other policies and proposals in the Local Plan,
- 4.26 Policy H3 states that all housing development should provide a mix of dwelling types.
- 4.27 Policy H4 requires 40% affordable housing from all residential development of 11 dwellings or more.
- 4.28 Policy IN4 'Car and Cycle Parking Standards' states that the appropriate amount of car and cycle parking to meet the needs of a development is assessed against the Council's car and cycle parking standards.
- 4.29 ENV5 requires development to make provision for open space and recreational facilities.
- 4.30 ENV6 requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and ENV7 encourages the delivery of district energy networks and associated infrastructure.
- 4.31 ENV9 requires development to minimise its impact on water resources and promote water efficiency.
- 4.32 ENV10 deals with pollution management and land contamination.

Other Material Considerations:

- 4.33 Detailed design advice is provided in the Councils adopted Supplementary Planning Guidance/ Documents including SPG Note 3 'Standards for new housing development', SPG Note 4 'Standards for Private Open Space' and SPG Note 6 'Trees'. Supplementary Planning Document 'Planning Obligations and S106 Agreements' sets out the nature and extent of planning obligations and also includes the adopted parking standards.

PLANNING CONSIDERATIONS:-

- 5.1 The building occupies a highly sustainable location in the town centre. The principle of its conversion for residential use has already been established through the granting of prior approval in 2014 for 72 x 1 bed and 4 x 2 bed flats (total 76) although is currently unimplemented. The applicant rather than opting to implement the prior approval and then applying for extensions at a later date has therefore decided to take a more comprehensive approach to the building and site by refurbishing, recladding and extending the building and improving the area around it. The main considerations in the determination of this application therefore relate to the acceptability of the proposed external alterations and extensions to the existing building to provide a further 36 units and are as follows:-
- Design and appearance
 - Impact on the street scene / townscape;
 - Adequacy of the accommodation provided (size , layout and affordable provision)
 - Impact on neighbouring properties;
 - Impact on highways / access / parking / access
 - Flooding/SUDS
 - Sustainability
 - Infrastructure provision

Design and appearance

- 5.2 The existing five storey building was constructed in the 1970s and although recently refurbished is in a poor state of repair and of no particular architectural merit. The external walls are a combination of glass and concrete fibre panelling with continuous window banding. The mass of the building is exaggerated by this horizontal emphasis and its splayed footprint. The entrance area, situated at the junction of the two building wings, is a later addition to the building and is inconsistent with its general architectural style. The provision of open bays at ground floor and the lack of any street focused landscaping also allows views through to the service and parking areas to the rear to the detriment of the street scene.
- 5.3 The proposed scheme seeks to extend the existing building whilst improving and updating its overall appearance and providing additional landscaping. It would predominantly retain the five storey appearance of the building whilst introducing additional floors which would set back from the ends of the building ultimately stepping up to a taller central section to provide a strong focal point to the junction in longer views from the High Street . The open bays at ground floor level would be infilled and wrapped with a continuous facade to integrate them to the building above and prevent views through to the car parking beyond. The external elevations would mostly be replaced with an entirely new façade which would allow larger glazed opening to be created which helps to reduce the perceived massing of the building. A lightweight two storey roof extension would sit to the east and west wing either side of the main vertical element which is separated by the use of a light weight cladding system. These subservient element are set in from the main façade line again to reduce the massing when viewing the building from street level and to create interest and relief to the roof of the building.
- 5.4 The proposed design therefore accords with the NPPF which emphasises the importance of good design and accords with Policy EN5 of the Core strategy which requires development to be based on a thorough understanding of the context significance and distinctiveness of the site and surrounding and is reiterated by policies CH2 and CH3 of the Local plan 2015-2030.
- 5.5 The proposals also include reconfiguration of the area to the rear of the building to provide a communal garden for future residents and additional landscaping along the building's frontage on London Road which would improve the public realm and enhance the setting of the building.

Impact on the street scene / townscape

- 5.6 The site occupies a highly prominent position with the most significant views being from the High Street where the site can be viewed from a significant distance. There are further oblique view down London Road and on approach along Kilnmead. It is considered that the more comprehensive approach to the site proposed by this development provides a significant opportunity to create a

landmark building which would provide a focal point for the junction whilst improving the public realm surrounding the building and making a more positive contribution to both the immediate street scene and wider area.

- 5.7 Neighbouring commercial buildings to both the north and south of the site are typically four and five storeys but their heights are accentuated by greater floor to ceiling heights than those currently existing within Stoner House. To the north east along Kilnmead development is generally at a more domestic and residential scale being mostly at two and three storeys. The applicants have carried out a series of height and shadowing studies which have demonstrated how the proposed additions to the building are appropriate and would not be overly dominant within the street scene and in their relationship to neighbouring development whilst also acknowledging the importance of more distant views of the site.
- 5.8 As a result of these studies the applicants have therefore sought to provide a strong visual statement on the High Street axis by stepping the building up and created a central feature. It also reinforces the existing street edge by infilling at ground floor level and introducing a landscaped frontage to the building. However it has also sought to be sympathetic to the adjoining smaller scale development by setting the proposed extensions back from the edges of the building and retaining the massing of the existing building to respect neighbouring development to both the north and east.
- 5.9 It is therefore considered that the applicants have demonstrated the proposals would represent a high quality solution to this existing outdated building which would create a landmark building and focal point to this prominent junction whilst being sympathetic to the surrounding residential development to the north and east.

Adequacy of the accommodation provided (size and layout)

- 5.10 The proposed development would deliver a range of studio, 1 and 2 bedroom flats which are considered appropriate for the site given its town centre location and is reflective of local housing market needs.
- 5.11 Whilst the layout of the dwellings are constrained by the existing office structure all except eight of the residential units would comply with the now adopted Nationally Described Space Standards which have come into force during the course of determining the application. These flats would have a shortfall of 2-3sqm and are located within the existing building envelope but given they could be converted by virtue of the previously approved Prior Approval in these circumstances are considered acceptable. All the new units within the proposed extensions to the building and all the proposed affordable housing units would achieve these standards. This is in sharp contrast to other conversions carried out under the prior approval procedure where generally units fall far short of the internal space standards.
- 5.12 In terms of outdoor amenity space the scheme would provide a communal garden to the rear at ground floor level and a large communal roof terrace for the enjoyment of all the residents. In addition all ground floor flats including the affordable housing units would have their own private amenity space and on the upper floors a significant number of the flats would have either balconies or terraces. This level of provision is therefore considered appropriate given the context of the site and nature of its future occupants.
- 5.13 At the time of submission the applicant outlined within the Planning Statement accompanying the application that they wished to utilise the 'vacant building credit' as set out in the Government's National Planning Practice Guidance (NPPG). This policy states that where a vacant building is brought back into a lawful use the developer should be offered a financial credit equivalent to the existing gross floor of the building when the Local Planning Authority calculates any housing affordable housing contribution which will be sought. Therefore only 40% of the uplift from this scheme as compared with the number of units permitted under the prior approval would be affordable.
- 5.14 Whilst this policy is currently now under review following a High Court decision which occurred during the course of determining this application this level of affordable provision is still considered appropriate. As mentioned previously, the scheme as submitted represents a more comprehensive

approach to the building and site than could be achieved by a more piecemeal approach which would achieve the same level of affordable provision on the site. Furthermore a conversion of the existing building under the prior approval procedure could potentially deliver substandard units which fall far short of the Council's indoor space standards and make no provision of outdoor amenity space.

Impact on neighbouring properties

- 5.15 The residential properties most affected by the development are situated within Kilmead Road and Woolbough Road to the east and Clappers Gate and The Brook to the north. In this respect the concerns raised by large number of representations and petition received in response to the application are acknowledged and lead to officers seeking the deletion of the originally proposed 3 storey building to the rear of the site. In addition obscured glass privacy screens have been added to proposed terraces on the 5th and 7th floors.
- 5.16 Stoner House is approximately 40m at its closest point to The Brook to the north and 7m from 62 -72 Kilmead to the east. To the north it is acknowledged that the provision of extras floors would result in some additional overlooking to the properties to the north east. However given the levels of overlooking that currently exist from the building this on balance is considered acceptable. In addition no balconies are proposed on the rear elevations. The proposed terraces and balconies would be sited to the front and at the eastern and north western end of the building and would be fitted with privacy screening to prevent overlooking.
- 5.17 In terms of its relationship to the properties fronting Kilmead to the east the proposed additions would set back from the existing elevation of the building and again privacy screening has been added on the east elevation to restrict any potential overlooking from the proposed roof terraces.

Impact on highways / access / servicing / parking

- 5.18 The application seeks to retain the existing vehicular access onto Kilmead which would be remodelled. Following the initial consultation with WSCC the applicants have provided additional information and undertaken and submitted a Stage One Road Safety Audit in accordance with WSCC Policy. This Audit did not highlight any issues with the proposed amended access arrangements for the site. Furthermore the trip generation from the number of residential units now proposed would be less than that from the former office use of the site during the peak times and therefore the proposed access arrangements are considered acceptable.
- 5.19 A dedicated turning/servicing area is proposed at the front of the development and again in response to a request for additional information a servicing and management plan is also to be provided to set out the arrangements to manage deliveries to the site, as well as refuse collection. WSCC have advised that these arrangements are acceptable subject to appropriate conditions being attached to any consent.
- 5.20 The adopted SPD guidance sets out maximum standards and acknowledges that standards for residential development are based on the accessibility of the area, the availability of alternative transport modes and the type of accommodation which all have an impact on the level of car ownership. In this instance the site is a very sustainable location and future occupants would be aware that the units would have limited or no parking and that the highway network surrounding the site is included within the Crawley Controlled Parking Zone which restricts on street parking.
- 5.21 Parking provision for the revised scheme, which deleted 10 units has increased the number of parking spaces from 65 to 78. This equates to approximately 2/3 of the units having the potential for an allocated car parking space. However given the site's location and accessibility to a full range of services and alternative transport options designated parking for all occupiers is not considered necessary as acknowledged by WSCC. The applicant has however also submitted a Travel Plan to accompany the application and full details of this plan and its operation would be a condition of permission.
- 5.22 Given the comments of WSCC and the fact that other schemes have been permitted within the Town Centre which have limited the level of parking provision is considered appropriate

Flooding

- 5.23 The application was accompanied by a flood risk assessment and states that surface water from the site would be disposed by using a sustainable drainage system and the main sewer. WSCC Flood Risk Management has been consulted and has stated that the site is generally at a low risk from surface water flooding. They have therefore raised no objection to the development subject to existing surface water flow paths being maintained and submission of a sustainable drainage scheme including full details of its future maintenance and management being a condition of consent.

Sustainability

- 5.24 The development utilises sustainable design and construction methods to meet current Building Regulations. This includes passive solar design, reduced space heating load over building regulations levels, thermal bridging, energy lighting and appliances and high efficiency heating and ventilation. The applicant also states that water usage would be limited to 110litres/person/day in accordance with ENV9 and the Building Regulation target. The feasibility of connecting to a District Energy Network has also been explored but it was noted the site lies outside a priority area as identified in the Local Plan.

Contamination

- 5.25 The site was a former gas works and a Contaminated Land Report accompanied the application and identified a number of issues with ground gas and contamination. The Council's contamination officer has advised that further investigations would therefore be required although it is appropriate that this could be dealt with by condition.

Infrastructure contributions

- 5.26 The SPD on Planning Obligations requires contributions towards open space and transport for every net gain in the number of dwellings. WSCC have confirmed the following contributions would be sought:-

- TAD No contribution required
- Education £25,975 (£11,156 Primary, £12,006 Secondary, £2,813 6th Form)
- Fire and Rescue £13,460
- TOTAL £39,435

- 5.27 In addition an open space contribution would also apply and has calculated in accordance with the SPD Planning Obligations and Section 106 Contribution as £30,236. This is divided to include.
- £2,254 towards expanding or improving the usability of nearby allotments,
 - £8,050 parks and recreation as there is an overall deficit of parks and gardens in Northgate and West green,
 - £14,168 towards enhancing the West Green park play area, and
 - £5,764 towards provision for teenagers as there is a need for such provision within Northgate and West Green although it is recognised that there will be limited occupancy in such a development by teenagers.

CONCLUSIONS

- 6.1 The development proposes alterations and extensions to the building and site which already has prior approval for conversion to 76 residential units. The design whilst remodelling and creating a taller building is considered appropriate and has demonstrated how it has addressed the site's prominent location, important views and relationship to surrounding development.
- 6.2 The proposed units would almost all comply with the internal space standards and would include appropriate provision for both private and communal amenity space. 40% of the proposed units over and that permitted under the prior approval would be affordable. The level of parking provision is also considered appropriate given the sustainable location of the site and access to other public services.

- 6.3 The applicant has sought to address the concerns raised by representations received in respect of the original application by deleting the 3 storey building to the rear, increasing the car parking provision and the erections of screens to the roof top terraces. Therefore on balance the proposals are considered acceptable and accord with the NPPF and policies contained with the LDF, Crawley Local plan 2000 and Crawley Local Plan 2015-2030.
- 6.4. It is therefore recommended that planning permission is granted subject to the conclusion of a Section 106 Agreement to secure the infrastructure provisions listed in paragraph 5.26 and 5.27. However, in the event that the Section 106 Agreement is not completed by 31st January 2016 and unless an extension of time has been agreed to justify the delay, the Head of Economic and Environmental Services be authorised to refuse planning permission for the following reason:

An agreement is not in place to ensure that the appropriate affordable housing/ infrastructure provision is provided to support the development and the development is therefore contrary to policies H4 and IN1 of the Crawley Borough Local Plan 2015-2030 and Supplementary Planning Document 1 'Planning Obligations and Section 106 Agreements'.

RECOMMENDATION RE: CR/2015/0463/FUL

Permit subject to the completion of a Section 106 Agreement and 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 development shall be carried out unless and until a schedule of materials and finishes to be used for external walls and roofs of the proposed dwellings including where appropriate samples have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with saved Policy GD1 of the Crawley Borough Local Plan 2000.
4. No development shall be carried out until precise details showing the window design, glass balustrade and steel balcony to a scale of 1:20 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with these details.
REASON:- To control the development in detail and to ensure a high quality development in accordance with Policy GD1 and GD2 of the Crawley Borough Local Plan and Policy EN5 of the Core Strategy.
5. No part of the development shall be first occupied until such time as the vehicular access onto Kilnmead has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of road safety and to accord with saved policy GD3 of the Crawley Borough Local Plan 2000.
6. No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide car-parking space for the use and to accord with saved policy GD3 of the Local Plan 2000
7. No part of the development shall be first occupied until the servicing vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for their designated use.

REASON: In the interests of road safety and to accord with saved Policy GD3 of the Local Plan 2000

8. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

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

REASON: In the interests of highway safety and the amenities of the area and to accord with saved policies GD1 and GD3 of the Local Plan 2000.

9. No part of the development shall be first occupied until such time as until a Servicing Management Plan has been submitted and approved in writing by the Local Planning Authority. This shall set out the arrangements for the loading and unloading of deliveries, in terms of location and frequency, and set out arrangements for the collection of refuse. Once occupied the use shall be carried out only in accordance with the approved Plan.

REASON: To safeguard the operation of the public highway and to accord with saved policy GD3 of the Local Plan 2000.

10. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

REASON: To encourage and promote sustainable transport in accordance with emerging Policy IN3 of the Crawley 2015-2030 Local Plan.

11. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- Management of the flat roofs on the buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available from gal.safeguarding@gatwickairport.com). The Bird Hazard Management Plan shall be implemented as approved, upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manage the roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport.

12. No development shall take place until full details of soft landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at gal.safeguarding@gatwickairport.com).

These details shall include:

- Grassed areas
- The species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: To avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

13. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with Policy GD5 of the Crawley Borough Local Plan 2000.
14. Development shall not commence until a drainage strategy detailing how surface water from the site will be disposed of has been submitted to and approved by the Local planning Authority in consultation with the sewage undertaker. No discharger of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed and a maintenance and management has been agreed by the Local planning Authority and implemented.
REASON:-To ensure the proposed development is satisfactorily drained in accordance with Policy GD24 of the Crawley Borough Local plan 2000.
15. The development shall not commence until a scheme to deal with the contamination of the land and/or ground water has been submitted to and approved by the Local planning Authority and until the measures approved in that scheme has been fully implemented. The scheme shall include a desk study to include a detailed site investigation, remediation scheme and post remediation verification testing and reporting.
REASON: In the interest of public safety and to accord with saved Policy GD19 of the Crawley Borough Local plan 2000.
16. Provision shall be made for combined aerial facilities to serve all flat development in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.
REASON: In the interests of the visual amenities in accordance with 'saved' Policies GD1 and GD2 of the Crawley Borough Local Plan 2000.
17. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum indoor water consumption.
REASON:- In the interests of sustainable design and efficient use of water resources in accordance with emerging Policy EN9 of the Crawley Borough Local Plan 2015-2030 Modifications Consultation Draft.

