

CRAWLEY BOROUGH COUNCIL

PLANNING COMMITTEE - 27 February 2017

REPORT NO: PES/214

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<u>ITEM</u>	<u>REF NO</u>	<u>LOCATION</u>	<u>RECOMMENDATION</u>
001	CR/2016/0662/FUL	CAR PARK, 11-13 THE BOULEVARD, NORTHGATE, CRAWLEY	PERMIT
002	CR/2016/0919/RG3	114 & 128 WOODFIELD ROAD, NORTHGATE, CRAWLEY	PERMIT
003	CR/2016/0948/FUL	5 FORGE LANE, THREE BRIDGES, CRAWLEY	PERMIT
004	CR/2016/1016/FUL	MILTON MOUNT HALL, MILTON MOUNT AVENUE, POUND HILL, CRAWLEY	PERMIT
005	CR/2016/1030/FUL	7 TITMUS DRIVE, TILGATE, CRAWLEY, RH10 5EL	REFUSE
006	CR/2016/1032/RG3	LITTLE TREES GUIDE CAMP, OLD BRIGHTON ROAD (NORTH), BROADFIELD, CRAWLEY	PERMIT
007	CR/2017/0015/CON	NORTHGATE PRIMARY SCHOOL, GREEN LANE, NORTHGATE, CRAWLEY	NO OBJECTION

REFERENCE NO: CR/2016/0662/FUL

LOCATION: [CAR PARK, 11-13 THE BOULEVARD, NORTHGATE, CRAWLEY](#)
PROPOSAL: DEMOLITION OF EXISTING CAR PARK AND THE ERECTION OF A PART 3 STOREY, PART 6 STOREY & PART 9 STOREY BUILDING TO PROVIDE A TOTAL OF 91 FLATS WITH ASSOCIATED PARKING (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 14 November 2016

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Haywards Heath Investments LDA

AGENTS NAME: DMH Stallard

PLANS & DRAWINGS CONSIDERED:

213 PLN 001 Rev A Site Location Plan, 213 PLN 002 Rev A Existing Block Plan, 213 PLN 030 Rev A Existing Elevations South & East, 213 PLN 031 Rev A Existing Elevations West & North, 213 PLN 310 Rev A Detailed Bay Elevation & Section, 213 PLN 330 Rev A Proposed North/South Section, 213 PLN 700 Rev A Front South View 1 3D Visualisation, 213 PLN 701 Rev A South East View 2 3D Visualisation, 160418-TBC-TPP-L1 Tree Protection Plan, 160418-TBC-AIA-L1 Arboricultural Impact Assessment, 2673-01A Indicative Site Plan with Trees, 213 PLN 100 Rev B Revised Proposed Site Plan, 213 200 Rev B Revised Proposed Ground Floor Plan, 213 PLN 201 Rev B Revised Proposed First Floor Plan, 213 PLN 202 Rev B Revised Proposed Second Floor Plan, 213 PLN 204 Rev B Revised Proposed Fourth Floor Plan, 213 PLN 203 Rev B Revised Proposed Third Floor Plan, 213 PLN 205 Rev B Revised Proposed Fifth Floor Plan, 213 PLN 206 Rev B Revised Proposed Sixth Floor Plan, 213 PLN 207 Rev B Revised Proposed Seventh Floor Plan, 213 PLN 208 Rev B Revised Proposed Eighth Floor Plan, 213 PLN 300 Rev D Revised Proposed S & E elevations with trees, 213 PLN 301 Rev D Revised Proposed N & W elevations with trees, 213 PLN 302 Rev D Revised Proposed S & E elevations without trees, 213 PLN 303 Rev D Revised Proposed N & W elevations without trees

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. | GAL - Aerodrome Safeguarding | No objection subject to a condition |
| 2. | Environment Agency | No objection subject to conditions and informatives |
| 3. | WSCC - Highways | No objection |
| 4. | National Air Traffic Services (NATS) | No objection |
| 5. | Thames Water | No objection subject to an informative |
| 6. | Sussex Building Control Partnership | No response received |
| 7. | Sussex Police | No objection but advice provided |
| 8. | CBC - Drainage Officer | No objection |
| 9. | CBC - Property Division | No objection |
| 10. | West Sussex Fire Brigade | No response received |
| 11. | CBC - Housing Enabling & Development Manager | Awaiting further response |
| 12. | CBC - Planning Arboricultural Officer | No objection |
| 13. | UK Power Networks | No objection |
| 14. | Homes & Communities Agency (HCA) | No response received |
| 15. | CBC - Environment Team | No response received |
| 16. | CBC - Contaminated Land | Reply awaited |
| 17. | CBC - Environmental Health | No objection subject to a condition |

