

**CRAWLEY BOROUGH COUNCIL**  
**PLANNING COMMITTEE - 30 August 2016**  
**REPORT NO: PES/207**

**B**

<u>ITEM</u>	<u>REF NO</u>	<u>LOCATION</u>	<u>RECOMMENDATION</u>
<a href="#">001</a>	CR/2015/0103/FUL	BLACK CORNER SMALL HOLDING, BALCOMBE ROAD, POUND HILL, CRAWLEY	REFUSE
<a href="#">002</a>	CR/2016/0524/FUL	95-97 THREE BRIDGES ROAD, THREE BRIDGES, CRAWLEY	PERMIT
<a href="#">003</a>	CR/2016/0557/RG3	25 IFIELD DRIVE, IFIELD, CRAWLEY	PERMIT
<a href="#">004</a>	CR/2016/0558/RG3	THE BARN, TILGATE PARK, TILGATE DRIVE, TILGATE, CRAWLEY	PERMIT

**REFERENCE NO: CR/2015/0103/FUL**

**LOCATION:** [BLACK CORNER SMALL HOLDING, BALCOMBE ROAD, POUND HILL, CRAWLEY](#)  
**PROPOSAL:** RETROSPECTIVE CHANGE OF USE OF LAND TO AIR PORT RELATED PARKING FOR UPTO 150 CARS (AMENDED DESCRIPTION, AMENDED PLANS & ADDITIONAL INFORMATION RECEIVED).

**TARGET DECISION DATE:** 20 April 2015

**CASE OFFICER:** Mr M. Robinson

**APPLICANTS NAME:** Mr S Clark

**AGENTS NAME:** David Fry Architects

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**PLANS & DRAWINGS CONSIDERED:**

870-01 Rev A Site Plan, CBC 0001 Rev A Site Location Plan

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

- |    |                              |              |
|----|------------------------------|--------------|
| 1. | GAL - Aerodrome Safeguarding | No objection |
| 2. | WSCC - Highways              | No objection |

**NEIGHBOUR NOTIFICATIONS:-**

The Berries, Balcombe Road; 1066 Balcombe Road; Moss Lea, Balcombe Road; April Cottage, Balcombe Road; Horse Shoe Cottage, Balcombe Road; The Open Door, Balcombe Road.

The application has also been advertised as a departure from the Local Plan via a site notice erected on Wednesday 2<sup>nd</sup> March 2016 and advert in the local press published on Wednesday 9<sup>th</sup> March 2016.

**RESPONSES RECEIVED:-**

Objections have been received from four properties on the following grounds:

- No justification for additional airport car-parking at this location that should be directly managed by GAL.
- Concerns about increased activity and highway safety impacts on Balcombe Road and commuters nearby residents.
- Concerns about hours of use.
- Noise from inconsiderate drivers, particularly late at night.
- Increased impact upon wildlife from traffic

**REASON FOR REPORTING TO COMMITTEE:-**

The proposal is a departure from the Local Plan.

**THE APPLICATION SITE:-**

- 1.1 Located to the east of Balcombe Road within Black Corner Woods. The remaining woodland that has not been felled is covered by both a Tree Preservation Order and is designated as Ancient Woodland.

- 1.2 The whole site has a number of outbuildings, hardstand areas and a mobile home. Many of the outbuildings are used for storage by the occupier of the mobile home.
- 1.3 The area for the airport car-parking is accessed from Balcombe Road via a track shared with The Berries to the south, and the rest of Black Corner Small Holding. Parking has been laid out within the woods for approximately 150 cars.
- 1.4 While rural in character and currently surrounded by woodland, the site is located within the Built-up-Area Boundary and is within the area identified for Housing and Open space (as part of the Forge Wood allocation) as set out in the Local Plan. The site is just south of the Gatwick Safeguarded area.

### **THE PROPOSED DEVELOPMENT:-**

- 2.1 This planning application seeks permission for the use of the site for airport related car-parking for up to 150 cars.

### **PLANNING HISTORY:-**

- 3.1 The relevant history is from 2002 when an enforcement notice was issued to stop airport car-parking on site. A subsequent appeal was dismissed and the notice was upheld. Since this time the applicant has intermittently undertaken airport car-parking at the site. The grounds upon which the appeal was dismissed related to the safety of the access and the impact upon the safety of the adjacent highway, and that there was not sufficient justification for the need for the airport car-parking at this location outside the airport boundary as it would not achieve a more sustainable approach to surface transport access to the airport.
- 3.2 In 2006 an application was submitted to retain commercial storage sheds on site for reclaimed building materials. No decision has been issued.
- 3.3 The mobile home and porch on site was permitted for a temporary period of 5 years in 2006 under application ref. CR/2006/0031/FUL. The permission for the mobile home expired on 26th April 2011. This is currently under investigation.
- 3.4 The site is part of Forge Wood neighbourhood and has outline planning permission to be developed as an employment use CR/1998/0039/OUT. The site is also shown as a potential employment site with a new road access to housing further to the east within the amended Master plan submitted under application ref. CR/2015/0552/NCC.

### **PLANNING POLICY:-**

#### **National Planning Policy Framework (2012)**

- 4.1 This document requires a presumption in favour of sustainable development.  
Section 1: Building a Strong and Competitive Economy; paragraph 2; to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21<sup>st</sup> Century.

#### **Crawley Borough Local Plan 2015-2030**

- 4.2 The Crawley Borough Local Plan 2015-2030 was adopted on 15<sup>th</sup> December 2015.
- 4.3 CH3: Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. They should also retain existing individual and groups of trees. Meet the requirements for their safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking.

- 4.4 CH7: Areas of soft landscaping that make an important contribution to the town and its neighbourhoods should be protected and if appropriate enhanced.
- 4.5 EC4: Proposals for employment development adjacent to residential areas will be permitted where there is no adverse harm to local amenity or the function of the surrounding area.
- 4.6 Policy EC1 supports Crawley's role as the key economic driver for growth in the Gatwick Diamond, and ensures all suitable opportunities are fully explored to enable existing and new business to grow and prosper. At a minimum an extra 35ha of land for business uses is required in order to secure future economic growth at Crawley.
- 4.7 Policy GAT3 states  
*"The provision of additional or replacement airport parking will only be permitted within the airport boundary.  
 All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport"*.  
 It should be noted that the options considered in the Sustainability Appraisal accompanying the Local Plan in relation to this policy are currently subject to a legal challenge, however, GAT3 remains a policy of the Local Plan until the challenge is concluded.

### **PLANNING CONSIDERATIONS:-**

- 5.1 The main consideration in the determination of this application is whether the principle of a change of use of land outside the airport boundary to off airport parking is acceptable given this is a clear departure from GAT3.
- 5.2 Policy GAT3 is the current policy contained within the Crawley Borough Local Plan 2015-2030 that applies to airport car-parking and was formally adopted on 15<sup>th</sup> December 2015. The wording of policy GAT3 is set out in paragraph 4.7 above. The reasoned justification for policy GAT3, acknowledges that there are some permitted sites outside the airport boundary which are established businesses, however it also notes that there are *"countryside or previously developed sites which have been used for employment or other purposes which are currently vacant. Such sites are not in the most sustainable locations, may not be appropriate for parking and would lead to the loss of the site for employment or the other uses"*.
- 5.3 The airport parking operation does create a number of jobs to operate the 'meet and greet' service. Gatwick Airport South Terminal is located approximately 1700m away to the north of the site as the crow flies. However, the distance to the site via public roads to the South Terminal is 3.4km and to North Terminal is 5km, each way compared to the shorter distances for the on-airport car parks. The on-airport car parks are located closer to the Terminals and connected to the airport road network. The site would provide additional airport car-parking outside of the airport boundary when there is provision in a more sustainable location on-airport to meet future parking demands and is therefore contrary to GAT3.
- 5.4 The application site is located on land with outline planning permission for employment use as part of the Forge Wood neighbourhood development, and policy GAT3 identifies that airport car-parking that results in a loss of employment of employment sites may not be appropriate, it is therefore considered the development would prejudice the development of alternative more appropriate employment use in this neighbourhood and is therefore contrary to policies EC1 and GAT3 of the Crawley Borough Local Plan 2015-2030.
- 5.5 The following other considerations are also relevant to the determination of this application:
- The impact upon visual amenity, and the character of the area;
  - The impact on trees;
  - The impact upon the operation and safety of the Highway;

- The impact on neighbouring occupiers amenities;

#### The impact upon visual amenity, and the character of the area:

- 5.6 Located set back from the road and screened by the extensive retained tree cover along the boundaries, the areas of hardstand already laid within the trees, are not readily visible from nearby public view points. The impact upon wider visual amenity from the proposals is therefore considered acceptable.
- 5.7 The site has outline planning permission for employment use as part of Forge Wood development and the parking of cars on cleared areas prior to the implementation of this development is not considered to have a long term visual impact on the character of the area given the extant planning permission.