INFORMATIVES

1. The applicants attention is drawn to the advice contained within the letter from Thames Water dated 4th August 2015 and e-mail from the Council's Environmental Health Officer dated 7th August 2015.
2. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire S021 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
3. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in the Civil Aviation Authority's Advice Note 4 'Crane and Construction Issues' available at www.caa.co.uk/srg/aerodrome.
4. Section 278 Agreement of the 1980 Highways Act - Works within the Highway

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

5. The applicant is strongly advised to incorporate the crime prevention and design measures set out in advice provided by Sussex Police in the letter dated 10th August 2015.
6. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

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 members/consultees/respondents/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,
Town Hall,
The Boulevard,
Crawley,
West Sussex RH10 1UZ

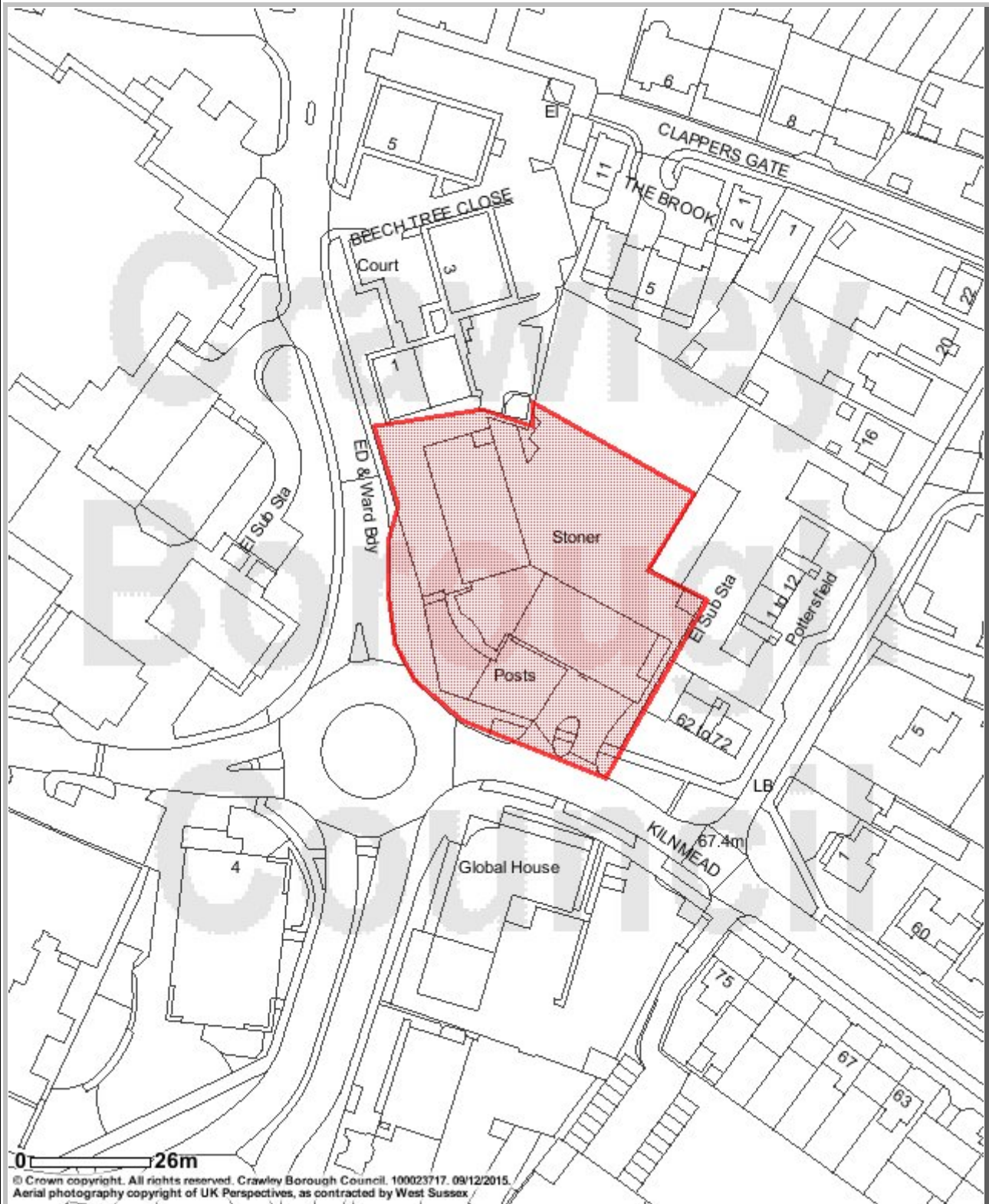
Tel: 01293 438000
Fax: 01293 438603

CR/2015/0463/FUL

Date 4 December 2015

Approx. Scale 1:1,250

**STONER HOUSE, LONDON ROAD, NORTHGATE,
CRAWLEY**



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REFERENCE NO: CR/2015/0609/FUL

LOCATION: 15 - 29 THE BROADWAY, NORTHGATE, CRAWLEY, RH10 1DX
PROPOSAL: DEMOLITION OF EXISTING BUILDING AND ERECTION OF RESIDENTIAL-LED SCHEME INCORPORATING RETAIL AT GROUND LEVEL WITH SIX STOREY RESIDENTIAL FLATS (10 X STUDIOS, 55 X ONE BED AND 13 X TWO BED) ABOVE.

TARGET DECISION DATE: 10 December 2015

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: Inspired Asset Management

AGENTS NAME: Andmore Planning Ltd

PLANS & DRAWINGS CONSIDERED:

(09)100 - Demolition plan, (09) 101 - Existing First floor plan, (EX) 000 - Ground floor existing, (EX) 102 - Existing roof plan, (EX) 406 - Existing elevation, (PL) 001 - Location Plan, (PL) 002 - Site Plan, (PL) 107 - Roof plan, (PL) 300 - Section A, (PL) 301 - Section B, (PL) 400 - West Elevation, (PL) 402 - East Elevation, (PL) 403 - South Elevation

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|-----|--------------------------------------|---|
| 1. | GAL - Aerodrome Safeguarding | No objection subject to condition and informative |
| 2. | WSCC - Highways | No objection subject to conditions and informatives |
| 3. | National Air Traffic Services (NATS) | No objection |
| 4. | Thames Water | No objection subject to informative- advice provided for applicant on surface water drainage and sewerage matters |
| 5. | Gatwick Diamond GROW Group | No objection |
| 6. | Police No objection | Detailed design advice provided for applicant on building security, door and entrance design, CCTV, lighting and layout of cycle store. |
| 7. | CBC - Property Division | No objection |
| 8. | CBC - Environmental Health | No objection subject to conditions |
| 9. | Cycle Forum | No comments received |
| 10. | CBC - Refuse & Recycling Team | No comments received |
| 11. | Southern Water | No objection subject to informative |
| 12. | WSCC - Surface Water Drainage (SWD) | No objection |

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised by press notice and site notice.

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

- 1.1 The application site is a 3 storey 1950's building currently comprising 5 ground floor units (3 single width frontage, 1 double width, 1 triple width) with associated storage on the 2 floors above. The premises are currently vacant and in a poor state of repair.
- 1.2 The site is located on the eastern side of The Broadway just south of its junction with The Broadwalk and Queens Square. The site is bounded to the north by the Queens Square Core Shopping frontage which comprises predominantly retail units which are 3 storey in scale. The land immediately to the south and east of the site provides rear access to the existing units and shops fronting Queens Square, The Martletts and Haslett Avenue West. There is a public car park and servicing area to the east. The main frontage to site faces west onto The Broadway facing shop units of a similar style and design. To the southwest of the site is a surface car park beyond which are views to St Johns Church grounds which is a Grade II* listed building and marks the most easterly part of the High Street Conservation Area.
- 1.3 The application building forms part of a continuous retail frontage that extends along the eastern side of The Broadway from Paddy Power betting shop (40 Queens Square) to Taj the Grocer (12 Haslett Avenue West) and comprises the central block of this retail frontage. The overall scale of these buildings is 3 storey and while the building details along this frontage vary, the canopy between ground and first floors is the common feature of this frontage and a unifying feature in the new town architecture along the street. The building line steps out again to the north of the site with the more recently constructed Pavilions development.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks planning permission to demolish and redevelop the site with ground floor retail uses and residential above (over 6 floors). The upper floors would provide 78 dwellings (10 x studios, 55 x one bedroom and 13 two bedroom flats).
- 2.2 The residential units would be single aspect facing either east or west with each flat having a balcony. The main entrance to the flats would be from a door within the Broadway frontage towards the southern end of the block and via lift and / or stairs. Secondary access would be provided to the rear along with refuse and cycle storage at ground floor level also in the southern end of the block.
- 2.3 The ground floor frontage is proposed to be utilised for retail uses (with Class A1, A2 and A3). A new canopy is proposed to replace the existing and provide a feature along the retail frontage. The floorspace of the retail units would be smaller than currently exists due to the requirement for a ground floor residential entrance, refuse, and cycle storage. Storage for these units including the installation of any plant or equipment would also need to be arranged to be re-provided at ground floor level towards the rear of the building.
- 2.4 The development would be serviced to the rear (eastern) side of the building which is accessed via the existing public car park. There is no on-site parking provision proposed.
- 2.5 In support of the application and in addition to the Design and Access Statement the applicants have also provided:
 - Financial Viability Appraisal
 - Transport Assessment and Residential Travel Plan
 - Outline Sustainability and Energy Strategy and supplemental statement on Future District Heating Connection
 - Noise Impact Assessment
 - Bird Management Plan
 - Planning Statement
 - Construction Management Plan
 - SUDS Assessment
 - Dwelling Overheating Risk Assessment – December 2015

PLANNING HISTORY:-

- 3.1 The application building was constructed as part of the original new town and designed as shops at ground floor with associated storage / offices above. In recent years there have been a number of applications for change of use for some of these units from retail to other A2/A3 uses.
- 3.2 In 2008 under reference CR/2008/0269/FUL planning permission was granted for the refurbishment of the ground floor units for Class A1, A2, A3 uses, creation of office entrance, new shop fronts and canopy and demolition and reconstruction of existing upper floors with addition of 2 floors for B1 offices (total 4 floors of offices). This planning permission was extended in 2011 for a further 3 years under CR/2011/0409/FUL but has now lapsed.
- 3.3 In 2013 (CR/2013/0015/FUL) planning permission was granted for redevelopment of the site with A1, A2 and A3 uses at ground level and the erection of 5 floors of residential development above (35 one bedroom and 22 two bedroom flats) although it should be noted that while an extra floor was added the height of this development was the same height as the previous office scheme. The permitted scheme was for 100% private market housing and was 'car free'. This permission is still extant and an application to discharge the planning conditions pursuant to this permission was received in November 2015 and is under review (CR/2013/0015/CC1).

PLANNING POLICY:-

- 4.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission must be determined in accordance with the relevant provisions of the Development Plan unless material considerations indicate otherwise. The Development plan currently comprises:
 - The Crawley Borough LDF Core Strategy 2008;
 - The 'saved' policies of the Crawley Borough Local Plan 2000.The weight which can be given to these policies depends upon the extent to which they are in conformity with the NPPF. The relevant policies in the CS and the 'saved' LP policies are in general conformity with the NPPF, and therefore carry full weight in the consideration of this application.
- 4.2 The Council has a new Local Plan which has been found sound and is proposed to be adopted this December.

National Planning Policy Framework

- 4.3 This document which sets out national planning policy and seeks to deliver sustainable development and ensure LPA's deliver development which accords with the Development Plan without delay. Within the core 12 overarching principles listed planning should:
 - *"proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs..."*
 - *"always seek to secure high quality design and good standard for amenity for all existing and future occupants of land and buildings"*
 - *"encourage the effective use of land by reusing land that has been previously developed (brownfield land)....."*
 - *"promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas..."*
 - *"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be sustainable"*
- 4.4 In respect of employment uses the long term protection of sites allocated for this purpose must be reviewed and where there is no reasonable prospect of the site being used, alternative uses of land or buildings should be considered on their merits. (paragraph 22).
- 4.5 With regard to town centres paragraph 23 recognises that town centres are the heart of communities and policies should support their viability and vitality. Residential development is recognised as a town centre use that and can play an important role in ensuring the vitality of centres and should be encouraged on appropriate sites.

- 4.6 In respect of housing (paragraph 47) LPA's must identify deliverable housing sites to provide 5 years worth of housing against their requirements with additional 5% buffer to provide choice and competition. Paragraph 50 requires delivery of a choice of high quality homes based on factors such as housing need, size and tenure and where affordable housing is required set policies to meet this need which should be sufficiently flexible to meet changing market conditions. Paragraph 51 encourages reuse of empty buildings and advises LPAs to approve applications for change of use to residential from commercial where there is an identified need for additional housing in the area (provided there are no strong economic reasons why such development would be inappropriate).
- 4.7 The NPPF attaches great importance to 'good design' for high quality buildings and spaces and supports innovative design which may raise the standard of design more generally in the area. (paragraphs 56 and 63). Measures to use renewable and low carbon sources, energy efficiency measures, green energy etc are all encouraged.

Crawley Borough Local Development Framework Core Strategy 2008 (CS)

- 4.8 The site is within the town centre and identified as a Main Employment Area. Policy E3 seeks to protect all employment sites within these areas unless it can be demonstrated that :
- 1 *The site is no longer suitable for employment purposes because of its location, or*
 - 2 *The site is shown to be unsuitable because of its impact on local amenity or the environment, or*
 - 3 *The loss of a minor proportion of floorspace would lead to the refurbishment or upgrade of floorspace on the greater part of the site, or*
 - 4 *The loss of employment floorspace would result in significant regeneration or social or environmental benefits for the wider area or,*
 - 5 *The site has been marketed for a minimum of 18 months at reasonable price.....,or*
 - 6 *The site is within an area identified for alternative form of development in the Core Strategy”.*
- 4.9 The site is within the Primary Shopping frontage within the Town Centre boundary as defined on the Local Development Framework Proposals Map.
- 4.10 Policy TC5 encourages high quality, high density housing within the Town Centre as part of mixed use developments. It states that 40% of the housing provision on any site should be affordable unless it can be demonstrated that this would not be viable. This is further detailed in policy H5 which applies to affordable housing provision across the whole borough.
- 4.11 Policy TC6 seeks to ensure all town centre development supports the provision of enhanced public transport and that parking provision should not exceed the maximum standards.
- 4.12 Town Centre policy TC1 allocates the northern part of the town centre (to the north of the application site) for major mixed use, retail led development to enable Crawley to fulfil its role as a primary regional centre and highlights the need for careful integration with the existing town centre.
- 4.13 In respect of housing policies, policy H1 makes provision for development of 4040 net dwellings in the Borough in the period 2001-2016 however, these figures are now updated in the emerging Local Plan.
- 4.14 Policy H3 steers residential development to sites which are sustainable locations (such as the town centre), can maximise the use of previously developed land, can be serviced by existing or new infrastructure, have good access to public transport, footpath and cycle networks, have good access to community facilities and are not subject to major physical or environmental constraints. Sites in employment use need to demonstrate compliance with the exception criteria in Policy E3.
- 4.15 Policy H4 encourages densities compatible with the varying character of the town with higher densities in the most sustainable locations while policy H6 seeks to secure a mix of dwelling types taking into account the characteristics of the site and surroundings and the need for a significant provision of one and two bedroom dwellings in accordance with the Council's Housing supply and Demand study.

- 4.16 In terms of design, policy EN5 requires that all new development should be based on a thorough understanding of the context, significance and distinctiveness of its site and surrounding and be of high quality design respecting its setting.
- 4.17 Community safety policy CS1 seeks to ensure all new development addresses crime, fear of crime and anti-social behaviour while policy CS2 seeks to improve vacant, underused and unattractive areas to improve community safety, the quality of environment and make the best use of land.
- 4.18 In respect of transport, access and parking policy T1 seeks to ensure that new development meets its access needs encouraging more intensive development in accessible locations, securing improvements to sustainable modes of transport and encouraging the use of travel plans. Policy T3 seeks to develop a parking strategy for the town and requires development to make parking provision in accordance with the Council's maximum standards and maximise potential for public transport use.
- 4.19 Policy ICS2 seeks to ensure that development contributions are sought or provision on-site is required to meet the justifiable needs created by new development.

'Saved' Crawley Borough Local Plan 2000 (LP)

- 4.20 The relevant policies in this case include the GD1 which relates to the normal requirements of all development, GD2 which relates to development and its setting, GD3 which seeks to ensure its operational requirements of the site are met. Policy GD4 seeks to ensure the comprehensive development of all sites.
- 4.21 Policies GD8, GD9 and GD10 seek to ensure development takes design security and mobility issues into consideration. GD13 and GD14 encourage creative, good quality and sustainable designs. Policy GD27 requires shop fronts to be appropriately designed to complement the street scene and allow safe and convenient access.
- 4.22 Policies GD16 and GD17 deal with environmental pollution hazards and seek to ensure development does not take place where the environment or conditions would be harmful to public health or amenity for that use.
- 4.23 Policies GD35 and GD36 deal with infrastructure provision.
- 4.24 Policies T23, T26, T27 and T28 encourage the use of public transport, walking and cycling.