18.	Crawley Cycle Forum and Cycling UK	No objection but advice provided.
19.	CBC - Refuse & Recycling Team	No objection
20.	Southern Water	No objection subject to informatives
21.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to conditions
22.	CBC - FP - Urban Design	Advice given
23.	WSCC - Surface Water Drainage (SWD)	No objection subject to conditions
24.	NHS Crawley Clinical Commissioning Group	Seek contribution towards health infrastructure
25.	CBC - Economic Regeneration Manager	Advice on town centre parking provided
26.	WSCC Strategic Planning	No objection
27.	Metrobus	No objection but advice given

NEIGHBOUR (RE)NOTIFICATIONS:-

17 Bowater Road, Maidenbower;
 2 Cross Path, Northgate;
 33 Moorland Road, Maidenbower;
 46, 46A, 47, 48 and 49 Northgate Road, Northgate;
 15 Matthews Drive, Maidenbower;
 Torton Hollybush Road, Northgate.

RESPONSES RECEIVED:-

A total of ten letters of objection from local residents have been received over the two consultation periods for this application. The grounds for objection include:

- Proposal would be an eyesore in the town centre. The building height should be reduced to no higher than five or six storeys, to be in-keeping with the surroundings and the New Town character. Understand the need for balancing growth with environmental and social impacts, but the proposed height is too great. The town centre is already overcrowded, there are already flats along The Boulevard and this will cause overdevelopment.
- Overlooking and loss of privacy to Northgate Road from flats to the rear. Development could cause light and noise disturbance.
- No key worker housing is proposed.
- Lack of parking provision.
- No provision for children’s play space.
- Site should be developed for commercial use. Businesses will not be attracted to the town centre if it is full of residential properties.
- Will footpaths be closed during construction?
- Just a money making venture and developer has no identifiable interest in Crawley.
- Further public consultations should be carried out.
- Visualisation is inaccurate.

REASON FOR REPORTING TO COMMITTEE:-

This is a major application.

THE APPLICATION SITE:-

- 1.1 The application site currently contains a decked public car park over two levels, providing a total of 185 parking spaces. Vehicular access is taken from The Boulevard, with a substantial verge and some street trees between the site and the public highway. There are other mature trees within and adjoining the north-west corner of the site.
- 1.2 A public right of way runs along the site’s eastern and northern boundaries and along part of the western boundary. These footpaths link The Boulevard to Kilnmead in a north-south direction and also provide a route along the rear of houses in Northgate Road. There is a line of mature trees adjacent to the eastern boundary of the site and, beyond these further east, lies Crawley Town Hall.

North of the Town Hall is a multi-storey car park and the telephone exchange. To the west of the site is Woodall Duckham House, which has recently been converted to residential use. North-west of the site are two storey terraced and semi-detached houses in Northgate Road. Further north-west along Northgate Road is the Dyers Almshouses conservation area. The almshouses are also locally listed buildings. The Boulevard lies to the south, including some surface car parking, and beyond that is the main town centre shopping precinct.

- 1.3 The site lies within the Town Centre boundary defined by the Crawley Borough Local Plan 2015-2030 and within a defined Priority Area for District Energy Networks. Land North of The Boulevard (including the current application site, the Town Hall, Woodall Duckham House and land further west) is allocated as a Key Opportunity Site in the Plan. The Boulevard is defined as a Linear Contained View under policy CH8 of the Local Plan. An area of Structural Landscaping, as set out in policy CH7, extends to the north of the site along the line of the public footpath.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is for redevelopment of the existing car park site to form a total of 91 flats. The building would be a maximum of nine storeys, reducing down to five storeys in the western wing adjoining Woodall Duckham House, four storeys to the north-east and three storeys in the north-west part of the site.
- 2.2 The scheme would provide a total of 91 flats (5 x 3 bed, 48 x 2 bed, 35 x 1 bed and 3 x studios). A total of 20 car parking spaces would be provided at ground floor level, along with bicycle and bin storage.
- 2.3 The following documents have been submitted in support of the application:
1. Planning Statement
 2. Design and Access Statement
 3. Transport Statement
 4. Arboricultural Impact Assessment, Method Statement and Tree Protection Plan
 5. Energy and Sustainability Statement
 6. Flood Risk Assessment
 7. Drainage Strategy report
 8. Outline Construction Environmental Management Plan
 9. Residential Travel Plan
 10. Bird Hazard Management Plan
 11. Confidential Viability Assessment
- 2.4 The scheme has been revised since the application was submitted, through revisions to the design, external appearance, bulk and massing of the proposed building. A revised Energy and Sustainability Statement has also been submitted.

PLANNING HISTORY:-

- 3.1 Various planning permissions (CR/527/62, CR/153/63 and CR/291/63) were granted for the construction of Babcock (Woodall Duckham) House and the adjoining car park in the early 1960s.
- 3.2 There is no more recent relevant planning history on the car park site.