#### The impact on trees:

- 5.8 A number of trees have over time been lost from the site and have not been replaced. The areas being used for parking cars are already clear of trees. No further development is required on site to accommodate cars and the impact on the protected trees and adjacent Ancient Woodland is therefore considered on balance to be acceptable.

#### The impact upon the operation and safety of the Highway:

- 5.9 Initial consultations with West Sussex County Council (WSSC) required the submission of additional information regarding the use of the nearby highways. An amended Transport Statement has been provided and this has been reconsidered by WSSC who have commented that the proposal would not have a significant impact in terms of capacity of Balcombe Road or the neighbouring highway network.
- 5.10 WSSC also comment that the visibility for the access is below that required but as the applicant claims the site has been in use for this purpose for the last 15-20 years it is concluded that a visibility splay to the south of 2.4m x 115m instead of the a desirable minimum DMRB sight Stopping Distance of 2.4m x 127m would be acceptable. A splay of 2.4m x 107m can be achieved to the north by cutting back WSSC owned vegetation on the publically maintained highway. Based on the applicants evidence that the use would result in only about 30 vehicle movements each day, WSSC conclude a Stage one Safety Audit is not required.
- 5.11 To conclude, subject to conditions to require the visibility splays and a formal access to be provided WSSC does not consider there would be a severe impact on the operation of the highway network and the proposal would therefore be acceptable on transport grounds.

#### The impact on neighbouring occupiers amenities:

- 5.12 Whilst it is acknowledged that the use of the site for airport car-parking does result in a higher level of activity at the site, the numbers proposed at up to 150 cars at any one time is fairly limited and the level of activity should not therefore be significant, even though it may be at various times of the day and night. The closest dwellings to be affected are 1066, Moss Lea and Horseshoe Cottage on the west side of Balcombe Road opposite the entrance. They are separated directly from the site by the Balcombe Road, a busy B class road with a speed limit of 40mph. The impact on these neighbouring properties should not be harmful to the amenities of the occupiers.
- 5.13 It is however considered that the use of the site for airport car-parking, with associated vehicle movements and noise, could be harmful to potential future occupants of housing that would be erected to the east of the site as a part of Forge Wood. However as this phase of the development has not yet been submitted let alone been considered or determined, it is not considered that there are sufficient grounds in this regard to warrant a refusal although it is acknowledged that an airport parking use is not one that would usually be supported in a residential area.

## **CONCLUSIONS:-**

- 6.1 This application was submitted in February 2015 as a result of an enforcement investigation regarding the unauthorised use of part of Black Corner Woods for airport car-parking. The applicant has overcome previous concerns regarding the safety of the access to the site however, the site is an off-airport location, is not considered to be sustainable, would result in the loss employment land planned to serve Forge Wood neighbourhood and is potentially incompatible with future residential development. The proposal therefore conflicts with policies GAT3 and EC1 and would be a departure from the Development Plan.
- 6.2 The impact on neighbour amenities and the trees is on balance, acceptable.

## **RECOMMENDATION RE: CR/2015/0103/FUL**

To refuse for the following reasons:

1. The development by virtue of its siting at an off-airport location is unsustainable and contrary to policy GAT3 of the Crawley Borough Local Plan 2015-2030.
2. The development would result in the loss of a site that would help meet the requirement for 35ha of land for business (B1) uses contrary to policies GAT3 and EC1 of the Crawley Borough Local Plan 2015-2030.

NPPF Reason:

1. In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:
  - Providing advice in a timely and manner through pre-application discussions/correspondence.
  - Liaising with consultees the applicant and the agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
  - Seeking amended plans and additional information to address identified issues during the course of the application.
  - Informing the applicant of identified issues that are so fundamental that it would not be possible to negotiate a satisfactory way forward due to the harm that has been caused.

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



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

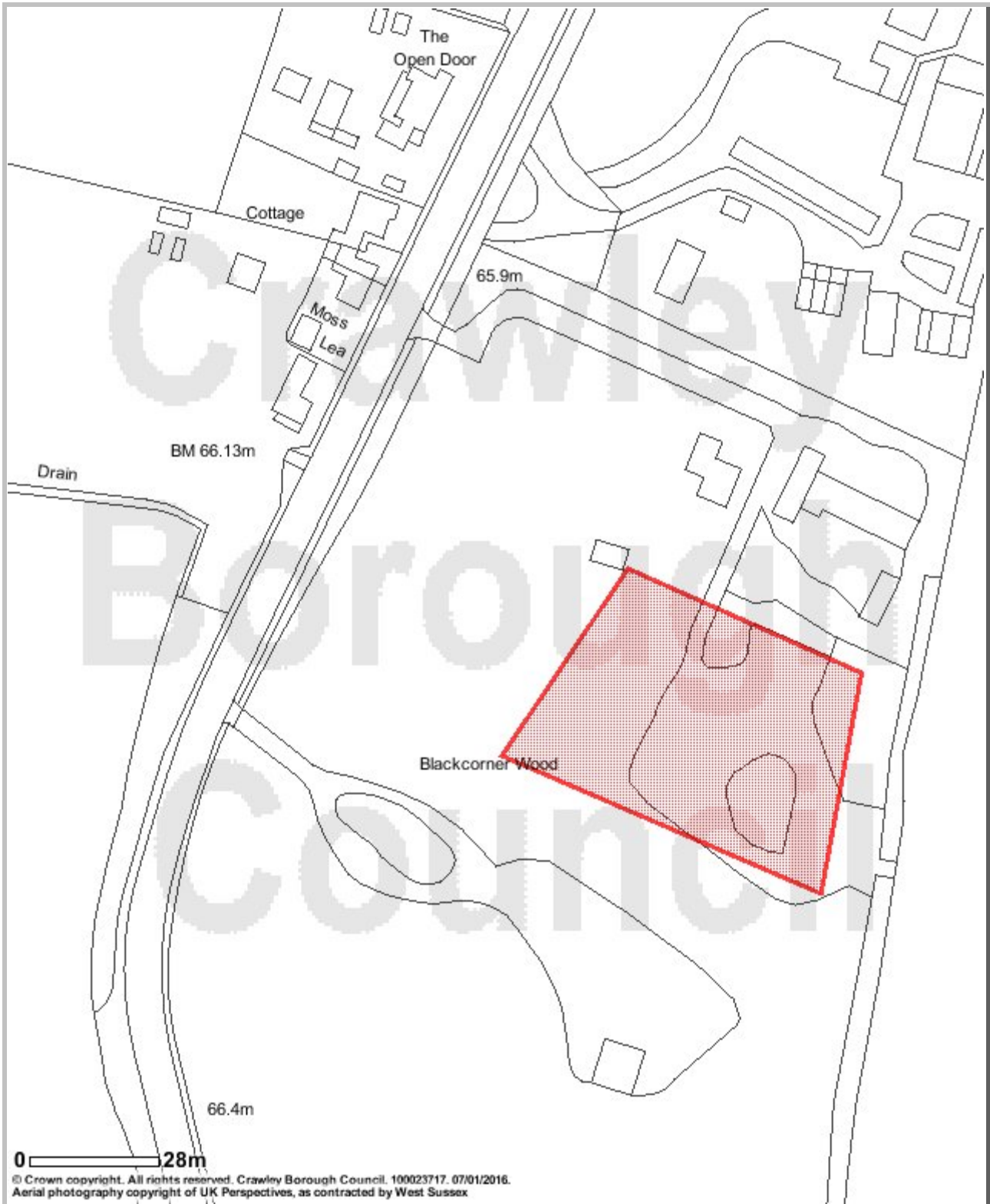
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**CR/2015/0103/FUL**

Date 8 August 2016

Approx. Scale 1:1,250

**BLACK CORNER SMALL HOLDING, BALCOMBE ROAD, POUND HILL, CRAWLEY**



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**REFERENCE NO: CR/2016/0524/FUL**