Supplementary Planning Documents (SPD)

- 4.25 Town Centre Wide SPD 2008 (TCWSPD)- sets out and identifies objectives and policies for the town centre outside of the Town Centre North masterplan area. The document identifies the site as part of a wider 'opportunity area' with land further north and west incorporating Church Walk, Cross Keys and the Broadwalk. The vision for this area is *"To retain positive features and character and to revitalise important pedestrian links and areas between the western and central parts of the town centre"*. In particular, the document states there is potential for refurbishment and greater flexibility of uses at the southern portion of the Broadway.
- 4.26 The document also sets out guidance on the approach to non-retail uses in the main shopping area, seeking to ensure the core and primary frontages retain a strong retail function while encouraging a vertical mix of uses for new development which could include residential. For Primary frontages it states that a maximum of 50% non-retail use (A2, A3, A4 and A5) provided the impact on concentration of non-retail uses and amenity are acceptable.
- 4.27 SPD1 'Planning Obligations and Section 106 Agreements' – sets out the maximum parking standards required for development and the justification for the transport and other infrastructure contributions that may be sought as part of a development. Standards for cycle provision are also specified.
- 4.28 The following Supplementary Planning Guidance (SPG) notes are also of relevance:

- SPG4 – Standards for Private Outdoor Space.
- SPG7 – Shopfronts.
- SPG14 - Sustainable Design.

Crawley 2030 – The Crawley Borough Local Plan 2015-2030 – Modifications Consultation Draft June 2015 (CBLP)

- 4.29 This document has been found 'sound' by an appeal Inspector on the 2nd November 2015 and is proposed to be adopted by Full Council at its meeting on the 16th December. The document is therefore considered to have significant weight in the consideration of this application.
- 4.30 Policy SD1 sets out the 'Presumption in favour of sustainable development' in line with the strategic objectives of the NPPF.
- 4.31 Policy CH2 sets out the 'Principles of Good Urban Design' which requires development to amongst other things, create continuous frontages onto streets and spaces with clearly defined private and public areas, respond to and reinforce locally distinctive patterns of development, provide recognisable routes, intersections and landmarks to help people find their way around and provide diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.
- 4.32 Policy CH3 sets out the 'Normal Requirements of All New Development' requiring development to be based on a thorough understanding of its context, be high quality in design and related sympathetically to its surroundings. Development should also provide a good standard of amenity for future occupants, demonstrate how secure by design has been included into the design, ensure the development needs its operational needs such as for access, parking, refuse storage and demonstrate building for life 12 Criteria taken into account.
- 4.33 Policy CH4 seeks to ensure efficient use of land and comprehensive development.
- 4.34 Policy CH5 sets out the 'Standards for All New Dwellings' in terms of minimum internal floorspace which must meet the Nationally Described Space Standards (introduced October 2015).
- 4.35 The site is within the Town Centre main employment area and policy EC1 seeks to ensure that such areas are the focus for Sustainable Economic Growth. Policy EC2 seeks to ensure that there is no net loss of employment floorspace however, as the site is identified as an allocated housing site, the exceptions in this policy do not need to be demonstrated.
- 4.36 Policy EC4 seeks to ensure that where residential development is proposed within or adjacent to Main Employment Areas that the economic function of the area is not constrained.
- 4.37 The site is within the Town Centre Boundary, Primary Shopping area and Secondary Shopping Area and policy EC5 states that ground floor proposals for all the 'A' use classes (retail, financial and professional, restaurant, drinking establishment and hot food take-away) will normally be permitted. Such uses will be considered against the prominence and dominance of non-retail uses with the retail frontage and consideration of amenity (noise and disturbance).
- 4.38 Policy EC6 encourages mixed use development (economic and housing) to promote town centre vitality and viability.
- 4.39 Policy H1 makes provision for the development of a minimum of 5,100 net dwellings in the Borough between 2015 and 2030, the application site is allocated in policy H2 as a deliverable housing site (estimated to accommodate around 57 dwellings within the next 5 years). Policy H3 seeks to ensure development provides a mix of dwelling types and sizes to address local need and market demand and a current need for affordable 1 and 2 bedroom units. Policy H4 seeks 40% affordable housing from all residential developments with a minimum 70% of units to be affordable rent and up to 30% Intermediate tenure. In addition, on schemes of 15 dwellings or more 10 % low cost housing will be sought. Any exceptions to these targets have to be demonstrated via a comprehensive viability assessment.

- 4.40 Policy ENV6 requires all development to demonstrate sustainable design and construction to reduce energy consumption and carbon emissions, utilise green technology where appropriate and deal with the long term effects of climate change.
- 4.41 The site is located within a Priority Area for District Energy Networks, policy EN7 requires proposals to demonstrate how they have considered incorporating this technology. Policy EN9 requires new dwellings to be water efficient.
- 4.42 Policy EN11 seeks to protect occupiers from unacceptable noise impacts, for residential uses development must demonstrate that residents would not be exposed to unacceptable noise disturbance and where applicable applications should be accompanied by a noise impact assessment and propose suitable mitigation if required.
- 4.43 Policy IN1 supports development where the necessary on and off site infrastructure can be provided or any impacts can be appropriately mitigated. Policy IN3 requires development to be concentrated in locations where sustainable patterns of travel can be achieved and development does not have an unacceptable increase in traffic congestion or highway safety. Policy IN4 requires development to provide the appropriate amount of car and cycle parking to meet its needs. Car parking standards for residential development are based on the accessibility of the area, level of car ownership and size of any new dwellings.

PLANNING CONSIDERATIONS:-

- 5.1 The key planning considerations in respect of this application are:
- The principle of site redevelopment (loss of employment floorspace and acceptability of residential / retail mixed use) and intensification of use;
 - Design and appearance of the development;
 - Impact on the street scene / townscape;
 - Adequacy of the accommodation provided (size layout, noise issues)
 - Impact on neighbouring properties;
 - Impact on highways / access / parking / access.
 - Sustainability and Sustainable Urban Drainage
 - Scheme Viability - Affordable housing
 - Other.

Principle of site redevelopment and intensification of use

- 5.2 The site occupies a sustainable location in the heart of the town centre and is identified in the TCWSPD as an 'opportunity area' which would benefit from being revitalised. Residential use is also encouraged in town centre locations in the NPPF, and by CS policies H3 and TC5 while policy H2 of the CBLP identifies this site as deliverable housing site and this site already has an extant planning permission for residential use.
- 5.3 Notwithstanding the above, the proposed development is considered to satisfy criteria 4 of policy E3 (set out at paragraph 4.8). The street scene in Broadway is of a poor environmental quality with a high number of property vacancies including all the units within the application site, the majority of which have been empty for at least 5 years. The redevelopment through its mix of uses offers a significant opportunity to improve this prominent location, providing modern retail floorspace on the ground floor and increasing footfall in this part of the town centre. This, taken with other considerations such as the overall quality of design of the scheme (discussed later in this report) result in the scheme making a positive contribution to the environment and regeneration of The Broadway.
- 5.4 In conclusion, there is no objection in principle to the redevelopment of this building provided this is integrated successfully into the Town Centre in terms of its design, function and uses. The intensification of use is also supported in principle as planning policy at all levels seeks to secure the most efficient and effective use of brownfield land particularly on sites that occupy sustainable locations.

- 5.5 The development seeks to maintain a retail shopping frontage at ground floor level, the applicant seeks a mix of uses in these ground floor units (A1, A2 and A3) and these are in accordance with the town centre uses identified in the TCWSPD.

Design and appearance of the development

- 5.6 The proposed building is a modern design and considered to be well detailed and articulated along its two principal elevations. The overall building scale is one storey higher than the extant residential scheme which has established the acceptability in principle of a taller building in this location. The building massing as well as being higher is wider than previously permitted with floors 1 – 4 extending the entire width of the Broadway frontage and floors 5 and 6 setback of the top floor from the road façade and adjacent buildings which allows for the visual impact of the 2 upper floors to be reduced at street level. The retention of a canopy albeit positioned higher than the original canopy at street level allows continuity and a consistent ground floor streetscape frontage.
- 5.7 In terms of detailing, the building massing is set back and sight lines with the adjoining buildings have been respected. The design has a strong horizontal emphasis in the detail and the introduction of balconies gives articulation and interest to the development. The design on its front elevation has a dominant horizontal emphasis to floors 1-4, the fenestration pattern and balcony design integrating with retail units below. The buildings impact from the side and rear is considered acceptable as the massing of the development steps away from neighbouring properties. The building detailing is considered appropriate in its design and surroundings. On the rear (east elevation) the design approach is similar to the front however, more articulated as the building massing steps up to the upper floors. From this elevation while the building is considerably greater in terms of massing its visual appearance is considered a significant improvement overall on the quality of architecture fronting this service yard.
- 5.8 The top floors of the building are set back approximately 5m from the front wall of the floors below them in order to reduce the impact of the upper floors of the building at street level. The supporting massing and articulation study has demonstrated that from Broadway only the very top of the upper floor would be visible from street level and this would be broken up further by the articulated top floor design. The proposed change in materials lighter panels would further reduce the impact of this top floor. The building is proposed to be finished in brick with render detailing and grey window frames, precise details are considered necessary via condition. Overall the design approach and additional storey introduced by this application over the extant scheme is considered to retain the original design concept deemed acceptable through grant of the earlier permission.

Impact on the street scene / townscape

- 5.9 The proposed building would be 7 stories high within an area of predominantly 3 storey buildings (although there is currently a further application pending consideration to increase the scale of a buildings further north at 7-13 The Broadway to add an additional floor). While the building is of a much larger scale it is considered acceptable and the design detailing, relationship to the footway and retention of the canopy is considered to be in keeping with the design character of the surrounding new town buildings, the streetscape and frontage lines.
- 5.10 When viewed looking north along the Broadway, the building line steps out from the new development to the betting office and the Pavilion. While the new building would be taller, the landmark Pavilion building would still appear as the dominant feature in the streetscape. The building is therefore considered to appropriately reflect the frontage lines and townscape character in this part of The Broadway. In respect of wider views from the Broadway, it is not considered that the development would have a detrimental impact on the setting of the High Street Conservation Area or on views of the listed church.

Adequacy of the residential accommodation provided

- 5.11 The building as designed complies with the floorspace standards set out CH5 although there are 6 studio units which show a bathroom layout and would be 1 sq m under standard but if the bath was replaced with a shower would be 1 sq m over standard (due to discrepancy in the Nationally Described Standards relating to studios). In all other respects storage, floorspace and room size

the development meets the standards. Each flat has a balcony and will benefit from an east or west aspect and these are designed with set backs or side wings to ensure privacy to each unit. It is considered that balconies are an appropriate form of amenity space for future occupants given the site location. There is a communal terrace for residents at the southern end of the building accessed via the 6th floor. Views of the service yard area for flats to the rear are softened with the introduction of a building setback at first floor and landscaped planters to soften the roof edge.

- 5.12 The Environmental Health Division raised initial concerns about the noise data provided and the noise nuisance to future residents from existing plant in the vicinity in particular for those dwellings facing the rear service yard and disturbance from deliveries. There was also concern expressed regarding disturbance from the ground floor commercial units. The main issue was that occupiers would be unacceptably disturbed by the existing noise levels if they needed to sleep with the windows open and that keeping the windows closed results in inadequate ventilation and in summer can lead to an unacceptably hot environment in the dwellings. The applicants have provided additional information to address these concerns including a 'Dwelling Overheating Risk Assessment' which has concluded that with mechanical ventilation which provides a minimum of 2.2 air changes per hour to the dwellings this will achieve an acceptable level of cooling. The Environmental Health Division accept the conclusions in this report and have no objection provided the development is built to achieve the technical specifications set out in the report, this ensures sufficient sound reduction in the design of the building envelope to ensure appropriate internal noise levels and airflow / cooling for future residents.
- 5.13 It is also considered that further conditions should be imposed to safeguard the amenity to future residents from potentially noisy activity from the ground floor commercial units through hours of use and seeking to agree details of any cooking extract and ventilation to be installed.

Impact on neighbouring properties

- 5.14 The proposal is not considered to have any adverse impact on its neighbouring properties. The building while large in scale has an unaltered footprint at ground floor and there are not considered to be any adverse impact from the design of the building on neighbouring occupiers, the building would not impact on rights of access or any loss of light to any key windows. The building would cast a much greater shadow over the car park / service area to the east of the site however, this is not considered detrimental to existing users. While many flats would have an outlook over the service yard to the rear there are no issues with overlooking and privacy as a result of the design as the area is predominantly retail use with storage on the upper floors.
- 5.15 A number of secondary windows have been introduced into the north facing elevation facing the rear of properties in Queens Square, these are considered beneficial to allow additional light into these dwellings and as secondary windows are not considered to provide a key outlook for these units or compromise the redevelopment of the Queens Square block to the north if it were to come forward. The proposal is therefore considered to comply with saved policy GD4 and policy CH4 in this regard.

Impact on highways / access / parking / servicing

- 5.16 The site occupies a highly sustainable central location within Crawley Town Centre within easy reach of public transport and accessible to a full range of amenities. WSCC comment that this location has excellent accessibility, the scheme provides for cycles and due to on-street parking restrictions and parking charges overspill parking is unlikely and a deterrent to car ownership. WSCC also state that a residential travel plan is essential to encourage sustainable transport modes and that the rear servicing arrangements for the building remain as existing and are acceptable.
- 5.17 It is considered that while the proposed development has no designated parking spaces for the uses, this lack of provision is acceptable as it accords with the adopted parking standards set out in SPD1. The adopted guidance sets maximum standards and acknowledges that standards for residential development are based on the accessibility of the area, the availability of alternative transport modes and the type of accommodation which all have an impact on the level of car ownership. In this instance the site is a very sustainable location and future occupants would be aware that the units would have no parking. Designated parking for occupiers is not considered

necessary in this case due to the accessibility of the site to a full range of services and alternative transport options. It should be noted that the principle of car free residential development was accepted in 2013 and that currently the existing block has no designated parking.

- 5.18 It is accepted that there may be a future issue with resident parking and how this could be managed. The applicants have provided a Travel Plan which has been considered and accepted by WSCC which proposes the appointment of a Travel Plan coordinator for the first 3 years of the development, provision of information of to future residents on sustainable transport options and options for car parking permits if residents do wish to own a vehicle. The measures and implementation of the travel plan are proposed to be secured via condition.
- 5.19 With regard to disabled access, there are 4 disabled bays on the west side of Broadway opposite the southern end of the site and a further 10 disabled bays in front of nos. 31 – 35 Broadway which are for public use. While not specifically commented upon by WSCC for this application the situation remains unchanged from the previous 2013 application when there was no objection to this approach on the understanding that these are available for all disabled highway users on a first come first served basis.
- 5.20 92 secure cycle parking spaces are proposed for the residential units internally at ground floor level which accords with the standards in SPD1. 8 secure spaces are provided to the rear of the building for the retail unit. In addition 18 cycle spaces are to be provided for visitors to the development within the public realm frontage of The Broadway, in addition to the current provision in the area. These spaces are proposed to be secured outside the building via a condition.
- 5.21 The existing servicing arrangements for the ground floor retail units are via the car park and service area immediately to the east of the building with access to the first and second floors from The Broadway. The servicing arrangements for the new ground floor units would remain unchanged with each unit having rear access to the service yard. A rear access would also be provided for the residential uses above. Both uses would have separate bin stores and these would also be serviced from the rear. The level of refuse provision and the servicing arrangements are considered adequate for the scale of development and is in line with CBC specifications.

Sustainability and Sustainable Urban Drainage

- 5.22 The applicants have sought to address the requirements of policies ENV6, ENV7 and ENV9 providing an outline energy and sustainability strategy. This has included details on how water efficiency measures are to be incorporated into the building and have provided details on how the building would be designed to be capable of being connected into a future district energy network. Subject to conditions it is considered that the development has adequately address the requirements in these emerging policies.
- 5.23 WSCC as Lead Flood Authority have considered the development and raise no objection having checked the local constraints and given that the site is previously developed land.

Scheme Viability/ Affordable Housing

- 5.24 Policies TC5 and H5 require that 40% affordable housing provision on any site of over 15 units should be affordable unless it can be demonstrated that this would not be viable and that there is a proven need for the development. CBLP policy H4 also seeks 40% affordable housing unless an exception can be demonstrated via a comprehensive viability assessment. In this case, the applicants have provided a viability appraisal which has been independently scrutinised by the DVS (District Valuer Services).
- 5.25 It has been clearly demonstrated that the development is not viable and cannot deliver a policy compliant scheme. The applicants and the DVS (on behalf of CBC) have agreed that a viable scheme on this site can make an affordable housing contribution to a value of £573,000. The applicants preference is for the contribution to be used for off-site provision however, is considered that the off-site provision will only be accepted in exceptional circumstances where there are robust planning reasons for doing so (in line with CBLP policy H4). At the time of preparing the report these circumstances had not been demonstrated. It is considered that further options for providing an

element of on-site provision is possible and options are being discussed further with the applicant to potentially deliver fewer units with a 70/30 tenure split, 50/50 tenure split or shared ownership.