PLANNING POLICY:-

- 4.1 National Planning Policy Framework (NPPF):

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.

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.

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.

Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development. Paragraph 56 states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

4.2 Crawley 2030: The Crawley Borough Local Plan 2015-2030

- Policy SD1 (Presumption in favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principles) States that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) States that all proposals for development in Crawley will be required to respond to and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) states that development must use land efficiently, not prejudice either the potential of adjoining land or the proper planning and phasing of wider development.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.
- Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH7: (Structural Landscaping) requires that development proposals should protect and/or enhance structural landscaping, which runs along the footpath to the east of the site.
- Policy CH8: (Important views) requires that the important views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The Boulevard is defined as a Linear

Contained Views, the site lies within the Long Distance View Splay from Tilgate Park and also the Linear Contained View along the A23 Brighton Road from junction 11 of the M23.

- Policy CH11 (Rights of Way and Access to the Countryside) seeks to protect the character and use of public rights of way.
- Policy CH12 (Heritage Assets) seeks to protect the town's finite resource of designated and non-designated heritage assets.
- Policy CH16 (Locally Listed Buildings) seeks to maintain features of interest and to respect or preserve the character or setting of the building as demonstrated by a Heritage Impact Assessment.
- Policy EC6: (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough. Land North of The Boulevard is identified as part of one of four Key Opportunity Sites, from which minimum delivery of 499 net residential units will be required.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H2 (Key Housing Sites) demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030, including a minimum of 499 net dwellings on the four Town Centre Key Opportunity Sites.
- 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.
- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first- time buyers.
- Policy ENV1 (Green Infrastructure) advises that Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV2 (Biodiversity) states that all developments will be required to incorporate features to encourage biodiversity.
- Policy ENV5 requires development to make provision for open space and recreational facilities and confirms that the Community Infrastructure Levy will be used to enhance open space to mitigate the impact of increased population.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7: (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8: (Development and Flood Risk) advises that development proposals must avoid areas which area exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV11 (Development and Noise): Advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.
- Policy IN1: (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.

- Policy IN2 requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport): Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4: (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.

4.3 Supplementary Planning Guidance and Documents

The Council's following Supplementary Planning Documents and Guidance Notes are also relevant to this application. The Supplementary Planning Documents were all adopted in October 2016:

- Planning and Climate Change – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
- Urban Design – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.
- Green Infrastructure – Sets out the Council's approach to trees, open space and biodiversity. The Local Plan identifies a corridor extending to the north from the application site as Structural Landscaping and the SPD gives guidance on supporting and enhancing Structural Landscaping. It also includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling.
- Town Centre – Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development. The SPD expands upon the Policy EC6 designation of Land North of the Boulevard as a Key Opportunity Site. Design principles are set out, including creating a gateway to the town centre, forming a medium rise dense development to complement the College tower and establishing a stronger Northgate Avenue frontage.
- Developer Contributions Guidance Note (Adopted July 2016) Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.

PLANNING CONSIDERATIONS:-

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

- Principle of the development
- Design and impact on visual amenity
- Impact upon neighbouring residential amenity
- The adequacy of accommodation and living environment for future occupiers
- Highway and parking
- Sustainability
- Drainage
- Affordable housing
- Infrastructure contributions

Principle of the development

- 5.2 The application site lies in a very sustainable location on the northern edge of Crawley town centre, within a short walk of shops, commercial premises and a range of leisure and food/drink outlets. Policy EC6 and the Town Centre SPD specifically identifies the site as being suitable for redevelopment, with a minimum requirement of 499 net dwellings sought across four such Key Opportunity Sites. Residential use of town centre sites such as this is also encouraged by the NPPF. The proposed development accords in principle with Local Plan Policy EC6 and the related SPD and is therefore considered to be acceptable in this respect.
- 5.3 Members will be aware of emerging proposals for the wider Town Hall site, which would include the current application site. No planning application has been received for the wider Town Hall site and, in itself, that emerging proposal does not form a key planning consideration for the current application. That said, development proposals for the current application site should not prejudice the development of adjoining sites.