**LOCATION:** [95-97 THREE BRIDGES ROAD, THREE BRIDGES, CRAWLEY](#)  
**PROPOSAL:** REPLACEMENT TWO STOREY DWELLING AT NO.97 THREE BRIDGES ROAD AND  
ERECTION OF 2 NO. BUNGALOWS TO THE REAR OF NO.95-97 THREE BRIDGES  
ROAD

**TARGET DECISION DATE:** 2 August 2016

**CASE OFFICER:** Mr G. Kellett

**APPLICANTS NAME:** Mr & Mrs I Kennedy

**AGENTS NAME:**

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**PLANS & DRAWINGS CONSIDERED:**

Location Plan, Proposed Block Plan - 01 REV D, Proposed Floor & Elevations Plans (Plots 1&2) - 02B  
REV B, Proposed Floor & Elevations Plans (Plot3) - 04C REV C

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

- |    |                                       |              |
|----|---------------------------------------|--------------|
| 1. | WSCC - Highways                       | No objection |
| 2. | CBC - Planning Arboricultural Officer | No objection |

**NEIGHBOUR NOTIFICATIONS:-**

93 and 95 Three Bridges Road, Three Bridges; 9 to11, 14 and 17 Haversham Close, Three Bridges;  
Three Bridges Junior School, Gales Drive, Three Bridges; 3 Bramley Close, Three Bridges

**RESPONSES RECEIVED:-**

No comments received

**REASON FOR REPORTING TO COMMITTEE:-**

At the request of Councillor Brenda Burgess

**THE APPLICATION SITE:-**

- 1.1 The application site is a detached bungalow located on a large plot to the north of Three Bridges Road with a front garden measuring approximately 20metres long. The building is positioned with a 3.2 metre gap to the eastern boundary, a 1.1metre gap to the western boundary and has a 48 metre deep rear garden area.
- 1.2 To the east is no.17 Haversham Close a two storey dwelling located approximately 10 metres from the shared boundary and with a detached single storey garage located 7 metres north of Three Bridges Road. Their rear and side garden front Three Bridges Road.
- 1.3 To the west is no. 95 Three Bridges Road a two-storey dwelling with single storey garage located approximately 1.1m off the shared boundary.



- 1.4 There is a group Tree Preservation Order (P: 16.10.13) protecting approximately 24 Cypresses and an Oak tree in the garden of no.17 Haversham Close to the east of the site. There is also a mix of non-protected trees within the application site and located along the southern and western boundaries.

### **THE PROPOSED DEVELOPMENT:-**

- 2.1 This application seeks planning permission for the demolition and replacement dwelling for no.97 Three Bridges Road (plot 3) and a new access driveway to serve two new dwellings to the rear of nos.95 & 97 Three Bridges Road (plots 1&2) with associated parking and amenity space.
- 2.2 The replacement dwelling (plot 3) closest to Three Bridges Road would comprise a 3 bedroom detached two storey dwelling with an attached flat roof lobby and garage to the front. The dwelling would be 8 metres high to the ridge with the main footprint of the dwelling measuring 9.1 metres x 13.3 metres. The elevations would comprise a modern design with a combination of small and large window and door openings, finished with a mix of materials. Parking would be provided via an integral garage and a parking space to the side of the proposed garage. A private amenity area would be provided to the rear.
- 2.3 The two dwellings sited to the rear no.95 & 97 Three Bridges Road (plots 1&2) would be single storey measuring 5.5 metres high and have a footprint of 11 m x 9 m. Access would via a new 60 metre long (2.5 metre wide in parts) driveway from Three Bridges Road. Parking would be provided to the front of the dwellings with a turning area.

### **PLANNING HISTORY:-**

- 3.1 CR/2015/0208/FUL – retrospective application for erection of outbuilding in rear garden – permit
- 3.2 CR/2013/0412/FUL – erection of a two storey dwelling house & detached garage / carport – permit
- 3.3 CR/2003/0697/FUL – 93-97 Three Bridges Road. Demolition of existing dwellings and erection of 23 flats in two blocks – refused

### **PLANNING POLICY:-**

#### **National Planning Policy Framework (2012):**

- 4.1 The National Planning Policy Framework (NPPF) was adopted in March 2012. The core principles introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 4.2 Paragraph 34 & 37 (Promoting sustainable transport). Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.
- 4.3 Paragraph 47 & 49 (Delivering a wide choice of high quality homes) 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. There is however generally a presumption against development in back land locations given their impact unless it can be demonstrated that the development does not cause harm to the character of the local area or the amenities of neighbouring properties.

- 4.4 Paragraph 56 (Requiring good design). The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Crawley Borough Local Plan (2015-2030)

- 4.5 Policy SD1 (Presumption in Favour of Sustainable Development) states development will be supported where it complements Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle and maximises the use of sustainable travel; provides a safe and secure environment for its residents and visitors; and accords with the policies and objectives set out in this Plan unless material considerations indicate otherwise.
- 4.6 Policy CH1 (Neighbourhood Principle) states the neighbourhood principle will be protected and enhanced. Development within the neighbourhoods should mainly be residential, in-keeping with the existing neighbourhood. Mixed use and higher density development may be compatible with the existing structure of the neighbourhood, particularly if it is situated in sustainable locations.
- 4.7 Policy CH2 (Principles of Good Urban Design) seeks new development proposals will be required to amongst other things respond to and reinforce locally distinctive patterns of development and landscape character.
- 4.8 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 including existing trees and landscaping. 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.
- 4.9 Policy CH4 (Comprehensive Development and Efficient Use of Land) states development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- 4.10 Policy CH5 (Standards for All New Dwellings) (including conversions) states all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents through the application of the Lifetime Homes Standards. The minimum size for each dwelling should be based on the Nationally Described Space Standards.
- 4.11 Policy CH6 (Tree Planting and Replacement Standards) states landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replace these on site in order to mitigate for the visual impact resulting from the loss of the tree canopies. An additional tree is required for each additional new dwelling.
- 4.12 Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.
- 4.13 Policy H3 (Future Housing Mix) states that all housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand.
- 4.14 Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments and 10% low cost housing on developments of 15 dwellings or more, unless evidence provided to show the site cannot support these requirements from a viability perspective.

- 4.15 Policy ENV6 (Sustainable Design and Construction) all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements. A Sustainability Statement demonstrating how sustainability objectives have been achieved during the design process, or will be achieved during the construction process should be submitted.
- 4.16 Policy ENV8 (Development and Flood Risk) states development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- 4.17 Policy ENV9 (Tackling Water Stress) states new dwellings should where viable and technically feasible, meet the Building Regulations optional requirement for tighter water efficiency.
- 4.18 Policy IN1 (Infrastructure Provision). Development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services. The Council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes of which is yet to be adopted.
- 4.19 Policy IN2 requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- 4.20 Policy IN3 (Development and Requirements for Sustainable Transport). Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety. Developments will be permitted unless the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated.
- 4.21 Policy IN4 (Car and Cycle Parking Standards) states development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.

#### Supplementary Planning Guidance and Documents

- 4.22 Relevant SPD's/SPG's are (SPG) Note 4 'Private Outdoor Space', SPG13 Landscaping and Greening the Environment. SPG17 on Higher Density Housing and SPD1 ' Planning Obligations and Section106 Agreements' 2008 which includes parking standards and details of required infrastructure mitigation.
- 4.23 Other SPD's include the emerging Draft Urban Design SPD; Draft Green Infrastructure SPD & Draft Planning & Climate Change SPD which have recently been subject to public consultation and are due to be adopted in the Autumn.

#### **PLANNING CONSIDERATIONS:-**

- 5.1 The main planning considerations in the determination of this application are:
- Principle of development
  - Design, appearance, layout & impact on the street scene
  - The acceptability of the proposed development for future occupiers
  - Impact on neighbouring properties
  - Parking, highway safety & operational requirements
  - Affordable Housing
  - Impact on trees
  - Sustainability
  - Infrastructure Contributions

- Other

### Principle of development

- 5.2 The use of the site for residential is consistent with NPPF objectives to promote and encourage residential development on appropriate sites. The site is located within the built-up area boundary and is within an existing neighbourhood area of Three Bridges. The principle of development in this area is considered acceptable and in accordance with policy SD1 of the Local Plan.