- 5.26 Due to the commercially sensitive nature of the viability report, should Members wish to scrutinise this conclusion in further detail, the meeting will need to move to Part B (Exempt item) where the report can be discussed in further detail.
- 5.27 In addition, the following infrastructure contributions have also been sought in connection with this development:
- Transport - £19,386 (Sustainable Transport Contribution)
 - Education - £28,140 (£12,086 primary, £13,007 secondary, £3,047 6th form)
 - Fire and Rescue - £10,046
 - Open Space - £10,914 – (£9,416 for enhancing the Memorial Gardens and / or Southgate Play Area and £1,498 towards improvement of allotment provision at either Railey Road, Baker Close or West Green.)
- 5.28 These amounts are factored in the viability appraisal and are intended to be secured through a S106 Agreement in addition to the affordable housing requirements with an appropriate mechanism included to consider all options of delivering on site affordable units before the option of accepting the off-site contribution amount set out above.

Other

- 5.30 Detailed design comments in respect of security and other matters relating to the design of the building were received from Sussex Police. Many of the items such as lighting, internal CCTV, locks and the management of the building and communal spaces are matters that cannot be controlled via planning condition.

CONCLUSION:-

- 6.1 Town centre residential development is a key objective of the NPPF, the adopted CS and the emerging LP for Crawley. It adds to the vitality of the town centre, and helps address housing need. The choice of alternative modes of transport and accessibility of local facilities means this site is an ideal location for a car free development and the principle has been accepted on this site by the extant residential permission.
- 6.2 The proposed development is policy compliant in terms of its use, design, residential and operational standards and in this case the only substantive issue is that of affordable housing provision and the scheme viability. The existing use value of town centre sites means viability will be a challenge and therefore the fact that the scheme cannot support affordable housing at a level in line with policy requirements is not unexpected in this case (the extant scheme provided for no affordable housing). The viability work has demonstrated that this scheme can deliver a reduced level of affordable housing or a commuted sum.
- 6.3 The development will help meet the need for smaller residential units for Crawley residents and in terms of its design and mix of uses and would make a positive contribution to the environment and regeneration of the Broadway, introducing an improved ground floor shop frontage and future residents with access to the existing town centre facilities. The applicants have demonstrated that the development can be designed to provide a suitable living environment for future residents, while protecting the amenities of neighbouring properties and not prejudicing the redevelopment of other parts of the town centre.
- 6.4 It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure the infrastructure provisions listed in paragraph 5.27 and 5.29. However, in the event that the Section 106 Agreement is not completed by 31st January 2016 and unless an extension of time has been agreed to justify the delay, the Head of Economic and Environmental Services be authorised to refuse planning permission for the following reason:

An agreement is not in place to ensure that the appropriate affordable housing/ infrastructure provision is provided to support the development and the development is therefore contrary to policies H4 and IN1 of the Crawley Borough Local Plan 2015-2030 and Supplementary Planning Document 1 'Planning Obligations and Section 106 Agreements'.

RECOMMENDATION RE: CR/2015/0609/FUL

Permit subject to the conclusion of a S106 Agreement and 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 The floor levels of the proposed building shall be set out strictly in accordance with drawing number (PL)300 Rev A and no part of the development shall exceed 98.730 AOD as set out on the plan.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with saved Policies GD1 and GD2 of the Crawley Borough Local Plan 2000 and in the interests of aircraft safeguarding.
- 4 No development shall be carried out unless and until a schedule of materials and finishes (including a 1:20 section of the upper floor fenestration and balcony detail) and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls, roofs, windows and balconies of the proposed building have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy GD1 of the Crawley Borough Local Plan 2000.
- 5 The ground floor unit /s shall not be occupied until precise details showing the shopfront profiles, and fenestration profiles (including a 1:20 section of the glazing details). The development shall be implemented in accordance with the agreed details.
REASON: To control the development in detail and to ensure a high quality development in accordance with policies GD1 and GD2 of the Crawley Borough Local Plan and EN5 of the LDF Core Strategy.
- 6 No development shall be carried out until precise details showing the proposed canopy works (including a 1:20 Section of the canopy) have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented strictly in accordance with these details.
REASON: To control the development in detail and to ensure a high quality development in accordance with policies GD1 and GD2 of the Crawley Borough Local Plan and EN5 of the LDF Core Strategy.
- 7 Provision shall be made for communal aerial facilities to serve all residential development in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.
REASON: In the interests of the visual amenities in accordance with Policies GD1 and GD2 of the Crawley Borough Local Plan 2000.
- 8 No more than 50% of the ground floor frontage shall be utilised for non-retail (Class A2 or A3) uses without the prior permission of the Local Planning Authority.
REASON: To protect the character of The Broadway as a designated Primary Shopping frontage and the vitality and viability of this part of the town centre in accordance with the Town Centre Wide Supplementary Planning Document.
- 9 The use of the ground floor units hereby permitted shall only be open between the hours of 0700 and 2300.

REASON: To safeguard the amenities of residential occupiers in accordance with 'saved' policy GD1 of the Crawley Borough Local Plan 2000.

- 10 The ground floor units of the development hereby permitted shall not be occupied unless and until details of any means of ventilation for air conditioning plant and the extraction and disposal of cooking and other odours, its installation, maintenance and replacement, have been approved in writing by the Local Planning Authority. The approved means of ventilation shall thereafter be installed, maintained and replaced in accordance with the approved details.

REASON: In the interests of the amenities of the locality in accordance with Policy GD1 of the Crawley Borough Local Plan 2000.

- 11 The development shall be constructed, designed and implemented to deliver the measures recommended in Simulation 03 of the 'Dwelling Overheating Risk Assessment – December 2015'. Prior to first occupation of the units, details of the precise measures installed and verification that the building as constructed meets the requirements simulation 03 of the risk assessment shall be submitted to and agreed in writing by the Local Planning Authority.

REASON: To ensure a suitable environment for future occupier in an accordance with Policy EN11 of the Crawley Borough Local Plan 2015-2030.

- 12 The development hereby permitted shall not commence until a Construction Management Plan has been submitted to and approved by the Local Planning Authority to include the following:

- Location of site offices
- Storage of plant and materials
- Loading and unloading areas
- Construction travel routing
- Parking for construction staff
- Wheel washing facilities

REASON: In the interests of public and site safety in accordance with 'saved' policy GD34 of the Crawley Borough Local Plan 2000.

- 13 The layout of the boiler room shall be implemented and thereafter maintained to allow provision for the development to be 'Network Ready' in accordance with Figure 1 in the Hoare Lee Report titled 'Future District Heating Connection 'and its associated technical standards unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of sustainable design in accordance with emerging policy EN7 of the Crawley Borough Local Plan 2015-2030 Modifications Consultation Draft.

- 14 The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum indoor water consumption.

REASON: In the interests of sustainable design and efficient use of water resources in accordance with emerging policy EN9 of the Crawley Borough Local Plan 2015-2030 Modifications Consultation Draft.

- 15 The Bird Hazard Management Plan dated 28th August 2015 shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manager the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport.

- 16 Prior to first occupation, 100 secure cycle spaces shall be provided in accordance with drawing number 121509(PL)100 Rev A. The spaces shall thereafter be retained for cycle parking unless written permission is given for any variation.

REASON: To ensure adequate cycle parking is provided for future residents and business occupiers in accordance with sustainable travel objectives and policies T1 in the LDF Core Strategy 2007, 'saved' policy T27 of the Crawley Borough Local Plan 2000 and SPD1.

- 17 18 visitor cycle spaces shall be provided in front of the building in accordance with plans and details to be submitted for approval. These spaces shall thereafter be retained at all times for their designated use.
REASON: To ensure adequate cycle parking is provided for future residents in accordance with 'saved' policy T27 and SPD1.
- 18 Prior to the occupation of the building, the public footpath across the site frontage in The Broadway shall be resurfaced and improved in accordance with plans and details to be submitted to and agreed in writing by the Local Planning Authority.
REASON: In the interests of public safety and the visual amenity of the area in accordance with TC5 in the Core Strategy, 'saved' policy GD1, The Town Centre Wide SPD and SPD1.
- 19 The development shall not be occupied or brought into use until the owners and occupiers of the site have appointed and thereafter continue to employ or engage a travel plan coordinator (whose details shall be provided to the Local Planning Authority) who shall be responsible for the implementation, delivery and monitoring of the measures in the agreed Residential Travel Plan (Reference PC/P1539 RTP) in accordance with the Action Plan (Table 5.1). Details of the measures shall be monitored as set out in Table 5.1 and provided to the Local Planning Authority every 12 months for not less than 3 years from first occupation of the building.
REASON: To encourage sustainable travel for residents, staff and visitors in accordance with the NPPF and policy T1 of the Core Strategy.

Informative(s)

- 1 A Section 278 agreement with West Sussex County Council will be required to carry out changes to the pavement areas in front of the building and to install the cycle stands.
- 2 An oversailing licence will be required for the new canopies over the public highway. The canopy will need to be a minimum of 2.3m above the finished pavement level.
3. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
4. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk
5. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Permit enquiries should be directed to the Risk Management Team on 0203 577 9483 or emailing wwwriskmanagement@thameswater.co.uk
6. The applicant is strongly advised to incorporate the crime prevention and design measures set out in the advice provided by Sussex Policy in the letter dated 22nd September 2015.
7. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:

0800 to 1800 Monday to Friday and 0800 to 1300 on Saturday with no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

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

- 8 The water efficiency standard required under condition 15 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1 as already acknowledged in Section 5.8 of the accompanying Outline Sustainability Strategy provided by Hoare Lee.

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 members/consultees/respondents/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,
Town Hall,
The Boulevard,
Crawley,
West Sussex RH10 1UZ

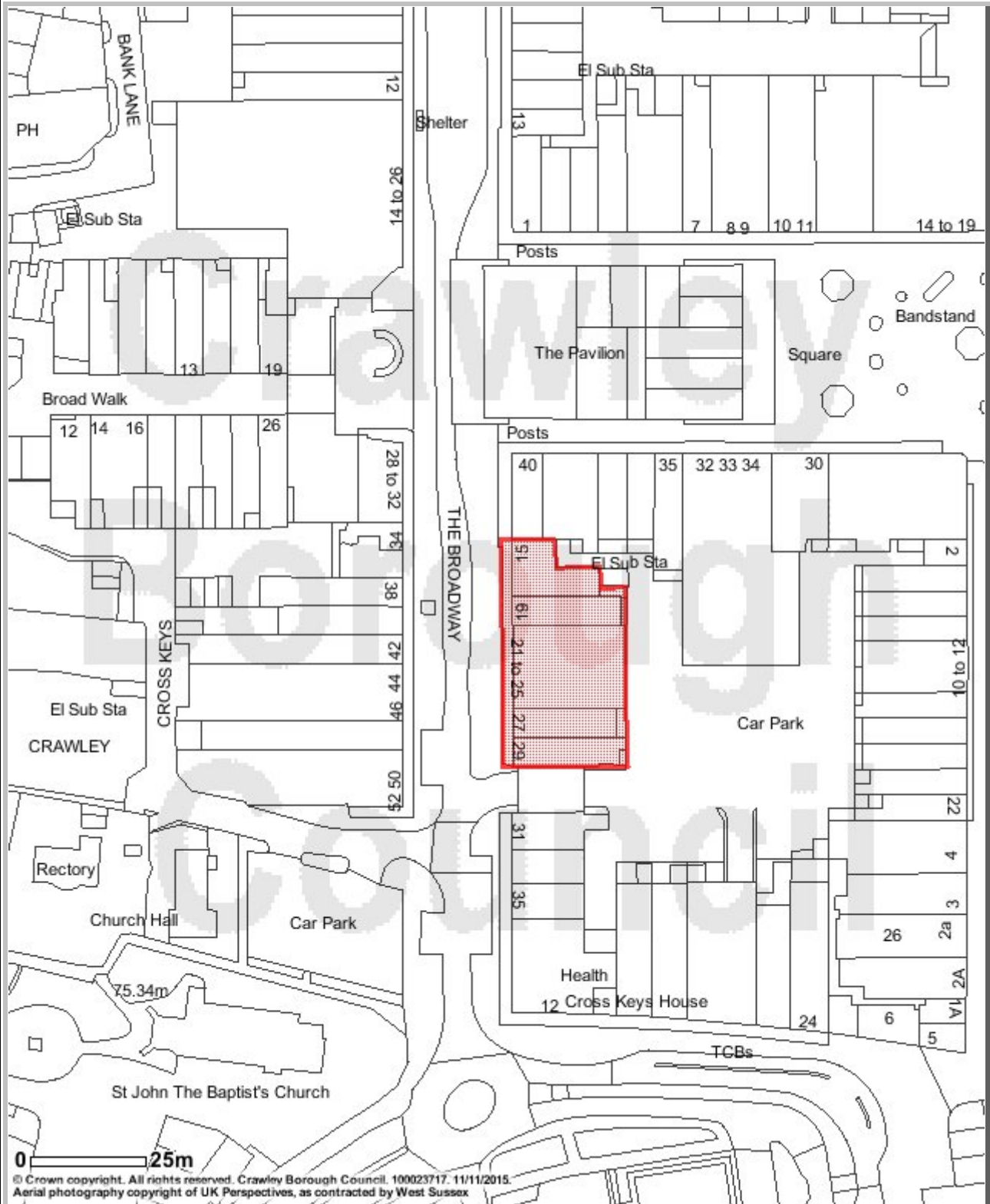
Tel: 01293 438000
Fax: 01293 438603

CR/2015/0609/FUL

Date 11 November 2015

Approx. Scale 1:1,250

15-29 THE BROADWAY, NORTHGATE, CRAWLEY



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REFERENCE NO: CR/2015/0628/ARM

LOCATION: FORGE WOOD (NORTH EAST SECTOR), CRAWLEY
PROPOSAL: APPROVAL OF RESERVED MATTERS FOR PHASE 2 - ROADS AND DRAINAGE
INFRASTRUCTURE PURSUANT TO CR/1998/0039/OUT FOR A NEW MIXED USE
NEIGHBOURHOOD

TARGET DECISION DATE: 18 December 2015

CASE OFFICER: Mrs V. Cheesman

APPLICANTS NAME: Persimmon Homes & Taylor Wimpey

AGENTS NAME: Pegasus Planning Group

PLANS & DRAWINGS CONSIDERED:

P.1036 16 P Phase 2 Spine Site Location Plan, CSa66/184 Landscape Proposals Spine Road Phase 2-
Sheet 1 of 2, CSa667/185 Landscape Proposals Spine Road Phase 2 - Sheet 2 of 2, P.1306-17 Context
Site Layout Plan, 7827 Spine 02 Tree Protection Plan, T258 10 Rev C General Arrangements and Plan
Bridge 2, T258 149 Rev B Phase 2 Vehicle Swept Path Analysis - Large Refuse Vehicle, T258 155 Rev A
Phase 2 Vehicle Swept Path Analysis - Medium Caf, T258 175 Longitudinal Sections - Sheet 1 of 4, T258
176 Rev A Longitudinal Sections Sheet 2 of 4, T258 177 Rev A Longitudinal Sections Sheet 3 of 4, T258
178 Rev A Longitudinal Sections Sheet 4 of 4, T258 179 Rev A Construction Details, T258 170 Rev C
Infrastructure Layout Plan - Sheet 1 of 2, T258 171 Rev C Infrastructure Layout Plan - Sheet 2 of 2, T258
172 Rev B Infrastructure Drainage and Levels - Sheet 1 of 2, T258 173 Rev B Infrastructure Drainage and
Levels - Sheet 2 of 2, P.1036_26 Phase 2 Infrastructure Context Plan, T258 174 Infrastructure Drainage
Overview Plan, T258 180 Phase 2 Sub Phasing Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|-----|---------------------------------------|---|
| 1. | GAL - Planning Department | |
| 2. | GAL - Aerodrome Safeguarding | No objection subject to cranes informative and landscaping of swales |
| 3. | Network Rail | No objection |
| 4. | Environment Agency | No objection subject to clarification on drainage calculations |
| 5. | WSSC – Highways | No objections to layout but vertical alignment and construction details would be the subject of the WSSC S38 road adoption process and exact positions of crossvers, laybys etc can only be finalised once housing locations are known. |
| 6. | National Air Traffic Services (NATS) | No objection |
| 7. | Thames Water | No observations to make |
| 8. | Natural England | No comments received |
| 9. | Gatwick Diamond GROW Group | No comments received |
| 10. | CBC - Drainage Officer | Following clarification on drainage calculations, no objection |
| 11. | CBC - Property Division | No objection |
| 12. | CBC - Planning Arboricultural Officer | No objection |
| 13. | CBC - Environmental Health | No comments to make |
| 14. | Cycle Forum | No objections |
| 15. | CBC - Refuse & Recycling Team | Detail required for individual collection points for comments to be made |
| 16. | CBC – Amenity Services | No comments received |
| 17. | Southern Water | No objection subject to informatives regarding |

		connection to the water supply and details of the proposed water infrastructure
18.	Ecology Officer	No objections subject to condition
19.	WSCC - Surface Water Drainage (SWD)	No comments to make
20.	Metrobus	No comments received

NEIGHBOUR NOTIFICATIONS:-

This application was advertised by press advertisement and site notices.