Design and impact on visual amenity

- 5.4 The proposed building would extend up to nine floors, with a lower six storey element proposed across The Boulevard frontage. The footprint of the proposed building would be broadly rectangular, running north-south, but with a projecting six storey wing to the west on floors 1-5. The sixth-ninth floors would be set back 4.2 metres from the front elevation. To the rear of the site would be a three to four storey wing running northwards alongside the Kilnmead public footpath.
- 5.5 The proposed building would have brick facades. Following extensive discussions with officers, the building's design and materials have been revised to create a horizontal emphasis in line with the Town Centre SPD, rather than the vertical emphasis originally proposed. Officers consider that this will integrate better with adjoining buildings, particularly given the site's narrow width. The brickwork is designed to lighten in colour with height. A predominantly dark grey brick is proposed for the first floor, which would be mixed with an increasing proportion of lighter grey bricks up to the fifth floor. Above the fifth floor, the recessed upper three floors would be light grey brickwork. Between each floor level would be a band of tilted brickwork (angled so that one corner of each brick projects outward) creating a jagged arrangement, to add horizontal emphasis and visual interest. Overall, the varied use of brickwork would create a visually interesting effect offering a polite nod to Crawley's New Town vernacular.
- 5.6 Balconies faced with bronze aluminium cladding are proposed to project front from the front elevation. The windows would be a bronze coloured aluminium cladding system. The building would have a flat roof.
- 5.7 The maximum height of the building would be 28.2 metres, with the six storey element fronting The Boulevard being 19 metres high. To the rear, the four storey wing would have a height of 13 metres, dropping to ten metres on the three storey element facing the rear of Northgate Road houses. The Town Centre SPD seeks development with a horizontally focussed massing and a uniform building line. It encourages following building heights along The Boulevard, with any higher elements recessed. It supports punctuating the north of The Boulevard with landmark buildings and encourages active frontages.
- 5.8 The building would lie within a Long Distance View Splay from Tilgate Park and would be visible in Linear Contained Views along the A23 Brighton Road and The Boulevard. The height of the building is considered appropriate in its context. It would sit comfortably alongside existing buildings on The Boulevard and the nearby Central Sussex College tower and the recently approved flats on the Crawley College car park, helping to define the town centre.
- 5.9 The proposed building would be visible from Northgate Road to the rear. This road contains the almshouses, which lie within a conservation area, and two storey houses. The proposal would be visible above the roofs of the houses at the eastern end of Northgate Road. This would cause some adverse impact on the Northgate Road streetscene, due to the height and mass of the proposal and this must be fed into consideration of the proposal as a whole.

- 5.10 There are also concerns raised by the Urban Design Officer about the extent to which the building would project forward of the building line. He previously commented that the scheme should “establish a strong building line along the Boulevard and avoid perpetuating the Boulevard’s existing haphazard and saw tooth building line on the northern flank.” The latest amendments have recessed some balconies within the building, reducing the projection slightly. However, Floors 1-5 would project 4.6 metres forward of the adjoining part of Woodall Duckham House, with some balconies projecting out a further 1.4 metres. The building would project 5.6 metres forward of the adjoining two storey wing of the Town Hall and 2.6 metres beyond the main six storey Town Hall office block, again with the balconies projecting a further 1.4 metres. This does fail to properly address Town Centre SPD’s requirement to follow a uniform building line along The Boulevard, the effect of which would to strengthen the boulevard character of the street.
- 5.11 Overall, the revised building is considered to be well designed and detailed. The size, height, design and scale of the building are considered appropriate. In design and visual appearance terms, it could form an attractive and high quality addition to The Boulevard streetscene. However, the impact of its visual prominence, both due its proposed projection forward on a narrow site and upon the Northgate Road streetscene, must be balanced against these positive design qualities and other material planning considerations.
- 5.12 If the scheme were considered acceptable, full details of proposed materials could be secured by condition to ensure that they would create a high quality and distinctive development. It would also be considered appropriate to restrict by condition the potential installation of pipework, flues and other features that could have a significant and discordant visual impact on the overall scheme.

Impact upon neighbouring amenity

- 5.13 The nearest residential properties are located to the north-west in Northgate Road. Since submission of the scheme, amendments have been made to reduce the impact upon residents in those houses. Along the north-west boundary of the site are a number of mature trees. These do have a significant impact in screening views between the site and Northgate Road houses. The applicant has submitted a drawing demonstrating that the shortest distance between the building and the nearest Northgate Road house would be around 23 metres, although it should be noted that this would be an angled view from No. 46A Northgate Road. The shortest distance for a direct view from the rear windows of Northgate Road would be 27 metres. Further south, due to the angled relationship between the Northgate Road houses and the proposed building, the distance between the buildings would increase to 38 metres.
- 5.14 The Urban Design SPD seeks a thirty metre back to back distance between three storey properties. For Nos. 46A and 47 Northgate Road there would be a shortfall of up to three metres on this figure. However, for the other two houses in this terrace, Nos. 48 and 49, the required back to back distance would be achieved. The flats within the three storeys of the rear wing of the proposed building would be single aspect and have all their windows facing towards Northgate Road. The fourth floor has been set away from this elevation and primarily contains corridor windows. The failure to achieve the thirty metre distance sought by the Urban Design SPD is a concern, but would only affect two houses and must be viewed as part of the wider planning balance.
- 5.15 To the west of the site is Woodall Duckham House, which has recently been converted to flats by the current applicant. A distance of 3.8 metres would lie between Woodall Duckham House and the west wing of the proposed building. The proposed windows would light dual aspect living/dining rooms. Given that the main windows of these rooms would face onto balconies on the front and rear elevations, these windows could reasonably be conditioned to be obscure glazed to avoid overlooking to flats in Woodall Duckham House. The main front and rear windows would also ensure adequate light still reaches the affected rooms. The applicant has confirmed that the side windows in the nearest flats of Woodall Duckham House are also dual aspect rooms. These windows would suffer some loss of daylight and morning sunlight as a result of the proposal. The

dual aspect nature of these affected rooms would limit the harm caused and, again, the adverse impact must be considered as part of the overall balance.