### Design, appearance, layout & impact on the street scene

- 5.3 This proposed dwelling at plot 3 would be modern in design and appearance. This proposed two storey dwelling would be in keeping with the context of other dwellings and follow the pattern of development in the street with a set back from the adjacent road. The use of mixed palette of materials and a large chimney would break up visual bulk of the western elevation. Views of the dwelling and attached 3.3 metre high flat roof garage from Three Bridges Road would be screened by existing on site vegetation and a row of existing tall matures trees along the Three Bridges Road. Therefore it is not considered the size, scale and bulk of this dwelling would have a harmful visual impact on the street and its surrounding context.
- 5.4 The two dwellings sited to the rear of no.95 & 97 would not be readily visible from Three Bridges Road. The dwellings would be single storey and be similar in design and appearance to the existing row of single storey dwellings at Bramley Close to the west although would appear higher as they are deeper and have a steeper roof pitch. These dwellings are considered appropriate in design and within the context of development in the area, following the development pattern established by properties in Bramley Close and would not have a harmful impact on the visual amenity of the streetscene.

### The acceptability of the proposed development for future occupiers

#### *Plot 3 – Space standards, layout & amenity area*

- 5.5 Plot 3 would comprise a 3 bedroom (6 bed space) dwelling. Policy CH5 sets out the gross internal floor area (GIA) minimum floorspace requirement at 102sqm, the proposal exceeds this requirement and would accord with the requirements set out in the adopted National Described space standards. The internal layout of this dwelling would be open plan with adjoining kitchen and dining areas. The main habitable rooms would have dual aspect, with large window openings and take up the advantage of natural light and views.
- 5.6 The Council's SPG4 'Private Outdoor Space' requires 90sqm for a 6 bed space dwelling should be provided. The layout of the site would provide the dwelling with a useable rear garden area of 231sqm which would easily meet the requirements of SPG4.

#### *Plots 1 & 2 – Space standards, layout & amenity area*

- 5.7 Plots 1 & 2 to the rear would comprise a 2 bedroom (4 bed space) dwellings. The minimum internal floor area for these units is 70sqm. The total floor area of accommodation proposed for these plots is calculated in excess of this figure and therefore meets the requirements set out in the adopted standards. The internal layouts of both dwellings would be mirrored and would have dual aspect which is considered acceptable. There would be adequate storage space as outlined in these standards.
- 5.8 SPG4 'Private Outdoor Space' requires 75sqm space for a 4 bed space dwelling, these dwellings would be provided with a usable garden space of 116sqm similar to the layout of the development at Bramley Close, the gardens would therefore meet the requirements of SPG4.

- 5.9 No.95 Three Bridges Road which would lose the rear part of the garden to accommodate the development would still retain a sizeable rear garden space of 330sqm.
- 5.10 Within the layout the overall separation distances between dwellings is considered acceptable. The window to window distance between nos 95 and 97 and the new rear plots is around 23m which exceeds the minimum recommended separation distance of 21 m. The dwellings have been designed to avoid overlooking in respect of floor layouts and window positioning and overall the proposed layouts are considered appropriate to safeguard the amenities and privacy of future occupiers.
- 5.11 It is therefore considered the proposed internal layouts would accord with the Nationally Described space standards by providing adequate living space for future occupiers and provide an amenity area in accordance with the principles of Supplementary Planning Guidance note 4.

#### Impact on neighbouring properties

- 5.12 The properties most affected by the development are at no 3 Bramley Close to the west, nos 93 and 95 Three Bridges Road to the south and nos. 17 and 14 Haversham Close to the east. Three Bridges School playing field is situated beyond the northern boundary.
- 5.13 No first floor windows are sited on the western elevation of no.17 Haversham Close which has its main outlook facing south. The first floor side facing windows on the eastern elevation of plot 3 would relate to bathroom windows only and obscured glazing would be inserted to mitigate any overlooking to this dwelling. This glazing and a restriction on any additional openings can be controlled via a planning condition.
- 5.14 The first floor bedroom rear window at plot 3 would be angled away from no.14 Haversham Close and there is considered to be adequate separation distance to this property. Plot 2 has secondary windows in the side elevation facing the garden boundary and this relationship combined with the single storey nature of the dwelling is also considered to result in an acceptable relationship to prevent overlooking.
- 5.15 Plot 1 adjoins 3 Bramley Close and has been designed with secondary windows facing this boundary, with the retained fence boundary this relationship is considered acceptable.
- 5.16 The separation distances to no 95 have been discussed in paragraph 5.10.
- 5.17 In conclusion, given the separation distances and dwelling layouts is not considered the development as proposed would cause any harmful impact on neighbouring amenity in terms of direct overlooking or loss of privacy to neighbours. It is also considered that the proposal would not result in an unacceptable loss of light, loss of outlook to adjoining occupiers due to the orientation of the proposed buildings to the surrounding neighbouring occupiers. It is therefore considered the proposal would accord with the policy CH3 of the local plan and with SPG4 and the emerging draft urban design SPD.

#### Parking, highway safety and operational requirements

- 5.18 The site falls within the 'other locations' parking zone, as set out in Crawley Borough Council's Planning Obligations and S106 Agreements SPD. The parking standards require a 2 bedroom unit to have 1.2-1.5 car parking spaces and a 3 bedroom unit to have 2-3 car parking spaces.
- 5.19 The proposed development would provide a total of 7 parking spaces (4 spaces for plots 1 & 2 and 3 spaces for plot 1). Therefore it is considered the level of parking provision on the site is acceptable in this location and is in excess of adopted maximum parking standards but in accordance with the emerging parking standards. Given on street parking is difficult along Three Bridges Road, this level of provision is considered appropriate in this case.

- 5.20 The spaces for plots 1 & 2 would be sited to the rear of the site (with a turning area) and be accessed via a 2.5 metre wide, 60 metre long access driveway from the existing access onto Three Bridges Road. The access driveway would be similar to other private driveways along Three Bridges Road and arrangement is considered acceptable in this regard.
- 5.21 West Sussex Highways have been consulted and have raised no objection to the proposal from a highway perspective subject to standard conditions relating to visibility.
- 5.22 The site is in a sustainable location in close proximity to shops and services with several high frequency bus routes all within walking distance. The location of the site would promote and encourage the use of sustainable transport in accordance with policy IN3 of the Crawley Borough Plan 2015-2030.
- 5.23 In conclusion the overall level of parking provision is considered acceptable as are the operation parking arrangements and there would be no negative highway safety impacts. The proposed development would accord with policy CH3 of the Crawley Borough Plan 2015-2030 and the objectives of the NPPF.

#### Affordable Housing

- 5.24 Policy H4 Crawley Borough Local Plan, in respect of Affordable Housing, states that 40% affordable housing will be required from all residential developments. For sites of 5 dwellings or less a commuted sum towards off-site affordable housing provision will be sought.
- 5.25 National Planning Policy, established through a Ministerial Statement and Appeal Court Judgement since the adoption of the local plan, has introduced a threshold for size of development below which affordable housing contributions should not be sought. This states that residential developments of ten dwellings or less, or which have a maximised combined gross floor space of no more than 1000sqm, should not have to provide affordable housing.
- 5.26 Whilst Crawley Borough Council continues to believe there are specific local circumstances which are strong material considerations to be considered against the Ministerial Statement, it is recognised that the financial contribution sought and the balance to address the disproportionate burdens and ensure small house builders are not dis-incentivised to deliver housing in Crawley should be explained and justified in the Affordable Housing Supplementary Planning Document (SPD), and published for consultation.
- 5.27 At this stage, as the SPD in relation to this policy has not yet been published, officers consider it would be unreasonable to expect affordable housing contributions in relation to the application.

#### Impact on trees

- 5.28 The application has been accompanied by a tree survey and Arboricultural report. The Councils Arboricultural Officer has been consulted and has raised no objection to the development provided the development is carried out as outlined in the details submitted in this report. Therefore it is considered that the layout and level of development can be accommodated without harm to the important site trees which are to be retained and which add to the visual amenity of the surrounding area.
- 5.29 The Arboricultural report has indicated three trees would be removed (T6, T7 & T9) to accommodate the dwellings. Policy CH6 of the local plan indicates where development proposals would result in the loss of trees, applicants must identify which trees are to be removed ensure their loss is mitigated by planting replacements. In addition two replacement trees would be required for the 2 additional dwellings provided. The layout plan has indicated space for four fruit trees however at least 5 replacement trees are necessary. Given the garden sizes it is considered that there would be space within the site to meet the requirements of CH6 and this requirement can be secured by way of a landscaping condition.