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development and is part of the Forge Wood neighbourhood in which CBC has a land interest.

BACKGROUND

- 1.1 Outline planning permission (reference CR/1998/0039/OUT) was granted by the Secretary of State on the 16th February 2011 for the North East Sector neighbourhood, now known as Forge Wood. The outline planning permission establishes the principle of a mixed use neighbourhood to include up to 1,900 dwellings, 5,000 sq m of employment floorspace, 2,500 sq m of net retail space, a local centre/community centre, a primary school, recreational open space, landscaping, the relocation of a 132KV power line adjacent to the M23 and other associated works.
- 1.2 In this case, the outline application included details of the access arrangements for the site including the design of the principal road junctions with all other matters of detail the subject of later applications for Approval of Reserved Matters in relation to siting, design and external appearance along with the associated landscaping. The outline application was accompanied by an Illustrative Masterplan and supporting Design Statement along with a series of technical documents including an Environmental Statement which informed the Masterplan and will inform the detailed design of the neighbourhood.
- 1.3 The application was granted planning permission subject to 68 conditions which comprehensively cover all the aspects required to deliver the new neighbourhood from technical matters such as drainage and acoustic protection of dwellings (factoring in the possibility of a second wide spaced runway at Gatwick) to more detailed components to be included in the neighbourhood centre and affordable housing provision. Conditions to ensure management of open space, protection of ecology and phased delivery of road and linkages to the surrounding Crawley areas are also specified. Some of these conditions will need to be agreed prior to the commencement of the development, while others relate to later phases will require agreement several years into the development.
- 1.4 The principle of the new neighbourhood, the amount of development and the access arrangements for the site at the principal road junctions is now established by the outline planning permission and therefore cannot be reconsidered at the 'Reserved Matter' stage. The local planning authority cannot refuse to approve any 'Reserved Matter' on grounds which go to the principle of the development but must consider the details relevant only to that particular application. The purpose of a Reserved Matter application is to agree the detail for the development.

SUBSEQUENT PLANNING HISTORY:-

- 2.1 As set out above, the outline permission CR/1998/0039/OUT is directly relevant to the consideration of this reserved matters application.

- 2.2 A current non-material amendment application proposes alterations to the phasing of the development, to provide for a more appropriate sequence for the implementation of the development – CR/1998/0039/NM3.
- 2.3 As originally approved under the outline permission Phase 1 incorporates the main site access from Steers Lane and includes the local centre and school site. Phase 2 of the development was to be on the east of Balcombe Road and Phase 3 was on the far western side of the neighbourhood, lying between the central parkland and the railway line, and comprise residential and commercial development.
- 2.4 It is now proposed to effectively swap the sequencing of Phase 2 and Phase 3, so that the building programme on the western side of Balcombe Road, which has already commenced with Phase 1 is maintained. The advantages of this approach is that there would a central site compound, it allows for the early delivery of the public transport loop through these two phases and ensures the early delivery of the central parkland which includes the main surface water drainage and flood compensation works. Thus the development on the western side of the site would be consolidated earlier than planned, rather than the delivery of the new neighbourhood being fragmented across the whole of the development site. However, the commercial land would remain as Phase 3.
- 2.5 Thus in this Reserved Matters application, the subject of this report, reference to Phase 2 is as amended by CR/1998/0039/NM3.
- 2.6 In respect of Phase 1, planning permission has been granted for the spine road (CR/2012/0357/ARM), and there are 4 separate sub-phases, namely:
Phase 1A for 204 dwellings – CR/2013/0610/ARM - approved
Phase 1B for the local centre – CR/2014/0061/ARM - approved
Phase 1C for 50 flats – CR/2014/0062/ARM – approved
Phase 1D for a health centre – CR/2014/0063/ARM – to be determined.

THE APPLICATION SITE:-

- 3.1 This application site relates to the alignment of the key access road and associated infrastructure for Phase 2 (as amended by CR/1998/0039/NM3) of the NES, including the drainage features and a bridge crossing Gatwick Stream.
- 3.2 Phase 2 lies on the western side of the development site - with Phase 1 to the north east, the central parkland area on its eastern edge and the railway line along the western boundary. To the south are areas of landscaping and ancient woodland.
- 3.3 The land is relatively level and comprises open fields intersected by some tree and hedge lines.

THE PROPOSED DEVELOPMENT:-

- 4.1 This application seeks approval of reserved matters for the main link road and associated infrastructure, including drainage and bridge that would serve Phase 2 of the Development. The fixing of the layout of the distributor road would then set the framework and the overarching layout which would serve the individual land parcels for the subsequent detailed 'reserved matter' applications for the various parts of the Phase 2 development. A similar approach was taken for Phase 1.
- 4.2 The applicants state that by seeking detailed approval of the key phase 2 distributor road alignment and the size and position of the drainage features, this would allow an early start on the implementation of this part of the development whilst the detailed design of the individual phase 2 parcels are developed and refined. Phase 2 is proposed to be developed in 4 residential phases, with the employment land to be in Phase 3. The route of the highway infrastructure includes the road position and footpaths, with the cycle ways and bus route defined.
- 4.3 The following documents have been provided in support of the application:
- Planning, Design and Access Statement
 - Ecology Assessment

- Surface Water Drainage Strategy
- Arboricultural Impact Assessment
- Tree Protection Plan
- Landscaping Proposals
- Highway design plans, road layout ,drainage features and landscaping plans
- Bridge design plans
- Programme for the Construction Phase

PLANNING POLICY:-

The National Planning Policy Framework 2012 (NPPF)

- 5.1 This 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.
- 5.2 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 6: delivering a wide choice of high quality homes
 section 7 : requiring good design
- 5.3 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:

- 5.4 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 visit, use or visit the development. Regard is to be given to planning guidance published by the LPA.
- 5.5 Policy GD2 required new development to respect townscape features such as street patterns, frontage lines and public views.
- 5.6 Policy GD3 required development to provide for its operational requirements.
- 5.7 Policy GD4 relates to the comprehensive development of sites and states that planning permission will not be granted for development which unduly restricts the development potential of adjoining land or which prejudices the proper planning and phasing of development over a wider area.
- 5.8 Policy GD5 requires proposals to incorporate appropriate landscaping which respects the character of the surrounding area.
- 5.9 Policy GD6 states that the design and layout should allow adequate scope for the natural growth trees and vegetation.
- 5.10 Policies GD23 and 25 seek to ensure development incorporates appropriate flood protection and mitigation measures and makes adequate arrangements for surface water run-off.

Crawley Borough Local Development Framework Core Strategy 2008:

- 5.11 Policies NES1 and NES 2 set out the key objectives and principles for the development of the North East Sector (now known as Forge Wood) and requires it to be delivered as a sustainable and comprehensively master planned neighbourhood.
- 5.12 Policy EN1 seeks to protect areas of local environmental and ecological importance.

- 5.13 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.
- 5.14 Policy ICS2 requires provision on site for the infrastructure required to meet the justifiable needs created by the new development.
- 5.15 Policy T1 seeks to ensure development meets the transport infrastructure needs of the town and encourages sustainable transport patterns.

Crawley 2030: The Crawley Borough Local Plan 2015-2013 Modifications Consultation Draft JUNE 2015:

- 5.16 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 2015.
- 5.17 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 CH4 : Comprehensive Development and Efficient Use of Land
 Policy CH6 : Tree Planting and Replacement Standards
 Policy CH7 : Structural Landscaping
 Policy EC1 : Sustainable Economic Growth
 Policy H1: Housing Provision
 Policy H2: Key Housing Sites
 Policy ENV 1 : Green Infrastructure
 Policy ENV 2 : Biodiversity
 Policy ENV 8 : Development and Flood Risk
 Policy IN1: Infrastructure Provision
 Policy IN3 : Development and Requirements for Sustainable Transport
 Policy IN4: Car and Cycle Parking Standards

PLANNING CONSIDERATIONS:-

- 6.1 The key issues in considering this application are considered to be:

- Is the development in substantial accordance with the Masterplan?
- Design approach and the links to the subsequent phases of development;
- Highway considerations / specification;
- Impacts on ecology / habitat
- Drainage
- Bridge crossings

Is the development in substantial accordance with the Masterplan?

- 6.2 The outline planning permission establishes the principle of a mixed use neighbourhood as described in paragraph 1.1 with all matters of detail reserved for subsequent consideration except for the main access junctions serving the site. As set out in condition 1 on the outline application all reserved matter applications are required to be in substantial accordance with the approved Masterplan and Design Statement. This reserved matter application relates to the detail of the spine road and drainage features to enable the separate land parcels comprising Phase 2 to be designed in detail.
- 6.3 The approved Masterplan shows the general arrangement of this part of the site, with residential development set either side of a main link road which connects to Phase 1 in the north of the site. The road runs north/south through Phase 2 and also provides for access into the commercial land

on the far western boundary and the open space in the south west corner. In the south it connects back to the distributor road which runs through Phase 1. The link road will involve the construction of a bridge to cross the Gatwick Stream, in the south part of the application site.

- 6.4 The road will be the bus route through the development. The cycle way elements of this application are the links to the approved cycle route that runs along the edge of the central parkland and so are connections from road 2 in the north and road 3 in the south, across the bridge. The routes for buses and cycles are as shown in the approved Design Statement.
- 6.5 Whilst the precise alignment of the roads do not exactly marry up with those illustrated on the approved Masterplan, the overall concept as depicted on the Masterplan is adhered to and in any event the detailed layout of the individual phases of the new neighbourhood are a reserved matter.
- 6.6 In considering the application against the development of the neighbourhood as a whole and in relation to this particular phase, it should be noted that there is no change to either the overall quantum of development, the overall mix of uses, the general disposition of the uses and the location of key open spaces. The drainage features are in accordance with the overall drainage strategy that has been agreed in principle for the neighbourhood.
- 6.7 In these circumstances the proposed road alignment and associated infrastructure are considered to be in accordance with the Masterplan.

Design approach and links to the subsequent phases of the development

- 6.8 The proposed highway is typically 6m wide (with localised widening to accommodate swept paths) with a 2m footway either side. Where the cycle way is proposed the path width will be a 3m combined footway /cycle path. Of note is that the application boundary is drawn to the edge of the main infrastructure work as currently proposed to ensure that this application does not prejudice the design opportunities for the residential (and other) parcels that adjoin the road. The drainage features for the residential development of Phase 2, comprising swales, are included within the application site, and would ensure that these are provided for at an early date. Their incorporation at this stage would allow for the subsequent residential development with associated landscaping to be designed with respect to these features.
- 6.9 Illustrative context plans have been provided to demonstrate how the form of development could evolve, and indeed the residential development making up Phases 2A and 2B have recently been submitted (CR/2015/0740/ARM and CR/29015/0718/ARM). However the exact access points to the side roads, driveways, lay-bys and the position of bus stops, other street furniture and landscaping would need to be the subject of the detailed designs of the various reserved matters for the land parcels. Furthermore, the provision of the bus stops would be covered by the submission of details required under condition 58 on the original outline permission.
- 6.10 It is thus considered that this is an appropriate design approach for a development of this complexity and the fixing of the road alignment and positioning of the drainage features would not prejudice the future design or comprehensive development of Phase 2 of the overall site.

Highway considerations / specification

- 6.11 WSCC Highways have no objection, commenting that the internal access road layout would appear broadly satisfactory on the basis of the horizontal alignment shown. However the vertical alignment and construction details would need to be the subject of a detailed technical design submission via WSCC's road agreement procedure and not at the planning stage. Thus changes to these details may be required as part of the s38 road adoption process.
- 6.12 In addition, the exact location of vehicle crossovers, laybys, and speed reducing measures can only be finalised once the housing locations are known.
- 6.13 The road layout shown is the main residential collector road through this phase and has been designed to accommodate a bus route in accordance with the requirements of the outline planning application. The cycle way elements similarly accord with the transport links shown in the approved

Design Statement and provide for appropriate connections to the cycle routes within the other phases.

Impacts on ecology / habitat

Trees

- 6.14 The construction of road and drainage features would require the removal of a number of trees and sections of hedgerow, and this approach in the main has already been established with the approval of the master plan layout and developed further with the site wide drainage strategy.
- 6.15 The submitted Arboricultural Impact Assessment includes a survey of the trees in relation to this application and has identified that some 42 specimens would need to be removed. These are predominantly oaks, with some alder, hawthorn, holly and ash, and their removal is due to their condition being unsuited to retention or that they are of moderate/ low quality. All other trees are shown to be retained although it should be noted that further specimens may require removal in the future as the various phasing parcels are developed and will be considered in detail when those layouts are submitted. However, as part of the overall landscaping proposals replacement planting is proposed. The precise specifications of the new planting and replacement trees will be covered in more detail as part of the individual parcels under the residential Reserved Matters applications.
- 6.16 The tree report has been considered by the Arboricultural Officer who raises no objection. It is considered appropriate to impose a condition to ensure that the tree protection measures specified in the report are in place prior to any development commencing on this part of the site.

Protected Species

- 6.17 The submitted ecological survey advises that the application site and wider site were originally surveyed in May 2006 based around the extended Phase 1 survey methodology, as recommended by Natural England. Updated walk-over surveys were carried out between 2009 and 2015. In addition, specific surveys were undertaken within the application site for bats, badgers, birds, dormice and reptiles. Furthermore, surveys have been completed for bats, badgers, birds, dormice reptiles and great crested newts within the wider site.
- 6.18 There are no statutory or non-statutory designated sites of nature conservation interest within the application site and there are not considered to be any significant adverse effects on any other statutory and non-statutory sites of nature conservation interest in the vicinity of the development from the development proposals.
- 6.19 The habitats within the application site are generally considered to be of some limited ecological value on account of their species-poor nature and due to the intensive management regime of the land. However habitats in the wider site are considered to be of comparatively greater value (such as woodlands and the Gatwick Stream).
- 6.20 No trees within the site boundary were recorded as having potential to support roosting bats. The landscaping proposals for the wider site includes new areas of hedgerow and tree planting that will compensate for any losses that occur and will help to maintain connectivity and foraging opportunities for bats. In addition, the improved management of the woodlands within the wider site, such as the removal of invasive species and the provision of new native planting, will help to increase biodiversity and enhance foraging opportunities available for bats in the long- term. As part of the wider site proposals a number of Sustainable Urban Drainage Systems (SUDs) are to be created, which will further enhance the foraging opportunities for bats post-development. In addition, bat boxes are to be placed at suitable locations within the woodlands to increase roosting opportunities for bats.
- 6.21 No evidence of badgers such as any setts, foraging signs latrines, snagged hairs, snuffle holes or footprints were recorded within the application site during the surveys and all badger setts within the wider site were recorded as in-active.

- 6.22 In respect of birds, the development will result in minor losses to habitat, however it is not considered that these small losses would have any significant impact upon bird species. The landscape scheme for the wider site includes new areas of hedgerow and tree planting. Furthermore, the management of the wider site as a whole and in particular the woodlands, such as the removal of the invasive species, and areas of new native species planting will help to significantly increase biodiversity and will help to enhance the foraging opportunities available for birds.
- 6.23 As a precaution to avoid a possible offence, the report recommends that any tree felling or removal of suitable nesting habitat be undertaken outside of the breeding season (March – July inclusive) or checked for nesting birds by a trained ecologist immediately prior to removal. Where any nesting birds are recorded, no work should take place in that location until the young have fledged the nest.
- 6.24 The habitats within the application site are considered generally sub-optimal for reptiles, comprising regularly managed improved / poor semi-improved grassland, ruderal vegetation and scrub, although areas of grassland in the south do not appear to be as intensively managed as the majority of the site, and therefore offers some potential opportunities for reptiles. It is also noted that a low population of Grass Snake have been recorded in various locations within the wider site.
- 6.25 The majority of the application site comprises habitats that are not suitable for common reptiles. However, some small areas of suitable reptile habitat will be removed. In line with the translocation exercise to be undertaken for Great Crested Newts, reptile species present within the application site will be translocated to suitable retained habitats in the wider site. The relevant licenses are to be obtained in respect of the Great Crested Newts. New ponds are to be created across the wider site and are to be created prior to the translocation exercise to ensure aquatic habitat is available.
- 6.26 The Ecologist has no objections to these proposals and recommends that the actions detailed in the report are secured by a suitable condition.