- 5.16 The proposed building would be located 14.2 metres from the nearest two storey wing of the Town Hall offices, with the taller six storey block being 21.6 metres away. These distances do not comply with the SPD guidance seeking a thirty metre distance between windows. The proposed relationship would be residential to office though and is not unusual for denser urban development. The applicant has argued that the offices are generally likely to be occupied at different times to the proposed flats, reducing any overlooking impact. There is some merit to this argument, although clearly it does not address people working from home, working shifts, having days off work or people who are retired/looking after young children.
- 5.17 The applicant has also provided some shading diagrams to help assess impact of any loss of light. These do indicate some loss of light arising from the proposal, mainly to the Woodall Duckham House car park in the mornings and the Town Hall offices in the afternoon. Additional impacts would affect the new flats at Woodall Duckham House and, to a degree, rear Northgate Road gardens. Generally, the additional overshadowing impact is considered to be limited compared to the existing situation.
- 5.18 The applicant has submitted a draft Construction Environment Management Plan, but confirmed that this would be refined as the scheme progresses. An updated version can be secured by condition.
- 5.19 Overall, the proposed development is considered to have some adverse impact upon the amenities enjoyed by the occupants of neighbouring properties in Northgate Road, Woodall Duckham House and the Town Hall offices. There is some potential for overlooking to and from the Town Hall offices and Northgate Road houses. The proposal would also cause some loss of light to Woodall Duckham House's flats (morning) and to the Town Hall offices (afternoon). These adverse impacts need to be considered in forming a balanced judgement on the proposal.

The adequacy of accommodation and living environment for future occupiers

- 5.20 Policy CH5 (Standards for All New Dwellings (including conversions) of the Crawley Borough Local Plan 2015-2030 advises that 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 Building Regulations.
- 5.21 The Council's minimum floorspace standards are set out in Policy CH5. With the exception of the three 3-bedroom flats, the proposed flats all meet or exceed the required standards. The three 3-bedroom flats are located to the rear of the upper three floors of the building. Their floor area would be 85 square metres, compared to a space standard in Policy CH5 of 86 square metres. These three flats would also benefit from an external balcony of 7.74 square metres and, by virtue of their height, a good outlook over northern parts of Crawley. Overall, despite the minor shortfall for three flats, the scheme is considered to provide a good overall level of floorspace within the proposed flats.
- 5.22 The proposal would develop the majority of the site and no significant external amenity space is proposed. However, a majority (sixty three – 69%) of the flats would have either a private balcony or ground floor terrace. The remaining flats would have Juliet balconies. It is considered that balconies are an appropriate form of private amenity space for future occupants given the site's town centre location. It is noted that the Memorial Gardens are located a short walk away from the development site which would provide the occupants of the development with easily accessible public amenity space. In accordance with the Council's policy requirements, a contribution towards enhancement of children's play space could be sought if the scheme were considered acceptable.
- 5.23 The proposal includes ground floor terraces to flats fronting the footpath leading to Kilnmead. This offers the potential to significantly improve the appearance of the footpath and increase natural

surveillance. However, there are privacy and security issues for the flats. The applicant has submitted details showing that the terraces would be located 0.75 metres above the level of the footpath. They would be screened by a wall of 0.75 metres topped by railings of approximately 0.3 metres. This would give a total height of 1.55 metres (excluding railings) when viewed from the footpath. This height is sufficient to provide security for the occupants of the flats, whilst allowing overlooking of the footpath from the terraces. The proposed boundary walls would feature perforated brickwork, lightening the view from the footpath further. Subject to detailed design that can be secured by condition, the proposed relationship between the development and the footpath is considered to enhance the attractiveness and surveillance of the footpath, whilst providing adequate security for the flats. The scheme would also offer some overlooking of the public right of way to the rear of the Northgate Road houses that is less well used than the Kilnmead path, the increased overlooking will enhance its security. Sussex Police, whilst supporting references in the application to crime prevention measures, recommend the incorporation of various measures to control access and enhance security. These could be secured by condition if the scheme were considered acceptable.

- 5.24 Overall, the scheme has a slight shortfall in floorspace for three flats and is limited in terms of outdoor amenity space. This must be assessed as a material consideration, taking account of the town centre location.