### Sustainability

- 5.30 The design and access statement indicates the development would help reduce CO2 emissions by incorporating sustainable measures such as high levels of insulation, low energy/ high efficiency appliances, high performance double glazed windows, control of water through efficient controls and drainage and air tightness to reduce heat loss and subject to these measures receiving Building Regulations approval the development would be in accordance with policy ENV6 of the local plan. Implementation of the measures are proposed to be secured via condition.

### Infrastructure Contributions

- 5.31 This application would be liable for the Community infrastructure Levy (CIL) which came into effect on the 17<sup>th</sup> August 2016.

### Other

- 5.32 Given the large site it is envisaged the contractors would park within the confines of the site. West Sussex Highways have indicated no objection to the proposal. Therefore the impact on parking for the construction period is unlikely to be significant and would not constitute grounds for refusing the development.
- 5.33 Cycle provision and refuse bins would be provided for each plot and is considered acceptable. A refuse collection point would be provided for the dwellings at the existing entrance. Albeit that the occupants of plots 1 & 2 would have to walk 60 metres to it is not considered this inconvenience would be a sufficient reason to refuse the application given it would be acceptable in all other aspects.

### **CONCLUSIONS:-**

- 6.1 In conclusion it is considered the residential redevelopment is acceptable in this location and the size, scale, bulk and design of the proposal is considered to be in keeping with the pattern of development in the surrounding area and would not have a harmful impact to the visual amenity of the existing street scene.
- 6.2 The proposal would make provision for sufficient car parking, cycle and refuse storage, outdoor open space and would conform with the separation distances to neighbouring properties and standards as outlined in the existing and emerging Supplementary Planning Guidance notes. It is not considered the proposed development would have a harmful impact on residential amenity of neighbouring properties or to future occupiers of the development.
- 6.3 Therefore the proposal is in accordance with the policies and objectives outlined in the Crawley Borough Local Plan 2015-2030, the NPPF and Supplementary Planning Guidance notes and it is recommended to grant permission for this application subject to conditions.

### **RECOMMENDATION: CR/2016/0524/FUL:-**

**PERMIT** subject to conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.  
REASON: For the avoidance of doubt and in the interests of proper planning.

### Materials/Details

3. No development shall be carried out (with the exception of demolition) 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 CH3 of the Crawley Borough Local Plan 2015-2030.
4. Before any work for the implementation of this permission commences, detailed plans and particulars of the land levels and the finished floor levels of the dwellings (including details of the overall building heights in relation to neighbouring dwellings) shall be submitted to and approved in writing by the Local Planning Authority, and the building shall be constructed in accordance with the approved levels.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. The first floor windows on eastern elevation on drawing number 04 Rev C of plot 3 shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening. No additional windows shall be inserted into the first floor east elevation of this dwelling  
REASON: To protect the amenities and privacy of the adjoining property 17 Haversham Close in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. Provision shall be made for superfast broadband to serve the 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, to reduce social isolation and allow good access to services in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030

### Tree Protection / Landscaping / Walls/Fencing

7. Prior to commencement of any works on site the tree protection measures shall be implemented and retained throughout the construction period in accordance with the approved details detailed within the Arboricultural Implications Assessment and Arboricultural Method Statement by Kennedy Construction & Project Management dated 7 June 2016.  
REASON: To ensure the retention and maintenance of trees and vegetation which are an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
8. The development shall not be occupied until details of screen walls and/or fences have been submitted to and approved by the Local Planning Authority and no dwellings shall be occupied until such screen walls and/or fences have been erected.  
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
9. The development shall not be occupied until a hard and soft landscaping scheme (including the provision of at least 5 trees within the site layout) has been submitted to, and approved by, the Local Planning Authority. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the building 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 development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation.  
REASON: In the interests of the amenity and of the environment of the development in accordance with Policy CH3 & CH6 of the Crawley Borough Local Plan 2015-2030.



## Highways

- 10 The development shall not be occupied until visibility splays of 2 metres by 43 metres have been provided at the proposed site vehicular access onto Three Bridges Road in accordance with plans and details approved by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.  
REASON: In the interests of road safety in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
- 11 The development shall not be occupied until the garage / 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 garaging /parking and turning of vehicles.  
REASON: In the interest of road safety and to ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
12. The development shall not be occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.  
REASON: To secure satisfactory standards of access for the proposed development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

## Sustainability Measures

- 13 No development shall take place until precise details of the energy strategy and sustainability measures for the new dwellings which are referred to in the Design and Access Statement and sustainability report have been submitted to and agreed in writing by the Local Planning Authority. The dwellings shall not be occupied until the agreed measures have been implemented.  
REASON: To address sustainability measures required under policies ENV6 and ENV9 in the Crawley Borough Local Plan 2015-2030.
- 14 The residential units shall not be occupied until details have been submitted to the Local Planning Authority and agreed in writing to demonstrate that the units shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption. The measures shall thereafter be implemented in accordance with the agreed details.  
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.

## **INFORMATIVES**

### Environmental Health

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 as follows:  
0800 to 1800 Monday to Friday and  
0800 to 1300 on Saturday.  
No noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day. No deliveries and/or collections will take place outside of these times.
2. The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. Noise associated with the site shall be managed using best practicable means (BPM) All plant and machinery shall be properly silenced and maintained in accordance with the

manufacturer's instructions and noise managed in accordance with the requirements of BS5228. 'Code of practice for noise and vibration control on construction and open sites'.

### Utilities

3. Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
4. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.
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 Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)
6. With regard to water supply, this comes within the area covered by the Southern Water PLC. For your information the address to write to is - Southern House, Yeoman Road, Worthing, West Sussex BN13 3NX Tel - (0845) 2780845

### Water efficiency

- 7 The water efficiency standard required under condition 14 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1

### 8 Community Infrastructure Levy

This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit [www.crawley.gov.uk/cil](http://www.crawley.gov.uk/cil), email [development.control@crawley.gov.uk](mailto:development.control@crawley.gov.uk) or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:

- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.

- A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.

- Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

#### NPPF Statement

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

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

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

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

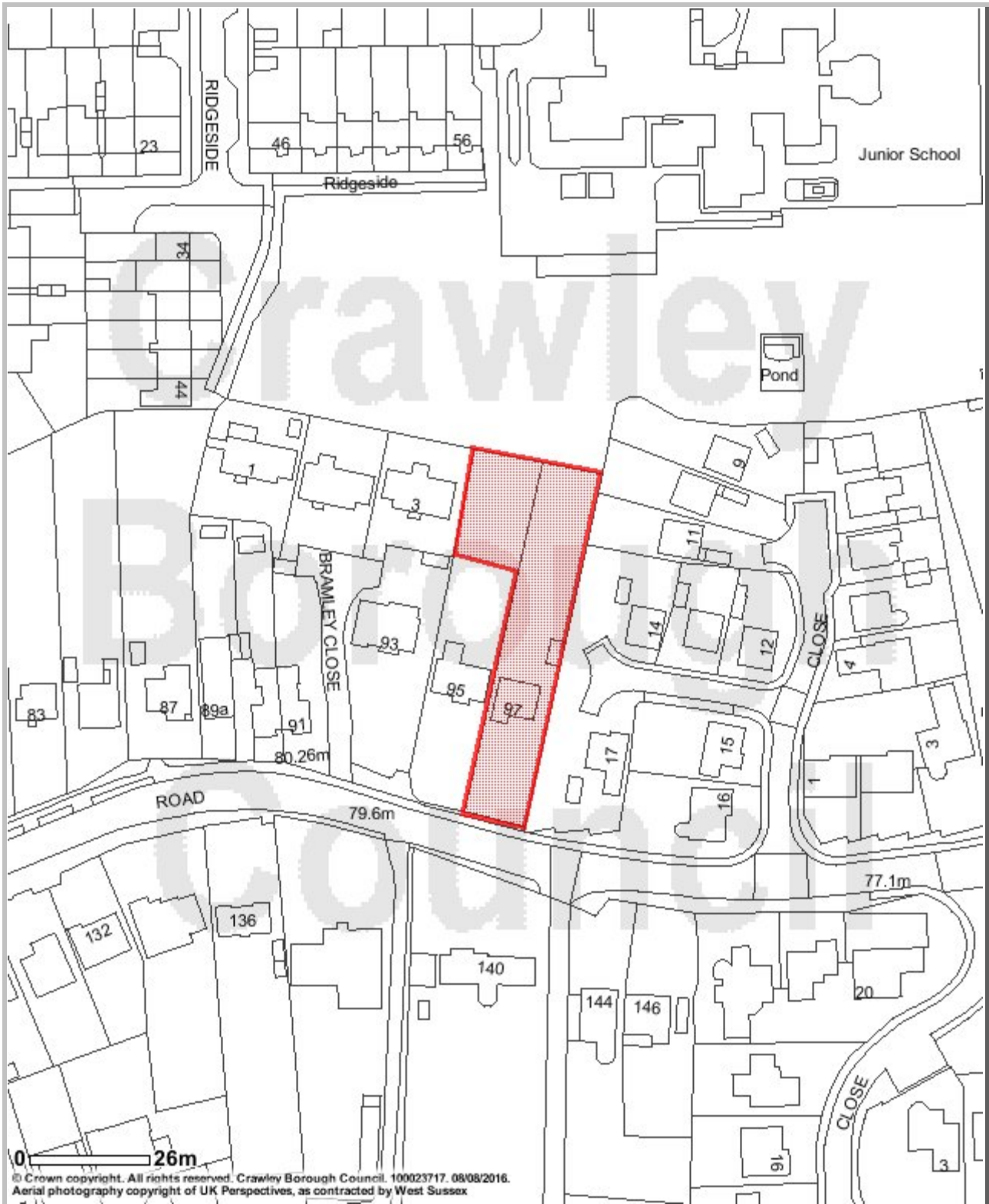
Tel: 01293 438000  
Fax: 01293 438603

**CR/2016/0524/FUL**

Date 25 July 2016

Approx. Scale 1:1,250

**95-97 THREE BRIDGES ROAD, THREE BRIDGES,  
CRAWLEY**



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**REFERENCE NO: CR/2016/0557/RG3**

**LOCATION:** [25 IFIELD DRIVE, IFIELD, CRAWLEY](#)  
**PROPOSAL:** DRIVEWAY WITH HARDSTANDING AND CROSSOVER

**TARGET DECISION DATE:** 6 September 2016

**CASE OFFICER:** Mr A Taylor

**APPLICANTS NAME:** Crawley Borough Council  
**AGENTS NAME:**

---

**PLANS & DRAWINGS CONSIDERED:**

CBC 0001 Site Location Plan, CBC 0002 Block Plan

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

- |    |                         |                                    |
|----|-------------------------|------------------------------------|
| 1. | WSSC - Highways         | No objection subject to conditions |
| 2. | CBC - Property Division | No objection                       |

**NEIGHBOUR NOTIFICATIONS:-**

17 and 18 Midhurst Close, Ifield; 10 and 11 Nuthurst Close, Ifield; 23 and 27 Ifield Drive, Ifield

**RESPONSES RECEIVED:-**

No responses received

**REASON FOR REPORTING TO COMMITTEE:-**

Crawley Borough Council is the applicant.

**THE APPLICATION SITE:-**

- 1.1 This application relates to a two storey semi-detached property at No.25 Ifield Drive. The neighbouring semi is No.27 Ifield Drive to the west and No.23 to the east is set staggered forward. There is a 1m high close boarded fence and a 2m high brick wall on the common boundary with No.27 which separates the front gardens.
- 1.2 The front garden of the property is currently laid as grass up to the back edge of the footpath, the public footpath is around 3m wide beyond which is the road. Due to the angle of the front garden the depth is 6 metres on the west boundary and 8m on the east boundary. The overall garden width is approximately 9m.
- 1.3 Ifield Drive is a 'grade C' classified road subject to 30mph speed restrictions. There are no parking restrictions along this part of Ifield Drive.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 Planning permission is sought for a new hardstanding (non permeable) on the front garden to accommodate a single vehicle (measuring 3 m wide x 5m deep at its shortest point) together with a crossover onto Ifield Drive. This works would provide a new dropped kerb to allow access to the crossover from the public highway. The applicant requires approval of this planning application prior to obtaining a highway licence from WSCC.

## **PLANNING HISTORY:-**

- 3.1 None.

## **PLANNING POLICY:-**

### 4.1 National Planning Policy Framework (2012) (NPPF):

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and perform a number of roles that should not be undertaken in isolation, because they are mutually dependent. In addition, the applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:

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

### 4.2 Crawley Borough Local Plan (2015-2030) (adopted December 2015):

The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.
- Policy CH3: Normal Requirements of All New Development states all proposals for development in Crawley will be required to make a positive contribution to the area, be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings, and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy IN7: Crossovers. Proposals for crossovers to access hardstandings in front gardens will only be permitted where highway safety and the amenity of the street scene are not adversely affected; and the proposal will not result in the unacceptable loss of public on-street parking spaces.

### 4.3 Supplementary Planning Guidance Note: 5 – Residential Extensions (2001):

Supplementary Planning Guidance Note 5 '*Residential Extensions*' is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. Regarding parking and garages, it states: '*If you are creating a new driveway and parking spaces within your*

*garden, it should be of a suitable size to allow your car to fit without over-hanging the footway. It should be 4.8 metres deep (6 metres in front of a garage) and at least 2.4 metres wide.'*

## **PLANNING CONSIDERATIONS:-**

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

### 5.1 The impact of the proposal on the amenities of neighbouring properties

The property most affected by the proposal is No.27 Ifield Drive. Whilst this neighbouring property would potentially have views of a car parked at the adjoining front garden, it is considered that this would not be directly in front of any of neighbour's windows and the hardstanding is positioned centrally within the garden away from the common boundary. Driveways are a common feature in residential areas and in this case the proposal is considered visually acceptable and would not harm the amenities of the neighbouring properties.

### 5.2 The impact of the proposal on highway safety

A number of properties on Ifield Drive have dropped kerbs, including the neighbouring property No.27 Ifield Drive. The front garden is of sufficient depth for the parking of one vehicle to clear of the public highway and without obstruction to the pavement. West Sussex County Council have also requested that a clear 2 x 2m visibility splay is maintained at the entrance to the driveway to ensure safety of pedestrians on the pavement. Subject to appropriate conditions this application is considered to be acceptable with regard to highway and pedestrian safety. The proposal is considered to comply with policies IN7 and CH3 in this regard.

### 5.3 Visual impact of the proposal on the streetscene

The applicant has applied to create a driveway from concrete which would be non-permeable and is a common building material for driveways. The hardstanding areas to the front of the properties in this area are relatively small, and set back from the road, separated by a footpath. A number of other dwellings have similar hardstandings so this is not considered out of character in the street scene. The proposal will retain grass areas in the front garden either side of the hardstanding, it is considered the overall extent of hardstanding relative to the size of the front garden is not visually harmful to the street scene. The proposal is considered to comply with policies CH2, CH3 and IN7 in this regard.

5.4 The crossover would be 4m wide and sited directly onto the carriageway. The available parking space lost is less than a car length and it is considered that the proposal would not result in an unacceptable loss of public on-street parking, the proposal is therefore considered to comply with policy IN7 in this regard.

### 5.5 Drainage

The driveway would be constructed from concrete (non-permeable surface) with any surface water to run off onto the grass lawn to be retained either side of the driveway. This is shown on the amended annotated block plan and is considered acceptable. There is also a slight gradient from east-west which will ensure the majority of surface water runs onto the grass. The provision of a non-permeable surface for the driveway is considered acceptable in this instance given the drainage arrangement and grass lawn to be retained.

## **CONCLUSIONS:-**

6.1 In conclusion, it is considered that the proposal would not have any detrimental impact on the amenities enjoyed by the occupants of neighbouring properties, is visually acceptable in the street scene and can meet the operational requirements for highway safety and provide for adequate drainage. It therefore is considered to comply with relevant Local Plan policies in particular CH2, CH3 and IN7. Planning permission is therefore recommended.

## **RECOMMENDATION RE: CR/2016/0557/RG3**

PERMIT subject to conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed 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 use of the parking area shall not commence until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.  
REASON: In the interests of road safety in accordance with Policy INV7 of the Crawley Borough Council Local Plan (2015-2030).
4. The use of the parking area shall not commence until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Ifield Drive. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.  
REASON: In the interests of road safety in accordance with Policy CH3 of the Crawley Borough Council Local Plan (2015-2030).