Drainage

- 6.27 There is a need to ensure that there is an effective drainage strategy for the construction phase of this development and to serve the development as a whole. The drainage strategy submitted for the site pursuant to condition 16 (but not yet fully discharged) assumes that sewer alignments would be under the main roads and this is shown in the submitted plans for this application. In addition, other drainage features for this Phase comprise the use of swales and their position (as now submitted) are as indicated in the site wide strategy.
- 6.28 For drainage purposes, this Phase has been split into 3 catchments, each with a SUDS feature which will act to balance surface water outflows prior to discharge. The surface water from this Phase will be directed towards the Gatwick Stream. Non-return valves on outfalls to the Gatwick stream are proposed. The Environment Agency welcome this as this will assist in reducing the likelihood of water surcharging from the watercourse into the drainage balancing features (swales). The outfall structures will also require the Environment Agency's prior consent.
- 6.29 As set out above, the internal access road is subject to a further detailed technical approval from WSCC and would include the drainage of the road itself, including gullies. The applicants have indicated that the drainage arrangements for this road would be integrated with the detailed phase 2 layouts and storage provision.
- 6.30 Following discussion and clarification between the Drainage Officer and the agents, regarding the submitted calculations for this drainage approach, it is considered that the details are satisfactory and now demonstrate that the risk of flooding elsewhere (further downstream) will not be adversely affected as a result of this development.
- 6.31 The outstanding matter regarding drainage is the future long term maintenance and management of the drainage features and this is the subject of ongoing discussions in respect of the site wide drainage strategy under condition 16. The approach is that the drainage would be the responsibility of a private management company and finalised details of the arrangements and financial

safeguards are to be submitted under condition 16 and then ultimately incorporated into the revised condition in the s73 application.

Bridge Crossings

- 6.32 The application also includes the design of a bridge where the road would cross the river. Condition 15 of the outline permission requires any water crossings to be clear spanning structures so as not to impede the river corridor and to allow the migration of bank and channel species. The Environment Agency have confirmed that the details are acceptable, including the level of the bridges and welcome the inclusion of mammal tunnels within the bridge structure.
- 6.33 As the Gatwick Stream is a designated main river the prior written consent of the Environment Agency will also be required.

CONCLUSIONS:-

- 7.1 The overall arrangements of the proposed access link road, drainage features and bridge crossing are considered to be in substantial accordance with the Masterplan as required by Condition 1 on the outline planning application. The layout of these features do not prejudice the future design and comprehensive development of the wider land parcels within Phase 2. The applicants have that demonstrated this drainage approach is acceptable and that the ecological impacts have been considered and suitably mitigated. The proposal is considered to accord with the relevant development plan policies in particular CS policies NES 2, ICS2; LP 'saved' policies GD1, GD3, GD4, GD23 and GD24 and Local Plan 2030 policies SD1, CH1, CH2, CH3, CH4, H2, ENV8, IN1 and IN3.

RECOMMENDATION RE: CR/2015/0628/ARM

8. It recommended that the Reserved Matters be approved, 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. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence erected in accordance with the Arboricultural Impact Assessment (August 2015) and as shown on the Tree Protection Plan drawing number 7827/Spine/02

Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy GD5 and GD34 of the Crawley Borough Local Plan 2000.
 3. No removal of hedgerows or trees shall be carried out on site between 1st of March and the 31st July inclusive in any year, unless proved to be clear of breeding birds by a suitably qualified ecologist and approved in writing by the Local Planning Authority.
REASON: To protect breeding birds in accordance with the Wildlife and Countryside Act 1981
 4. The development hereby permitted shall be undertaken in accordance with the recommendations set out in the Ecological Assessment report (September 2015).
REASON: To ensure the proposals contribute to a net gain in biodiversity, in accordance with the requirements of the NPPF.
 5. The development hereby approved shall be carried out in accordance with the overarching drainage principles set out in the documents agreed under condition 16 of the original outline

approval CR/1998/0039/CC2 and the Phase 2 - Sustainable Surface Water Drainage Strategy Report - ref T258-FN02 Issue 3 August 2015 (December 2015 revision) or as otherwise agreed in writing by the Local Planning Authority.

REASON: to ensure that the proposed development is satisfactorily drained in accordance with Policy GD24 of the Crawley Borough Local Plan 2000.

6. The landscaping details hereby approved as part of this reserved matters application for roads and drainage infrastructure are limited to the hard surfacing details, as shown on drawing numbers CSa/667/184 and 185 Landscape Proposals Spine Road Phase 2, up to the back edge of the adoptable highway. Notwithstanding the details shown in the application, this approval does not include the individual access points, vehicle crossovers, laybys, speed reducing measures, street lighting, bus stops, the soft landscaping along the highway or the landscaping of the swales. These other details are to be submitted and agreed as part of the subsequent reserved matters applications for the residential parcels that comprise Phase 2, the central parkland arrangements to be approved under condition 11 and the bus stops arrangements to be approved under condition 58 of the original outline approval CR/1998/0039/OUT.

REASON: for the avoidance of doubt and to ensure that the overall development for the neighbourhood achieves a high quality of design, layout and landscaping in accordance with policy GD1 of the Crawley Borough Local Plan 2000, policy EN5 of the Core Strategy and to comply with paragraph 58 of the NPPF.

INFORMATIVES

1. The Gatwick Stream is a designated main river. The prior written consent of the Environment Agency is required under section 109 of the Water Resources Act 1991 for any works in, over or under the channel of the watercourse or on the banks within 8 metres of the top of the bank. Therefore the proposed bridge crossing will require the Environment Agency's prior permission.
2. Any new outfall structures into the Gatwick Stream will also require the prior written consent of the Environment Agency under section 109 of the Water Resources Act 1991.
3. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
4. Gatwick Airport advise that with regard to the grass to be planted in the swales and flood attenuation basin, the grass within the detention basins is maintained at a minimum of height of 150mm to reduce the possibility of waders attempting to forage when the landscaping is wet or species such as geese from foraging on the grass itself.
5. Southern Water require a formal application for connection to the water supply to be made by the applicant or developer in order to service the development.
6. In relation to the subsequent reserved matters applications for Phase 2, Southern Water advise that details of the proposed water infrastructure plans should be submitted for approval.

NPPF Statement

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

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

- Liaising with consultees/respondents/applicant/agent and discussing the proposal where considered appropriate and necessary 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,
Town Hall,
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Tel: 01293 438000
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CR/2015/0628/ARM

Date 7 December 2015

Approx. Scale 1:1,250

FORGE WOOD (NORTH EAST SECTOR), CRAWLEY



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REFERENCE NO: CR/2015/0695/FUL

LOCATION: BOEING HOUSE, CRAWLEY BUSINESS QUARTER, NORTHGATE, CRAWLEY, RH10
9AD

PROPOSAL: PROPOSED EXTENSIONS TO FLIGHT TRAINING CENTRE

TARGET DECISION DATE: 11 January 2016

CASE OFFICER: Mr C. Peters

APPLICANTS NAME: Boeing UK Training and Flight Services Ltd

AGENTS NAME: etc Design Ltd

PLANS & DRAWINGS CONSIDERED:

15010-01 B Proposed Site Layout, 15010-02 B Proposed Floor Plans, 15010-03 B Proposed Floor Plans, 15010-05 Proposed Elevations, 15010-07 Existing Site Layout, 15010-08 Roof Plan, 15010-04 Existing Elevations, 15010-06 Site Location Plan and Block Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|-------------------------------------|-----------------------------------|
| 1. | WSCC - Highways | No objection subject to condition |
| 2. | WSCC - Surface Water Drainage (SWD) | No comments received |

NEIGHBOUR NOTIFICATIONS:-

A site notice was displayed at the site on the 3rd October 2015. A local press notice was advertised on the 8th October 2015.

RESPONSES RECEIVED:-

No neighbour responses have been received during the consultation period.

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development based on the creation of more than 1000sqm of new floor-space.

THE APPLICATION SITE:-

- 1.1 The application site known as Boeing House is located on the south side of Fleming Way within the Manor Royal Business Quarter. The site is currently occupied by Boeing, who presently operate the site as one of their key pro-forma pilot training centres. The site comprises of a large 14m tall, 3 storey building which is set within a site area of 10.8 hectares. The site is accessed from Fleming Way via a private access road along the eastern site boundary. The buildings principle elevation and site frontage is on the east of the building.
- 1.2 At present the site has client and staff parking at the northern and southern ends of the building. The site surface area is laid mainly with hard standing. The western boundary of the site is defined by mature trees and tall hedging with the eastern boundary defined by low level hedging. The northern boundary has 1.8m close boarded fencing with the southern boundary defined by a 1.8m chain link fence. To the west of the site is Thales, to the north of the premises, Premier Inn and Tui House are situated, with further employment development to the south and east.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposed development is for the erection of two, three storey extensions which would be sited on the southern and northern sides of Boeing House. Each of the two extensions would form a single Simulator bay (a total of 2 would be created).
- 2.2 Extension 1 which would be sited on the southern side of the building, over the footprint of the existing side parking area. The extension would have a depth of 14ms with a width of 25.85ms. The extension would have a height of 12ms measured from ground floor level to ridge.
- 2.3 Extension 2 which would be sited on the northern side of the building would have a depth of 14ms with a width of 25.85ms. The extension would have a height of 12ms from ground floor level to ridge.
- 2.4 The extensions are to be used to house full flight simulators with ancillary facilities to include toilets, a lift, teaching areas, computer rooms, briefing rooms and plant areas. The proposed development would result in an increase in floor area of 1284m². Both extensions would be finished in Kingspan Microrib insulated composite cladding and finished in 'Goosewing Grey' and 'Ocean Blue' to match the existing building. The windows would be Kawneer powder coated double glazed aluminium windows in 'Ocean Blue' to match the existing windows.

PLANNING HISTORY:-

- 3.1 CR/2015/0137 – Erection of sprinkler tank, pump House and gated security fencing - Permitted

PLANNING POLICY:-

4.1 National Planning Policy Framework 2013 (NPPF):

The core planning principles of the NPPF (paragraph 17) states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.

In addition development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

- Paragraph 56 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 Development Framework: Core Strategy (2008):

- Policy E1 seeks to create 280,000m² of net additional employment floor space to meet the future employment growth needs of the town from the period of 2001 - 2016. This figure is regarded as a yardstick rather than a prescriptive target or ceiling.
- Policy E2 states that new employment development or redevelopment and intensification of existing employment sites should be in sustainable locations, which are accessible by public transport 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 helps the town diversify its economy.
- Policy E3 requires all employment sites, particularly within the Main Employment Areas to be protected unless it can be demonstrated that in exceptional circumstances some sites may be suitable for alternative uses;
- 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.
- Policy MC1 states that the Council will seek to ensure that proposals for the redevelopment and intensification of sites within Manor Royal and County Oak provide high quality accommodation

aimed at attracting high quality, diverse and complementary employment, contribute to improving environmental quality, make the most of efficient use of land and incorporate high quality design and demonstrate appropriate methods of access.

- Policy ICS2 states that development contributions or provision on-site for the infrastructure will be required to meet the justifiable needs created by new development.
- Policy T3 requires development to accord with the adopted parking standards.

4.3 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 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.
- Policies GD5 & GD6 require development to incorporate appropriate landscaping as part of its overall design and layout.
- Policies GD35 and GD36 will prevent proposals from being permitted unless satisfactory provision is made for infrastructure and community facilities the need for which arises as a direct consequence of the development.
- Policy T8 relates to car parking design and should be designed to be compatible with surrounding buildings and should be well landscaped.

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 EC3: Manor Royal
- Policy IN4: Car and Cycle Parking Standards
- Policy ENV6: Sustainable Design and Construction
- Policy ENV7: District Energy Networks
- Policy ENV8: Development and Flood Risk
- Policy IN1: Infrastructure Provision

4.5 Supplementary Planning Guidance and Documents

The Council's Supplementary Planning Document on Planning Obligations and S106 Agreements (2008) and the Manor Royal Design Guide and the Manor Royal Public Realm Strategy, both of which were adopted in 2013, are also relevant to this application.

PLANNING CONSIDERATIONS:-

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

- Principle of development
- Design & appearance of the proposal & visual impact on the street scene
- Impact upon the amenities of the neighbouring businesses
- Impact on the users of the highway & parking provision
- Sustainability measures
- Infrastructure contributions

Principle of development

- 5.2 The site is situated within the Manor Royal Main Employment Area, and emerging Local Plan Policy EC3 is relevant. This policy places a clear focus on the delivery of B-Class business uses in Manor Royal, though outlines that proposals for non B Class development will be permitted provided that they are of a scale and function that enhances the established role and business function of Manor Royal.
- 5.3 Officers consider that whilst in the context of the existing use, the proposed creation of additional floorspace to Boeing House would be more akin to a Sui Generis use, the training facility is itself an established Manor Royal operation like many other Manor Royal businesses, and given the scale and nature of the proposal, would not undermine the function of the business district. The proposal is thus considered to accord with emerging Local Plan Policy EC3.

Design & appearance of the proposal & visual impact on the street scene

- 5.4 The proposed extensions would be sited on the northern and southern ends of the existing building (Boeing House) and would be of rectangular form measuring 25.85m (length) x 14m (width) with a height of 12m. The proposed extensions would be no taller than the highest point of the existing building and would adopt an integrated design approach, replicating the existing use of materials, finishes and window proportions.
- 5.5 Extension 1 (southern side of the building) would be situated partially over the existing car park and would maintain a separation distance of 1m from the sites southern boundary and 3.8ms to the road frontage, with a setback of 21.5ms from the Manor Road to the east.
- 5.6 Extension 2 (northern side of the building) would be sited over the existing carpark to the north and would be setback 29ms from the northern site boundary and 21.5ms to Manor Road to the east.
- 5.7 The size, height, design and scale of the buildings would be appropriate for the requirements of their purpose and would satisfactorily integrate within the existing buildings context. The façade of the extensions would be finished in Kingspan Microrib insulated composite cladding and finished in 'Goosewing Grey' and 'Ocean Blue' to match the existing building. The windows would be Kawneer powder coated double glazed aluminium windows in 'Ocean Blue' to match the existing windows.
- 5.8 Officers consider that it would be desirable to have a greater setback of 'extension 1' from the southern boundary, however a reduction in depth would not be achievable due to the required internal dimensions to accommodate the simulator bay. Therefore given the sites location within the heart of the Manor Royal Business Quarter, it is considered that the scale, form, height and use of materials for the proposed would not be out of character with the streetscene and the surrounding area and thus would be acceptable in this regard.

Impact upon the amenities of the area and neighbouring businesses

- 5.9 The site is surrounded by various business uses, all of which have surrounding landscaped parking areas. The proposed extensions are considered to maintain these distances so as to not adversely impact upon the amenities of such neighbouring buildings. It is therefore, not considered that the proposal would have a significant impact upon the amenities of the neighbouring businesses.

Impact on the users of the highway & parking provision

- 5.10 The proposed development has no access direct onto the public highway. West Sussex Highway Authority were consulted on the application and have raised no objection to the development, subject to the imposition of a Construction Management Plan condition in the event that planning permission is granted.
- 5.11 The development would equate to a total of 1284m² of floor space and due to its siting over existing car parking space would result in a loss of that would equate to a loss in 39 of the existing 166 parking spaces.

- 5.12 The supporting statement advises that the applicant has undertaken a survey of the sites existing parking arrangements, which identified that on a daily basis there are 50 spare spaces left available. Following the development a surplus of 11 parking spaces would remain. In addition to this the applicant advises that whilst there will be a need for some additional employees to be recruited to meet the demands of the increased training facilities, the 24/7 operation and partnerships of the Boeing training facility with local hotels, whom provide shuttle buses together with various taxi services to the facility for the customers, means the future parking provision will be adequate.
- 5.13 The proposal would not have a detrimental impact on the workings of the highway network, and the overall parking provision is considered acceptable. In the absence of objection from the Highway Authority and for the reasons as outlined above, the proposal is considered acceptable in this regard.

Sustainability Measures

- 5.14 In considering the application, it was requested from the applicant that they provide a Sustainability Statement. The document states that the target level for air permeability in the extensions would be relatively high, and this will benefit the energy efficiency of the building.
- 5.15 Officers feel that it is encouraging that a site waste management plan is proposed as part of the implementation of the scheme in order to reduce the loss of embodied carbon. More generally it appears that the building's operators have considered and implemented cost-effective opportunities to improve the efficiency of the buildings services during its lifetime. Officers support the objective of ensuring that the services of the new extensions meet the highest standards which are currently found within the existing building. Having reviewed the statement Officers are of the view that the information contained therein on balance removes any ground for objection on the basis of policies ENV6 and EN7, the proposal is thus considered acceptable from a sustainability perspective.

Infrastructure contributions

- 5.16 Policy ICS2 of the Core Strategy (2008) and policies GD35 and GD36 of the Crawley Borough Local Plan (2000) require developments to make provision for their on and off site infrastructure needs.
- 5.17 The Council's Supplementary Planning Document on Planning Obligations and S106 Agreements (2008) provides guidance on these matters and in this case, a Manor Royal Contribution of £2,568 would be sought. Such contributions are sought from all Manor Royal developments involving the provision of 100sqm or more of floor space at a rate of £2 per m² to be directed to local projects that benefit the site and the surrounding Manor Royal Quarter. The Council will not be seeking a financial contribution towards transport improvements using the concept of 'Total Access Demand' as WSCC have advised that they have no CIL-compliant schemes within the vicinity of the development site.