Transport and parking

- 5.25 The County Council's Highways team comment that the site is located in close proximity to the town centre and within a relatively short walking distance of Crawley station and bus stops served by the Fastway service. From a sustainable transport point of view, therefore, WSCC recognise the site's allocation within the Local Plan and consider the proposed redevelopment of the site for residential to be acceptable in principle.
- 5.26 The proposed 91 residential units would be served by only twenty on site car parking spaces. Four of these spaces would be for disabled drivers and one space is proposed for a car club. The car park would be barrier controlled. The level of parking is below Crawley's parking standards. However, residents would be aware of this situation prior to occupying a flat and the County Council note that the surrounding area has extensive parking controls. WSCC does not consider that overspill on-street parking would be an issue.
- 5.27 In terms of cycle parking, a total of 144 cycle spaces would be provided for residents, together with 12 external visitor cycle spaces provided for visitors. The proposed cycle parking would be in accordance with the Council's standards. The Cycle Forum has commented that a cycle path is proposed along The Boulevard and considers that users of the path should have priority over vehicles using the site. The cycle path proposal is still being designed and no control over its design can be exerted through the current application. The Forum also comments regarding measures to be incorporated within a Travel Plan to ensure successful implementation and management of cycle parking within the site.
- 5.28 An implemented Travel Plan would be an essential requirement of the development. A Travel Plan was submitted with the application and its implementation can be secured by condition. It includes a proposed car club parking space. Funding for the car club provision may need to be secured through a Section 106 agreement.
- 5.29 The site has an existing access from The Boulevard and the development would utilise this. The proposed development would reduce the number of vehicle trips as a result of the reduction in car parking on the site, although servicing demands would increase. A servicing strategy is proposed using a hardstanding area in front of the building, off the public highway. This is considered acceptable and could be used for refuse/recycling and other deliveries.
- 5.30 Metrobus has expressed support for the scheme, welcoming the low number of parking spaces planned and highlighting the location of the site with excellent transport links including the 24 hour

Fastway service. Metrobus recommend that the developer funds provision of a free bus smartcard to new residents loaded with some free travel, as has happened at Kilnwood Vale. This would encourage new residents to travel by sustainable means. Metrobus has also highlighted congestion issues on The Boulevard, however, given the low level of parking proposed compared to the existing car park, it is not likely that the development would exacerbate these problems.

- 5.31 In terms of the wider town centre, the proposal would involve the loss of a decked car park providing 185 public car parking spaces at present. Recent survey work by the Economic Regeneration team indicates that, overall, the town centre car parks generally operate at around 72% of capacity at peak times on Saturdays. This leaves around 1,000-1,400 spaces free on a typical Saturday afternoon. The current proposal would involve the loss of 185 existing public car parking spaces. In addition, the proposed 91 flats could increase general pressure from new residents on other nearby car parks, such as the Town Hall and Kilnmead. However, given the level of existing spare capacity at peak shopping times, it is not considered that the loss of the existing car park would create parking problems that would warrant refusal of this planning application.
- 5.32 Overall, the scheme is considered acceptable in transport and highways terms, subject to securing measures to encourage and support travel by sustainable means and to clarification of servicing and parking management.

Sustainability

- 5.33 Local policy is contained within policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the related Planning and Climate Change SPD. In support of this application, the applicant has provided an 'Energy and Sustainability Statement.' The Statement sets out the sustainable features to be incorporated, to improve overall environmental performance, through building design and energy efficiency measures. The applicant has amended the statement in response to concerns originally raised by the Forward Planning team.
- 5.34 The statement confirms that the *“design philosophy is to reduce energy demand and CO² emissions via good building design, efficient systems and renewable technology. The proposed design achieves a 26.33% reduction in energy demand and 21.28% reduction in CO² emissions over the baseline via ‘Be Lean’ and ‘Be Clean’ and ‘Be Green’ measures.”*
- 5.35 The scheme proposes a central communal gas boiler system and a solar photovoltaic array. The revised roof plans show the solar array on the eighth floor roof. Forward Planning are satisfied that this addresses the issues raised previously regarding the response to policy ENV7 and represents a reasonable response to the policy, taking the nature, scale and location of the proposed development into account. No objection is raised subject to appropriate conditions.
- 5.36 A District Heating Network is proposed for this town centre area under policy ENV7 of the Crawley Borough Local Plan and the Planning and Climate Change SPD. The proposed network is the subject of active feasibility work at present. Whilst the proposed development on its own may not justify implementation, significant development is anticipated in the near future on a number of neighbouring sites. The Energy and Sustainability Statement confirms that the development would be network ready for future connection. This is considered acceptable and a condition is recommended requiring details of measures to ensure that the development is 'network ready' for connection to a future District Heating Network in the interests of energy efficiency and sustainability.
- 5.37 With regard to the PV array, the site's proximity to Gatwick Airport generates a need for caution to avoid an adverse impact upon aviation. Further details in this respect can be secured by condition.