## **INFORMATIVES**

1. The applicant is advised to contact WSCC Highways (01243 642105) to obtain formal approval from the Highway Authority to carry out the site access works on the public highway. Consent should be obtained from the Highway Authority prior to implementation of the vehicular crossover.
2. The applicant is advised that the proposed driveway/hardstanding 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.

Further guidance on the provision of permeable driveways can be found on the Planning Portal at:

<http://www.planningportal.gov.uk/permission/commonprojects/pavingfrontgarden>

## **NPPF Statement**

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

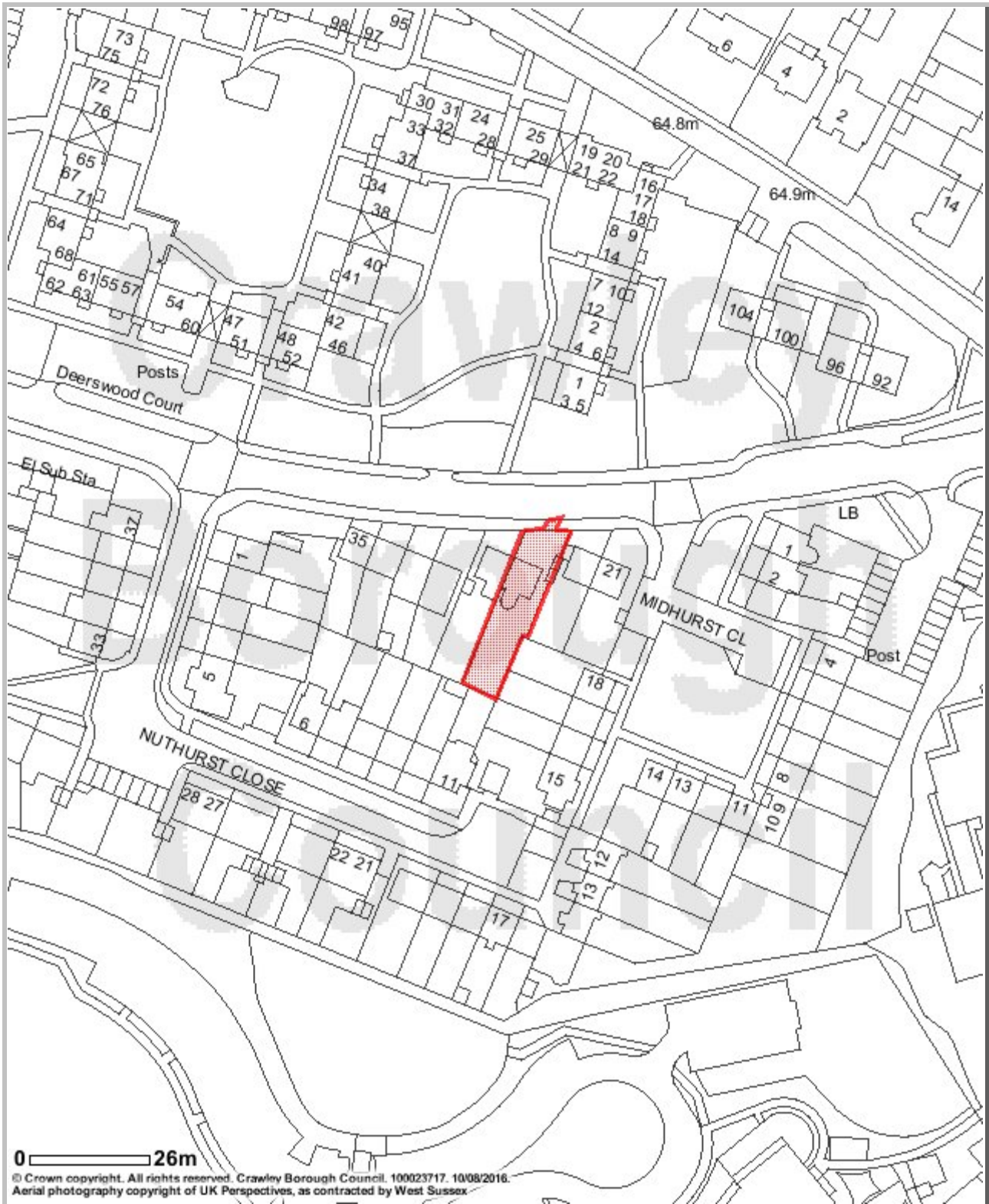
Tel: 01293 438000  
Fax: 01293 438603

**CR/2016/0557/RG3**

Date 2 August 2016

Approx. Scale 1:1,250

**25 IFIELD DRIVE, IFIELD, CRAWLEY**



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**REFERENCE NO: CR/2016/0558/RG3**

**LOCATION:** [THE BARN, TILGATE PARK, TILGATE DRIVE, TILGATE, CRAWLEY](#)  
**PROPOSAL:** REMOVAL OF METAL SHUTTERS ON SOUTH ELEVATION OF THE BARN AND  
REPLACE WITH STUD WORK WALL CLAD WITH TIMBER AND BI-FOLD DOORS

**TARGET DECISION DATE:** 7 September 2016

**CASE OFFICER:** Mr M Edwards

**APPLICANTS NAME:** Crawley Borough Council  
**AGENTS NAME:**

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**PLANS & DRAWINGS CONSIDERED:**

CBC 0001 Site Location Plan, CBC 0002 Block Plan, REF:1 Proposed Front Elevation

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

- |    |  |              |
|----|--|--------------|
| 1. | CBC - Property Division-               | No Objection |
| 2. | CBC - Planning Arboricultural Officer- | No Objection |

**NEIGHBOUR NOTIFICATIONS:-**

Units 2 to 9 Tilgate Park Craft Units, Tilgate Drive; Gardeners Cottage Tilgate Drive.

**RESPONSES RECEIVED:-**

None

**REASON FOR REPORTING TO COMMITTEE:-**

Crawley Borough Council is the applicant

**THE APPLICATION SITE:-**

- 1.1 The application site comprises the single storey barn building which is located within a cluster of buildings that form part of the main complex at Tilgate Nature Centre. The centre is located within Tilgate Park which is designated in the Local Plan as a Historic Park located within the Tilgate/Worth Forest Rural Fringe which is outside the built-up area of Crawley.

**THE PROPOSED DEVELOPMENT:-**

- 2.1 The proposal is for alterations to the southern elevation of the Barn Building, which would comprise the removal of the existing metal shutters and their replacement with a studwork wall on a brick course clad with timber board and stained to match the other elevations of the existing building.

- 2.2 Two new bi-fold doors would be inserted into the southern elevation featuring low level threshold (to comply with Part M of the Building Regulations). Each door would be 3.6 metres wide by 2.1m high and the frames would be anthracite grey in colour.

### **PLANNING HISTORY:-**

- 3.1 CR/402/88- Change of Use from Nature Centre to Zoo- Permit
- 3.2 CR/1996/0269/RG3- Erection of Single Storey Café Building (in Walled Garden) for Public Use- Permit
- 3.3 CR/1998/0028/RG3- Change of Use from Potting Sheds to 2 offices and 5 Craft Units- Permit
- 3.4 CR/1999/0142/RG3- Erection of Timber Frame Barn adjacent to Stable Block- Permit
- 3.5 CR/2016/0407/RG3- Installation of 78 solar panels on craft units and 22 on southern roof elevation of office building- Permit

### **PLANNING POLICY:-**

- 4.1 National Planning Policy Framework 2012.

- 4.2 Relevant sections are:

- Section 17 sets out a set of core land use principles that should underpin both plan-making and decision taking. These include supporting the transition to a low carbon future in a changing climate, and encouraging the use of renewable resources.
- Section 28 states that planning policies should support the sustainable growth and expansion of all types of business and enterprise in rural areas.
- Section 73 states that access to high quality open space and opportunities for sport and recreation can make an important contribution to health and well being.
- Section 118 requires LPAs to consider the harm to biodiversity and whether the impacts can be mitigated acceptably.
- Section 132 requires consideration of the impact of the development on heritage assets.

- 4.3 Crawley Borough Local Plan 2015-2030

- Policy SD1- Presumption in favour of Sustainable Development; Development will be supported where it meets the following strategic objectives which include progress towards Crawley's commitment to being carbon neutral by 2050 and where it respects the heritage of the borough.
- Policy CH2- Principles of Good Urban Design Policy; which states that development proposals will be required to respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets.
- Policy CH3- Normal Requirements of all New Development states that all proposals must be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context. Development must also not adversely affect neighbouring occupier amenities and must meet its own operational needs.
- Policy CH9- Development Outside the Built Up Area states that development should be grouped where possible with existing buildings to minimise impact on visual amenity and all proposals must recognise the individual character and distinctiveness and the role of the landscape

character area or edge; In this case Tilgate/Worth Forest and Fringes where proposals should conserve their high landscape value.