CONCLUSIONS:-

- 5.18 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 building and would respect the character of the surrounding area, whilst not having an adverse impact upon the existing highway network.
- 5.19 In conclusion it is considered that the proposed extensions to the existing building would be in accordance with the aims of the National Planning Policy Framework (2012), the relevant policies within the Core Strategy (2008) and the Crawley Borough Local Plan (2000) the emerging Crawley Borough Local Plan 2015-2013, and the guidance within the relevant Supplementary Planning Documents and Guidance.
- 5.20 It is therefore recommended to grant planning permission for this planning application subject to conditions and informatives and the conclusion of a Section 106 Agreement to secure a Manor Royal contribution. However, in the event that the Section 106 Agreement is not completed by the

4th March 2016 and unless there are exceptional reasons for the delay agreed in writing with the applicant, the Head of Economic and Environmental Services be authorised to refuse planning permission for the following reason:

- 1 An agreement is not in place to ensure that the appropriate infrastructure provisions to support the development and the development is therefore contrary to policies GD3, GD35 and GD36 of the Crawley Borough Local Plan 2000 and contrary to policy ICS2 of the Crawley Borough Local Development Framework Core Strategy, Policy IN1 of the emerging Crawley Borough Council Local Plan 2015-20130 and Supplementary Planning Guidance Document 'Planning Obligations and S106 Agreements'.

RECOMMENDATION RE: CR/2015/0695/FUL

Permit subject to the applicant satisfactorily entering into a S106 agreement securing infrastructure contributions as set out in paragraph 5.17 above and in accordance with the prescribed 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 materials and finishes of the external walls of the building 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 development shall start until a Construction Management Plan, to include details of:
Element 1: Public Safety, Amenity and Site Security
Element 2: Operating Hours, Noise and Vibration Controls
Element 3: Air and Dust Management
Element 4: Stormwater and Sediment Control
Element 5: Waste and Materials Re-use
Element 6: Traffic Management

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

REASON: The above condition is required in order that the development should not prejudice highway safety or cause inconvenience to other highway users.

4. 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.

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.



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

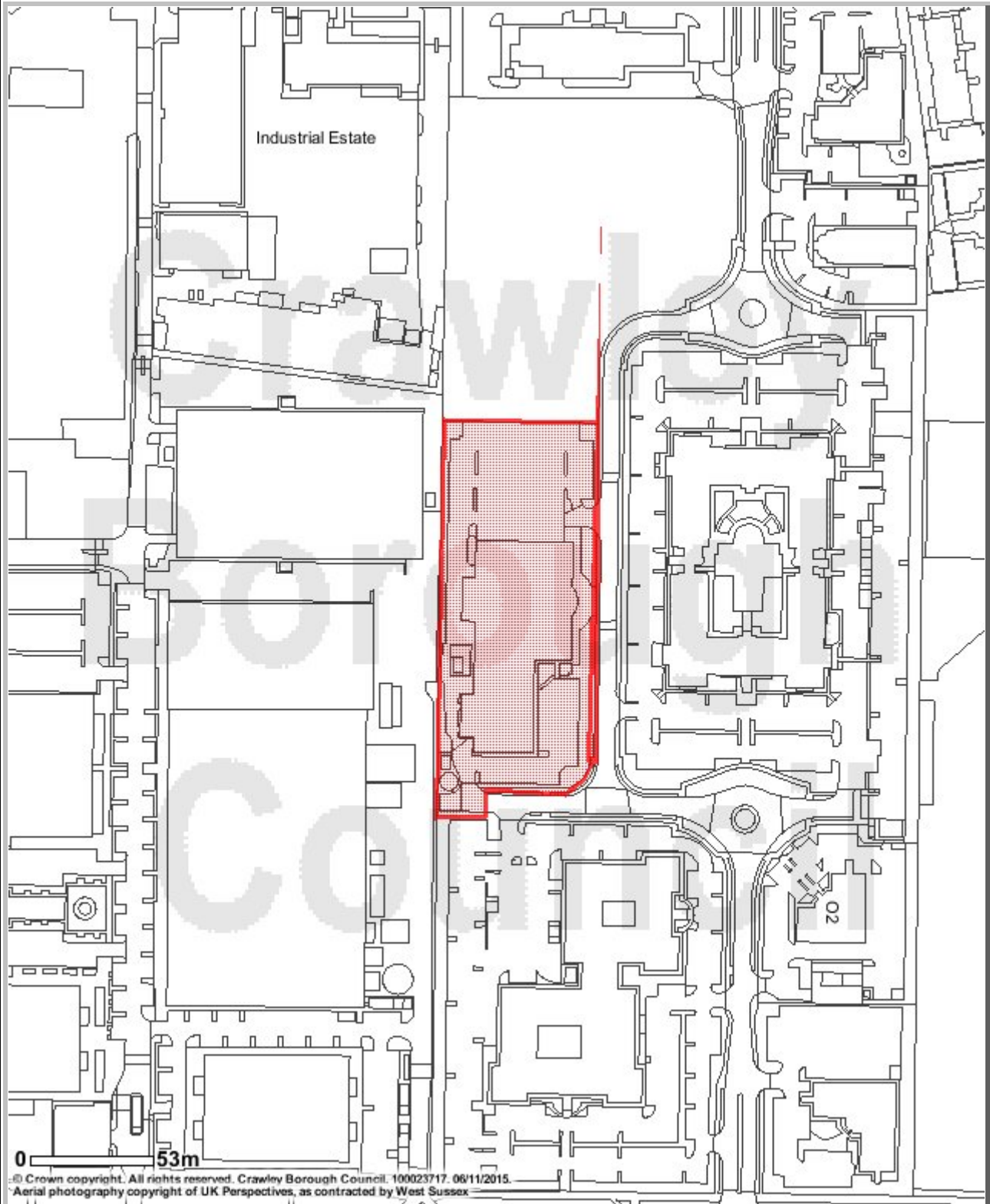
Tel: 01293 438000
Fax: 01293 438603

CR/2015/0695/FUL

Date 05/11/2015

Approx. Scale 1:1,250

**BOEING HOUSE, CRAWLEY BUSINESS
QUARTER, NORTHGATE, CRAWLEY**



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REFERENCE NO: CR/2015/0739/ADV

LOCATION: WORTH PARK GARDENS, MILTON MOUNT AVENUE, POUND HILL, CRAWLEY
PROPOSAL: ERECTION OF 12 INFORMATION AND DIRECTIONAL SIGNS

TARGET DECISION DATE: 29 December 2015

CASE OFFICER: Mr C. Peters

APPLICANTS NAME: Mrs Samantha Sheppard
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

Location Plan, Block Plan, Sign Map 1, Sign map 2, Free standing Info signs no.05 - no.10, Sign 4, Free standing sign no.2 and no.3, Sign no.1

CONSULTEE NOTIFICATIONS & RESPONSES:-

None

NEIGHBOUR NOTIFICATIONS:-

None

RESPONSES RECEIVED:-

No letters of representation were received.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 Worth Park Gardens covers an area of 8 hectares and is located on the western side of Balcombe Road. The park retains many original features dating back to the early 1800's. These features include the former stable building, Ridleys Court (which now forms the visitor centre) and the Pulhamite rockery, lake islets and the fountain which are Grade II Listed Buildings.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposed development is for the display of a total of 12 signs which would be sited around the Worth Park Gardens. All signs would be non-illuminated. Detail of each sign (siting, scale, materials and finishes) are as follows:
- 2.2 Sign 1: Is a wall mounted sign consisting of an orientation map of the entire park and would be sited at Camellia Walk. The sign would have a total height of 1029mm with a width of 1633mm. The sign would contain 2 visual panel areas for the display of information. The sign would be powder coated stainless steel and coloured in Brunswick Green with white text.
- 2.3 Sign 2: Is a welcome sign which would be sited at Milton Mount. This sign would be a replacement of an existing freestanding sign. The sign would stand at a height of 2.25ms above ground level, with a width of 1306mm. The sign would display the 'WORTH PARK A UNIQUE VICTORIAN

GARDEN AND LANDSCAPE' at the top of its frame, with a 1270mm x 1070mm visual panel area below for the display of information. The sign would be powder coated stainless steel and coloured in Brunswick Green with white text.

- 2.4 Sign 3: Is a welcome sign which would be sited at Grattons Drive. This sign would be a replacement of an existing freestanding sign. The sign would stand at a height of 2.25ms above ground level, with a width of 1306mm. The sign would display the 'WORTH PARK A UNIQUE VICTORIAN GARDEN AND LANDSCAPE' at the top of its frame, with a 1270mm x 1070mm visual panel area below for the display of information. The sign would be powder coated stainless steel and coloured in Brunswick Green with white text.
- 2.5 Sign 4: Is a freestanding orientation Map which would replace an existing sign. This sign would be located at Milton Mount and would stand 1850mm above ground floor level with a width of 1633mm. The sign would display the 'WORTH PARK A UNIQUE VICTORIAN GARDEN AND LANDSCAPE', at the top of its frame, and would contain 2 visual panel areas below for the display of information. The sign would be powder coated stainless steel and coloured in Brunswick Green with white text.
- 2.6 Sign 5: Is a freestanding information sign which would be located at the Rockery. The sign would stand at a 990mm above ground level, with an information panel width of 600mm and height of 426mm. The sign would be powder coated stainless steel and coloured in Brunswick Green.
- 2.7 Sign 6: Is a freestanding information sign which would be located at the Formal Gardens. The sign would stand at a 990mm above ground level, with an information panel width of 600mm and height of 426mm. The sign would be powder coated stainless steel and coloured in Brunswick Green.
- 2.8 Sign 7: Is a freestanding information sign which would be sited at the fountain. The sign would stand at a 990mm above ground level, with an information panel width of 600mm and height of 426mm. The sign would be powder coated stainless steel and coloured in Brunswick Green.
- 2.9 Sign 8: Is a free standing information sign which would be located at the Mansion. The sign would stand at a 990mm above ground level, with an information panel width of 600mm and height of 426mm. The sign would be powder coated stainless steel and coloured in Brunswick Green.
- 2.10 Sign 9: Is a freestanding information sign which would be located at the Croquet Lawns. The sign would stand at a 990mm above ground level, with an information panel width of 600mm and height of 426mm. The sign would be powder coated stainless steel and coloured in Brunswick Green.
- 2.11 Sign 10: Is a freestanding information sign which would be located at the lake. The sign would stand at a 990mm above ground level, with an information panel width of 600mm and height of 426mm. The sign would be powder coated stainless steel and coloured in Brunswick Green.
- 2.12 Sign 11: Is a finger post sign which would be sited at Riddleys Court. The sign would have a height of 2300mm with each direction finger spanning 700mm. The sign would be constructed of semi-seasoned oak with black text.
- 2.13 Sign 12: Is a finger post sign which would be sited at HA-HA. The sign would have a height of 2300mm with each direction finger spanning 700mm. The sign would be constructed of semi-seasoned oak with black text.

PLANNING HISTORY:-

- 3.1 There is no relevant planning history.

PLANNING POLICY:-

4.1 National Planning Policy Framework (2012):

- Chapter 7 (Requiring good design), paragraph 56 indicates, 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 GD28 seeks to ensure that advertisement consent, including the alteration or replacement of integral shop signs which do not benefit from deemed consent, will be granted provided the proposal does not create dangers or hazard to public safety or have any detrimental impact upon the amenity of its surrounds or the building on which it is sited.
- Policy GD30 states proposals for pole signs or similar erections will normally be permitted where they are appropriate to their location, does not adversely affect the amenity of the environment and do not cause hazard to the public.

4.3 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 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.

4.4 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.

4.5 Supplementary Planning Guidance and Documents

The guidance within SPG Note: 8 "Signs and Advertisements" is also relevant when determining this application.

PLANNING CONSIDERATIONS:-

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

- Impact on visual amenity and setting of park
- Impact on public safety and highways

Impact on visual amenity and setting of park

5.2 The application proposes the display a total of 12 signs, which are to be displayed within and around the grounds of Worth Park. All signs would serve directional or information purposes for the benefit of the public. Many of the proposed signs would replace existing signs and all would be non-illuminated.

5.3 The amount of signs proposed are considered appropriate for their purpose and are considered to satisfactorily integrate within the site context, historic garden and its listed structures. It is considered that the signs would retain and not detract from the character of the Worth Park. The proposed development would accord with Local Plan Policies GD28, GD30 and the guidance found within SPG Note: 8 Signs and Advertisements.

Impact on public safety and highways

- 5.4 The signs would not have an adverse impact on public amenity or highway safety, nor would it cause a nuisance or danger to the public or be detrimental to the visual amenity of Worth Park.
- 5.5 The proposed development is considered acceptable in this regard and would accord with Local Plan Policy GD28 and the guidance found within SPG 8 Signs and Advertisements.

CONCLUSIONS:-

- 6.1 For the reasons as outlined above the proposed signs are considered to be of acceptable design, size, siting and amount. The proposal would not jeopardise highway safety neither would it adversely impact upon the amenities enjoyed by the public and would accord with Local Plan Policies EN5, GD28 and GD30 and Policy CH3 of the 'emerging' Local Plan 2015- 2030 and the guidance within SPG 8 Signs and Advertisements.

RECOMMENDATION RE: CR/2015/0739/ADV

Consent subject to the following standard advert conditions:

1. A. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

B. No advertisement shall be sited or displayed so as to-
(i) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
(ii) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
(iii) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

C. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

D. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

E. Where an advertisement is required under these regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

REASONS: (A) to (E) - To comply with Schedule 2 of the Town & Country Planning (Control of Advertisements) Regulations 2007.



REFERENCE NO: CR/2015/0778/RG3

LOCATION: 23 BARNFIELD ROAD, NORTHGATE, CRAWLEY
PROPOSAL: DEMOLITION OF EXISTING REDUNDANT RETAIL BUILDING AND ERECTION OF A 2.5 STOREY APARTMENT BLOCK COMPRISING 3 X 1 BEDROOM APARTMENTS AND 2 X 2 BEDROOM APARTMENT WITH ASSOCIATED BIN STORE AND CYCLE SHED (AMENDED DESCRIPTION)

TARGET DECISION DATE: 15 December 2015

CASE OFFICER: Ms E. Wachiuri

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: GWP Architects

PLANS & DRAWINGS CONSIDERED:

15/135/sk05 Street Elevations, 15/135/sk06 Site Location Plan & Block Plan, 15/135/sk07 Proposed Site Plan, 15/135/sk08 Proposed Ground & First Floor Plans, 15/135/sk09 Proposed Second Floor and Roof Plans, 15/135/sk10 Proposed Elevations, 15/135/sk11 Existing Elevations and Floor Plan, 15/135/skBS1 Proposed Bin Store, 15/135/skCS1 Proposed Cycle Store

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|---|--|
| 1. | WSCC - Highways | No objection subject to conditions on parking, access and visibility and informative |
| 2. | CBC - Property Division | No objection |
| 3. | CBC - Housing Strategic Service (HMO's) | No response received |
| 4. | CBC - Environmental Health | No comment |
| 5. | CBC - Refuse & Recycling Team | No objection |
| 6. | CBC - FP - Energy Efficiency & Sustainability | No objection subject to condition and informative on water efficiency |
| 7. | CBC - FP – Housing | No S106 contribution is being sought since under 10 dwellings are being proposed |

NEIGHBOUR NOTIFICATIONS:-

1 and 2 Covert Close, Northgate; 19 and 21 Barnfield Road, Northgate; 1, 3, 5, 7 and 9 Hollybush Road, Northgate; 29 Boundary Road, Northgate; St Elizabeth's Church, Boundary Road; 6 and 7 The Parade, Northgate; 1-5 The Parade, Northgate; The Black Dog, Northgate.

RESPONSES RECEIVED:-

None received

REASON FOR REPORTING TO COMMITTEE:-

The application site is CBC owned and the applicant is also Crawley Borough Council.

THE APPLICATION SITE:-

- 1.1 The application site comprises a former single storey retail unit (previously a wine store) situated on the north side of Barnfield Road to the west of the Black Dog Pub and Northgate neighbourhood parade. The rectangular plot is around 0.07 ha has the building located on the southern portion of

the site with a detached rear garage to the north west of the plot. Vehicular Access is from Barnfield Road.