Trees

- 5.38 There are a number of trees within and adjoining the site. One tree within the site a maple has recently (8 Feb 2017) been served with a provisional tree preservation order as this tree marks the end of a row of specimens which contribute positively to The Boulevard street scene along its northern side. This tree is proposed for removal as part of the development in order to make the necessary alterations to the access. It is considered that while the tree has amenity value, its removal is acceptable in the context of delivering the scheme and there is potential with any agreed landscaping scheme to reinforce the tree frontage with new suitably placed specimens on site. Any planning permission would override the provisional order, but in the event the development were not constructed the tree would remain safeguarded.
- 5.39 In respect to other trees on site, most are mature and, as mentioned earlier, some play a role in screening adjoining properties. No objection has been raised by the Council's Arboriculturist, subject to conditions to secure the retention of the trees. Additional landscaping to enhance the appearance of the proposal can also be secured by condition.

Drainage

- 5.40 The application has been accompanied by a Drainage Strategy, which confirms that underground attenuation tanks would be used to restrict surface water run off from the development. This would enable run-off to be limited to levels pre-development of the site.
- 5.41 The Borough Council's Drainage Engineer has raised no objection to the surface water drainage proposals. The developer intends to limit surface water discharge by the inclusion of an underground storage tank of around 50 cubic metres. Further details on maintenance of the system are sought though, with the tank system designed with the use of appropriate upstanding/kerbing so that any failure of the system initially results in direct flooding of the site rather than adjacent properties.

Affordable Housing

- 5.42 Policy H4 of the Crawley Borough Local Plan sets out the expected levels of affordable and low cost housing within new housing developments. It seeks 40% affordable housing from all new developments, with a minimum of 70% of the affordable housing being Affordable Rent, or Social Rent where other forms of subsidy exist, and up to 30% Intermediate tenure. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering 10% discount to first-time buyers. The policy states that this will apply to all developments unless evidence demonstrates that this cannot be achieved from a viability perspective and the development meets a demonstrable need. Payment in lieu will only be accepted in exceptional circumstances.
- 5.43 The applicant has provided a viability appraisal in this case, which has been independently scrutinised by the DVS (District Valuer Services). The submitted viability appraisal states that the development cannot support any affordable housing provision or additional infrastructure contributions, although confirms that, as they already own the site, the combination of land value and profit gives sufficient incentive to proceed with the development.

At the time of preparing the agenda the District Valuer's final report is still expected and will be available for the meeting however, the initial draft figures that have been received indicate that a policy compliant scheme is not viable. The financial work to date also suggests the provision of any affordable units on site is not viable, although further options are still being investigated in liaison with the DVS and Housing Enabling and Development Manager and an update will be provided at the meeting. Whilst this is disappointing and will not help to address the Borough's affordable housing needs, this must be considered alongside all other material planning considerations.

- 5.44 The DVS has suggested that the Local Planning Authority should also consider a mechanism whereby the viability of the development can be reviewed if not implemented quickly, given the

potential for changing viability over the normal three year time limit covered by a full permission. This could be incorporated into any Section 106 agreement.

- 5.45 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).
- 5.46 Policy H3 requires housing development to provide a mix of dwelling types and sizes to address local housing needs and market demands. The scheme would provide 3 studio flats, 35 one bedroom flats, 3 two bedroom/two person flats, 45 two bedroom/four person flats and 5 three bedroom/five person flats. A significant proportion of local need is for smaller units, but the provision of larger town centre flats is welcomed. The proposed mix of dwelling types and sizes is considered acceptable on this sustainable town centre site.

Gatwick Airport safeguarding

- 5.47 Gatwick Airport Safeguarding and NATS have both commented on the application. A revised Bird Hazard Management Plan has been received since the application was originally submitted. Neither GAL Safeguarding nor NATS raises an objection, subject to conditions including further details of the proposed solar PV array.

Community Infrastructure Levy and Other Infrastructure Contributions

- 5.48 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016. The adopted Charging Schedule sets a rate of £100 per square metre of net additional floorspace. The likely CIL contribution has been calculated as around £579,100 (and this figure was used by the District Valuer in assessing the applicant's viability appraisal).
- 5.49 For other potential infrastructure contributions, the Clinical Commissioning Group has sought a contribution of £33,953 towards NHS capital infrastructure improvements arising from the additional population. However, the CIL Regulation 123 list is clear that cumulative health infrastructure needs are covered by CIL rather than Section 106 and this contribution has not therefore been sought. The Borough Council seeks £10,978 towards open space to be spent enhancing Memorial Gardens and/or Southgate play areas. As set out in the Green Infrastructure SPD, 91 trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. On this basis, a formula for calculating the appropriate payment will need to be included in the S106 Agreement as the basis for the commuted sum (91 units minus the number of trees to be provided on site x £700). This would give a maximum contribution of £63,000.