- Policy CH17- Historic Parks and Gardens which states that the Council will support development, unless it will have a negative impact upon the historic setting and character of the designated Historic Park
- Policy EC9- Rural Economy states that small scale economic development, including tourism – related development is supported in such areas.
- Policy ENV6- Sustainable Design and Construction states that all development including the alteration of existing buildings should consider how, in relation to carbon, it may achieve the sustainability objectives of taking an active approach to reducing its need to consume energy; and utilising renewable and low carbon energy technologies where appropriate.

## **PLANNING CONSIDERATIONS:-**

- 5.1 The main considerations are the principle of the development in this rural area; the impact on the character of the historic park and the impact on the amenity of neighbouring occupiers.

### Principle of the Development

- 5.2 Tilgate Park and Nature Centre are located within the Tilgate/Worth Forest and Fringes as designated by the Crawley Borough Local Plan 2030. The area is predominantly open in character other than clusters of buildings, for example around the Nature Centre, the Barn and Tilgate Mansions around the main car park area.
- 5.3 In 2015 Crawley Borough Council prepared a five year plan for a programme of planned investment to update and repair the infrastructure. The aim of the five year plan was to move the Park and Nature Centre towards a cost neutral position financially, as “a cost neutral park and Nature Centre is more likely to be protected from future cuts and the difficult decisions local authorities currently face”.
- 5.4 The proposal would not result in more buildings on the site but instead utilise and refurbish an existing building (The Barn) which has been used as an education centre providing a large internal and covered space. The refurbishment and renovation of the barn is one of the key development options set out in the 2015 Five Year Plan. Internal refurbishment works would not require planning permission, just the external changes to the building.
- 5.5 Once completed the development it would provide not only a better and more flexible space or education, but would also be used for Nature Centre partners such as Gatwick Greenspace and Sussex Wildlife Trust for volunteer training and education. In addition the space could be used for corporate events, community groups, and hired out to other bodies, all of which uses would be compatible with and assist in allowing the Nature Centre to achieve cost neutrality.
- 5.6 The proposal would not result in the erosion to the open rural character of the Park and wider area and therefore it is considered that the development would be acceptable in principle.

### Impact on the Character of the Historic Park

- 5.7 The Barn building and the other buildings with the Nature Centre and Zoo are varied in size and architectural character. None of the buildings on the site are either statutorily or locally listed. Indeed there are no listed or locally listed buildings anywhere within Tilgate Park which reflects the fact that its Historic Park status owes more to its landscape setting and, in the southern part of the park its ancient woodland designation, rather than for historic buildings. The three lakes are thought to been built in connection with the Iron Industry in the 17<sup>th</sup> Century, but were later enlarged in the 18<sup>th</sup>/19<sup>th</sup> century and used as part of the landscaped ornamental gardens. The main estate house was rebuilt

in the late 19<sup>th</sup> Century but was demolished in 1960's and replaced with a contemporary building which now houses the Smith and Western pub by the main car park and entrance.

- 5.8 The proposed external alterations to the Barn would not be apparent within the open areas of the park and therefore, it is considered that this proposal would have only a very limited impact on the historic setting and character of Tilgate Park as a whole.

#### Impact on Amenities of neighbouring Occupiers

- 5.9 The proposed external alterations would not be visible from any of the neighbouring residential occupiers, and post construction would have no harmful impact on the amenity of neighbouring residents.

#### **CONCLUSIONS:-**

- 6.1 For the reasons set out above it is considered that the proposal would be acceptable in terms of its impact on the open character of the park, and would have no impact on the amenities of neighbouring occupiers. It would assist in the Council's objectives for making the Nature Centre and Park cost neutral. It is therefore considered that the proposal would represent a positive and sustainable type of development and should therefore be permitted.

#### **RECOMMENDATION RE: CR/2016/0558/RG3**

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

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.  
REASON: For the avoidance of doubt and in the interests of proper planning.

#### 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,  
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West Sussex RH10 1UZ

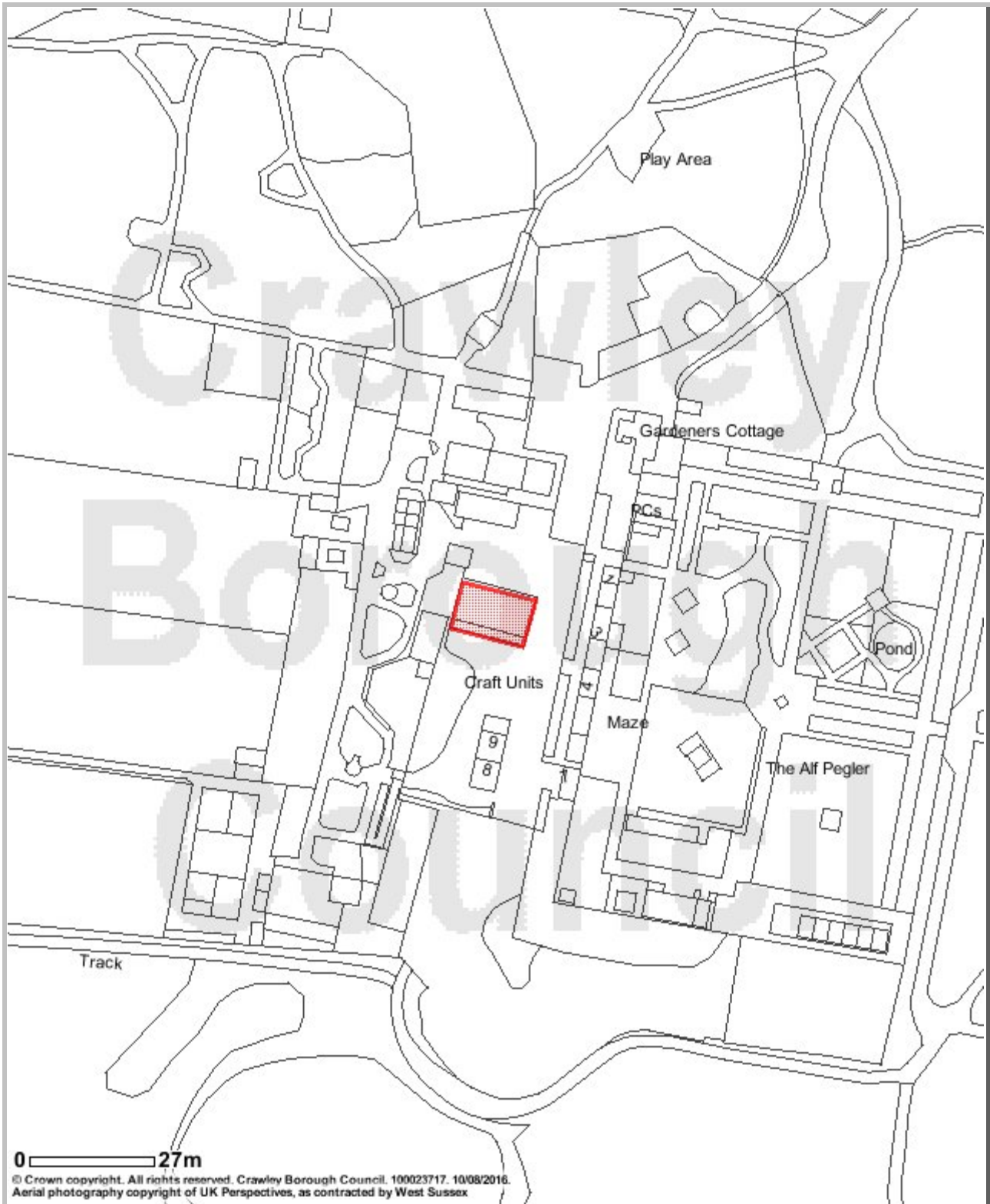
Tel: 01293 438000  
Fax: 01293 438603

**CR/2016/0558/RG3**

Date 9 August 2016

Approx. Scale 1:1,250

**THE BARN, TILGATE PARK, TILGATE DRIVE,  
TILGATE, CRAWLEY**



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