- 1.2 The site is bounded by a 1.5m high close boarded fence to the rear, 1.8m high close boarded fence to the north-west and to south-east side boundaries and to the front it is bound by a part brick wall and part dwarf brick wall with close board panel fence above measuring approx. 1.2m high. Residential properties are located to the north, west and south of the site.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the demolition of the existing buildings and the construction of a 2 storey building to provide 5 no. residential apartments with associated bin store and cycle shed. This comprises of 3 x 1bedroom and 2 x 2-bedroom self-contained flats with their own living rooms, kitchens and bathrooms, all designed to meet current housing standards.
- 2.2 The building would be two storey with a pitched roof containing a number of dormer windows and roof lights allowing for further accommodation in the roof. It also would have a pitched roof canopy above the front entrance door. The proposed building would have same floor area as the existing shop (165sqm) although the footprint would be a different shape.
- 2.3 The materials being proposed for the residential block include a stock brickwork with contrasting brick features and rendered panels. The fenestration would be white coloured PVCu windows.
- 2.4 The existing access would be widened and the footprint of the new building would be offset further away from the north-west boundary by an additional 1m resulting in a 4.2m side gap/vehicle access. The proposed building line would be flush with no.21. The building would be offset 0.8m-1m from the south-east boundary shared with the 'Black Dog' Public House.
- 2.5 At ground floor level there would be 1x1 bedroom and 1x2 bedroom flats. At first floor level there would be 1x1 bedroom and 1x2 bedroom flats whilst the second (roof) floor level would provide a 1x1 bedroom flat. The internal floor space to be provided would be 51sqm for the 1 bedroom flats and 88 sqm for the 2 bedroom flats.
- 2.6 A total of five car parking spaces would be provided to the rear and accessed via side driveway (4.2m wide) to the north-western side of the proposed building. The car parking area would be constructed of tarmac and block paving. A detached cycle store for five cycles to the rear and a detached refuse storage area to the front of the building are proposed. The cycle storage would be towards the rear eastern corner and along the rear boundary whilst the bin storage would be to the front and at the south east corner of the application site.
- 2.7 The cycle shed would measure 2.45m deep by 4.9m wide by 1.9m high to the eaves and 2.75m high to the ridge of a pitch roof. It would be made of timber and tiled roof to match new building. It would be approx. 2.4m distant from the rear boundary and about 3m distant to the south-east boundary.
- 2.8 The refuse bin store would measure 2.92m wide by 1.86m deep by 2.3m high to the eaves and 3.1m high to the ridge of a hipped roof. It would be built of solid brick with tiled pitch roof to match the proposed main building. It would be right up on the front/side boundary at the southern corner of the application site.
- 2.9 The proposed boundary treatment would be 1.8m high close boarded panel fence to the sides, 1.2m high close boarded panel fence to the rear and a dwarf brick wall to the front.
- 2.10 There are no identified site constraints.

PLANNING HISTORY:-

- 3.1 None of relevance

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.
- 4.2 Relevant sections are:
- paragraph 14: presumption in favour of sustainable development – this means that development that accords with the development plan should be approved without delay, or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts which would outweigh the benefits or it would be contrary to the policies in the NPPF
 - paragraph 17 : core planning principles
 - section 6: delivering a wide choice of high quality homes – this seeks to significantly boost the supply of housing. Applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
 - section 7: requiring good design - this 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. It is proper to seek to promote or reinforce local distinctiveness and the policies and decisions should address the integration of new development into the natural, built and historic environment.
- 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 visit, use or visit the development.
- 4.5 Policy GD2 requires new development to respect townscape features such as street patterns, frontage lines and public views.
- 4.6 Policy GD3 requires development to provide for its operational requirements.
- 4.7 Policy GD4 relates to the comprehensive development of sites and states that planning permission will not be granted for development which unduly restricts the development potential of adjoining land or which prejudices the proper planning and phasing of development over a wider area.
- 4.8 Policy GD5 requires proposals to incorporate appropriate landscaping which respects the character of the surrounding area.
- 4.9 Policy GD8 requires all development to be designed and laid out to provide environments which prevent or deter crime, vandalism and anti-social behaviour.
- 4.10 Policy GD13 relates to specific sustainability measures including minimising the consumption of non-renewable resources in construction and use.
- 4.11 GD25 - The Water Environment: Development should be provided with adequate drainage to accommodate the anticipated surface water run-off.
- 4.12 Policy GD34 requires construction work to include adequate measures to minimise the impact of such work on the environment and amenity of neighbouring areas and occupiers.

- 4.13 Policy GD 36 allows for planning obligations to secure the provision of infrastructure and Community Facilities.
- 4.14 Policy H20 requires suitable private outdoor space to be provide for housing proposals
- 4.15 Policy H22 requires residential development to provide suitable living environments to appropriate standards.
- 4.16 Policy T8 relates to the design of car parks.

Crawley Borough Local Development Framework Core Strategy 2008:

- 4.17 Policy H3 allows for residential development in sustainable locations, being part of an existing neighbourhood and served by existing infrastructure, with good access to public transport, footpath networks and community services and facilities.
- 4.18 Policy H4 seeks to secure densities of development which maximise the efficient use of land whilst maintaining the character of different parts of the town.
- 4.19 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.
- 4.20 Policy ICS2 seeks to ensure infrastructure contributions are sought to meet the justifiable needs created by new development.
- 4.21 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.
- 4.22 Policy T3 requires development to accord with the adopted parking standards.
- 4.23 Policy CS1 requires that development through its design should address crime, the fear of crime, anti-social behaviour and disorder.

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

- 4.24 The plan has now been subject of an Examination in Public and has been found sound by an Inspector. The document now has substantial weight as it moves towards adoption (anticipated to be made at Full Council on 16th December 2015).
- 4.25 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 CH4 : Comprehensive Development and Efficient Use of Land
 - Policy CH5 : Standards for all New Dwellings – this includes the Nationally Described Space
 - Policy IN4 : Car and Cycle Parking Standards
 - Policy H1 : Housing Provision
 - Policy H3 : Future Housing Mix
 - Policy H4 : Affordable and Low Cost Housing
 - Policy ENV6 : Sustainable Design and Construction
 - Policy ENV9: Tackling Water Stress
 - Policy EC8 : Neighbourhood Centres

Supplementary Planning Guidance and Documents

- 4.26 Planning Obligations and s106 Agreements - Supplementary Planning Document 2008:

Annex B contains the adopted parking standards and details of required infrastructure mitigation

- 4.27 Standards for Private Outdoor Space - Supplementary Planning Guidance Note: 4 - contains guidelines on the standards the Council expects for amenity space for dwellings.

PLANNING CONSIDERATIONS:-

5.1 In determining this application, it is necessary to consider the following issues:

- The principle of the loss of retail for residential
- The scale and form of development, and its impact upon the character of the area;
- The impact on the amenity of neighbouring residents;
- Parking and traffic issues;
- The suitability of the accommodation in terms of the future occupiers and the operational requirements of the development;

The principle of the loss of retail for residential;

5.2 The application site is located to the west of the main Northgate Parade neighbourhood centre and whilst a vacant retail unit would be lost this is not considered to undermine the viability of the parade and the attractiveness of the main retail units that form part of the parade. The introduction of further residential units in this location and proximity to the parade may increase local trade from the new occupants. Therefore the proposal is considered to comply with policy EC8 in the emerging Local Plan.

The scale and form of development, and its impact upon the character of the area;

- 5.3 The site area lies within a built up area and is surrounded by a variety of single storey and two storey buildings. The proposed replacement building is approx. 1m narrower than the original property and thus would retain the visual separation between buildings along this part of Barnfield Road notwithstanding that the building is an additional storey higher. Given the varied properties in terms of scale, size and design in the wider surrounding area, the proposal is considered to have an acceptable impact on the visual amenity, the street scene, and the character of the area.
- 5.4 The proposed refuse store to the front of the proposed building is considered of modest proportions and does not detract from the street scene despite its location close to the pavement. The proposed cycle shed to the rear of the proposed building would be partially screened by the boundary fence and the existing trees from the public vistas. It is therefore not considered that these elements would be detrimental to the visual amenity, the street scene, and the character of the area.

The impact on the amenity of neighbouring residents;

- 5.5 No. 21 Barnfield Road, nos 1,3 and 5 Hollybush Road, 2-5 The Parade and the Black Dog Public House are the properties most likely to be affected by the proposed development.
- 5.6 No.21 Barnfield is the closest to the proposed development. Apart from the roof-velux window, there are no side windows on the southwest elevation and thus no loss of privacy or overlooking is considered to result from the proposed development on no. 21 Barnfield Road, nos 1, 3 and 5 Hollybush Road. Also given the separation distance, it is not considered the proposed building would be overbearing or dominant on the adjoining neighbours.
- 5.7 With regards to 2-5 The Parade given the separation distance of over 25m it is not considered the proposed building would be overbearing or dominant on the adjoining neighbours or result on any loss of privacy or overlooking issues.
- 5.8 The proposed ground and first floor windows on the north-east elevation facing onto Black Dog Public house would be secondary high level windows serving kitchens and therefore not considered to result in any overlooking. Furthermore the side windows would face onto an open garden area to the public house that currently has no screening from the public. In terms of loss of light and overshadowing,

given the orientation to the south-west of the Public House, it is not considered that the proposal would have detrimental impacts on this neighbour. Whilst the proposed building would increase in scale compared to the existing single storey building, it would be offset a further 0.8m-1m from the common boundary and the hipped roof angles away from the common boundary. The Public House is over 10m distant from the boundary and it is therefore not considered that the proposal would be overbearing or dominant on the adjacent occupiers.

- 5.9 The cycle and refuse storage sheds would be offered screening by the existing boundary treatment and sited over 10m distant from the adjacent properties and therefore not considered to have any detrimental impacts on the neighbour amenity.

Parking and traffic issues:

- 5.10 The proposed level of parking provision for the units is 5 spaces. Five no. cycle parking would also be provided. Based on adopted parking standards set out in SPD1, for dwellings (including flats) in this location, a 2 bed dwelling should be provided 1.5 spaces while a 1 bed dwelling should be provided 1.2 spaces as a maximum standard. The proposed provision of 5 car parking spaces and 5 is considered adequate given the site is situated within a sustainable location being within close proximity to the town centre and mainline railway station the parking provision is in this instance considered adequate and planning permission cannot be refused on these grounds.

The adequacy of the accommodation for future occupants:

- 5.11 The proposed layout is considered acceptable and the units would provide living accommodation of a minimum of 51 sqm for the 1 bed flats and 88 sqm for the 2-bedroom (4 bed spaces) units. This accords with Policy CH5: Standards for all New Dwellings – this includes the Nationally Described Space.

Infrastructure Contributions:

- 5.12 The forward planning department was consulted and advised that whilst all new housing places pressure on open space it is not justifiable to seek section106 contributions for applications under 10 dwellings. Since the proposal seeks 5 residential flats, S106 contributions would therefore not be sought.

CONCLUSIONS:-

- 6.1 The development proposed for this site is considered to comply with the relevant development plan policies. The development protects the amenities of the adjoining residents and would provide a satisfactory environment for future occupiers. It is therefore recommended that planning permission be granted.

RECOMMENDATION RE: CR/2015/0778/RG3

Permit subject to conditions and delegation back to Head of Economic and Environmental Services to await expiry of neighbour consultation on 7th January 2016 and subject to the following conditions.

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed 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 development shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls (and roofs) of the proposed building(s) have been submitted to and approved by the Local Planning Authority.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy GD1 of the Crawley Borough Local Plan 2000.

4. No windows (other than those shown on the plans hereby approved shall be constructed in the north-west elevation of the building hereby permitted which adjoins the side boundary with no.21 Barnfield Road and no.1 Hollybush Road 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.
5. The use hereby permitted shall not be occupied until provision for cycle parking has been made within the site in accordance with approved drawing no. 15/135/skCS1. The cycle parking facilities shall then be maintained and shall not be used for any other purpose other than the parking of cycles.
REASON: To ensure that adequate and satisfactory provision is made for the parking of cycles in accordance with Policies GD3 of the Crawley Borough Local Plan 2000 , T3 of the Crawley Borough Local Development Framework Core Strategy 2008 and SPD 'Planning Obligations and S106 Agreements'.
6. The use hereby permitted shall not be occupied until provision for refuse bin storage area has been made within the site in accordance with the approved plans drawing no.15/135/skBS1. The refuse bin storage area shall then be maintained and shall not be used for any other purpose other than the storage of bins.
REASON: To ensure that adequate and satisfactory provision is made for the storage of waste in accordance with Policy GD3 of the Crawley Borough Local Plan 2000.
7. No work shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details approved by the Local Planning Authority and such facility shall be retained in working order and operated throughout the period of work on the site to ensure that vehicles do not leave the site carrying earth and mud on their wheels in a quantity which causes a nuisance or hazard on the road system in the locality.
REASON: In the interests of road safety in accordance with Policy GD34 of the Crawley Borough Local Plan 2000..
8. No part of the development hereby permitted shall be occupied until the parking spaces and turning facilities shown on the approved plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking and turning of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policy GD3 of the Crawley Borough Local Plan 2000 and in the interest of road safety.
9. The vehicle parking area (hardstanding) proposed as shown on drawing numbers 15/135/sk06 and 15/135/sk07 shall either be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.
REASON: To reduce the potential for surface water run-off in accordance with saved policy GD25 of the Crawley Borough Local Plan 2000.
10. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with emerging policy ENV9 of the Crawley Borough Local Plan 2015-2030 Modifications Consultation Draft.
11. Detailed plans and particulars of the roads, footpaths, and vehicular parking areas and the foul and surface water drainage and means of disposal shall be submitted concurrently with the detailed plans of the buildings hereby permitted and no building shall be occupied until all work has been carried out in accordance with such details and particulars as approved by the Local Planning Authority.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of the proper overall planning of the site.

INFORMATIVES

1. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

2. The applicant is advised to contact the Community Highways Officer covering the respective area (01243642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

1. NPPF Statement

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

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



Crawley Borough Council,
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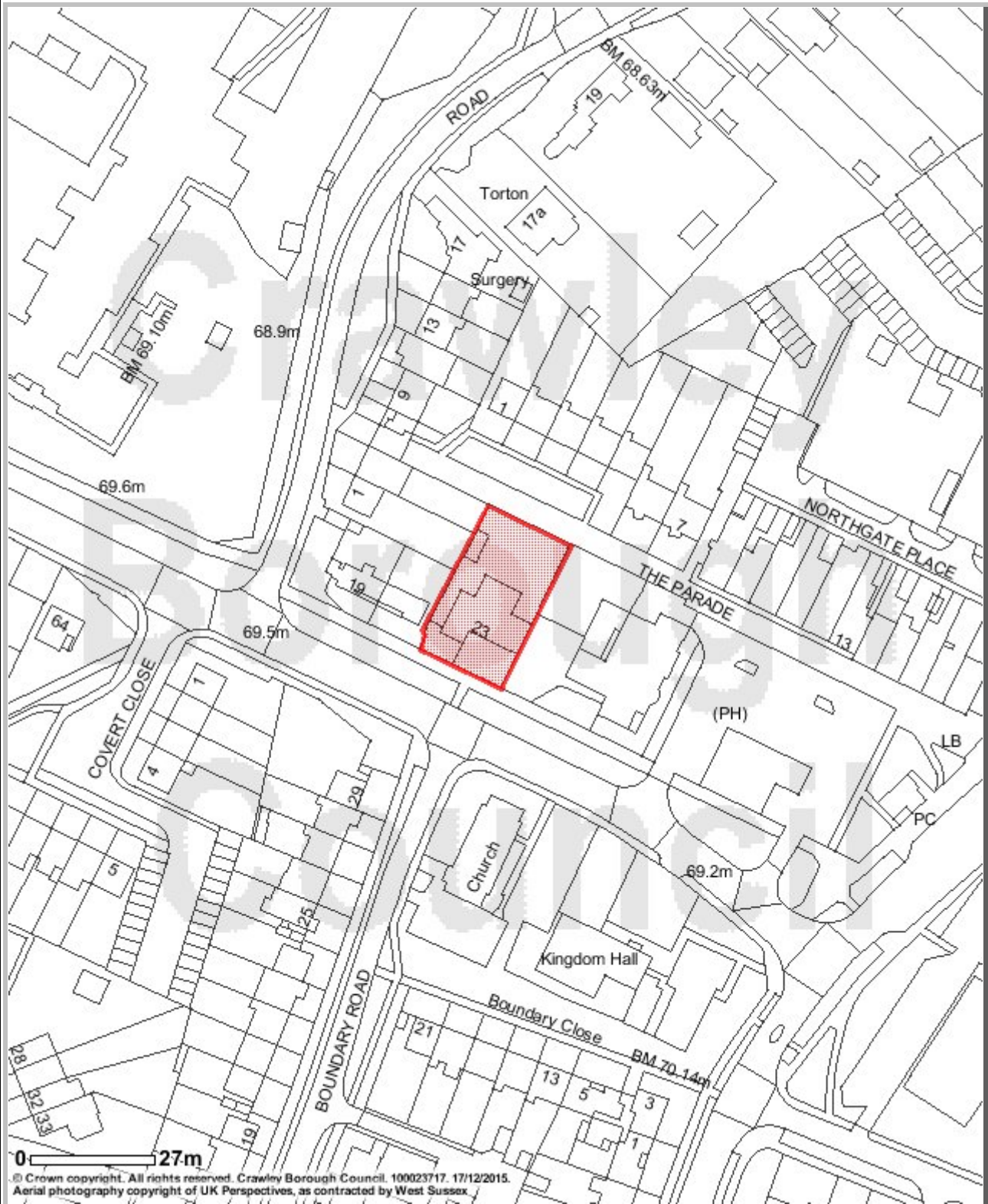
Tel: 01293 438000
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CR/2015/0778/RG3

Date 3 December 2015

Approx. Scale 1:1,250

23 BARNFIELD ROAD, NORTHGATE, CRAWLEY



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