CONCLUSIONS:-

- 6.1 The application site has been identified for development as one of four Key Opportunity Sites in the Crawley Borough Local Plan 2015-2030 and the Town Centre SPD. The proposal accords with these policy requirements and would provide a significant number of new residential units in a sustainable location on the northern edge of the town centre. The proposed building is considered to have a high quality design and could form an attractive addition to this area. However, a number of areas have been set out in this report where the proposal is considered to have some adverse impact. These include issues such as the projection of the proposed building forward of The Boulevard building line, the slight shortfall in floorspace for three flats, limited outdoor amenity space and the shortfall against the Council's adopted car parking standards.
- 6.2 The proposal though would make a significant contribution towards meeting the policy allocation for housing provision across four Key Opportunity Sites. It would form development in a very sustainable location and would meet the general objectives of the NPPF. Having weighed up the

social, environmental and economic impacts of the proposal, it is considered on balance that the benefits of the scheme outweigh the adverse impacts identified in this report.

- 6.3 It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure
- the open space (£10,978) and tree mitigation (£63,700) infrastructure contributions;
 - the implementation of measures contained within the submitted Travel Plan, including Car Club provision
 - the early review of the scheme's viability and related affordable housing provision after eighteen months if the physical building works have not been commenced on site.
- 6.4 However, in the event that the Section 106 Agreement is not completed by 27th May 2017 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 Policies IN1, CH6 and H4 of the Crawley Borough Council Local Plan 2015-2030 and the Green Infrastructure SPD.

RECOMMENDATION RE: CR/2016/0662/FUL

PERMIT - Subject to the conclusion of a Section 106 agreement to secure the infrastructure contributions and provisions set out in paragraph 6.2 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 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); and
 - details of public engagement both prior to and during construction works.REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. 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 to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres or such distance as may be agreed in writing by the Local Planning Authority. 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 CH7 of the Crawley Borough Local Plan 2015 - 2030.

5. No development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.
REASON: In the interests of amenity and of the environment of the development in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
6. 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 accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
7. No works on the new building shall commence until full details of the proposed boundary treatments for the site have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity, security for future residents and for users of adjoining public footpaths in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD
8. No works on the building shall commence until detailed plans and particulars of the land levels and the finished floor levels of the 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.
9. No works on the new building shall commence unless and until a schedule and samples of materials and finishes to be used for external walls, balconies, glazing and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
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 and the Urban Design SPD.
10. No works on the new building shall commence until a scheme to provide combined television reception facilities and superfast broadband for all dwellings within the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details prior to first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity, to help reduce social exclusion and to allow good access to services in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
11. No works on the new building shall commence on site until details of a scheme to ensure that the development hereby approved is “network ready” for connection to a District Energy Network on

construction or at some point after construction have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: To ensure the development addresses energy efficiency and climate change and in accordance with Policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.

12. No works on the new building shall commence on site until full details of the PV solar energy scheme have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved solar energy scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved prior to first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the development addresses energy efficiency and climate change, does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids, surveillance equipment and glint/glare to pilots and in accordance with Policies ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.
13. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority (LPA)), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the LPA:
(a) A site investigation scheme, based on the Preliminary Risk Assessment, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. The results of the site investigation and detailed risk assessment referred to in (a) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (b) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.
REASON: For the protection of Controlled Waters as the site is located over a Secondary Aquifer and may be affected by historic contamination and in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
14. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has submitted, and obtained written approval from the LPA for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the LPA.
REASON: For the protection of Controlled Waters as the site is located over a Secondary Aquifer and may be affected by historic contamination and in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
15. The burning of materials obtained by site clearance or from any other source shall not take place within six metres of the furthest extent of the canopy of any tree or group of trees to be retained on the site or on land adjoining.
REASON: To protect trees and vegetation from fire damage in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
16. Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of

this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

REASON: For the protection of Controlled Waters as the site is located over a Secondary Aquifer and may be affected by historic contamination and in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.

17. No drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority. The development shall be carried out in accordance with any approval infiltration details.
REASON: For the protection of Controlled Waters as the site is located over a Secondary Aquifer and may be affected by historic contamination and in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
18. Development shall not commence until full details of the maintenance and management of the SUDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.
19. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the LPA, where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
REASON: To ensure the protection of groundwater in accordance with policy of the Crawley Borough Local Plan 2015-2030.
20. No works on the building shall commence until a scheme on the control of noise and vibration from the internal lift motor and assembly has been submitted and approved in writing by the Local Planning Authority. Implementation shall at all times be in full accordance with the approved details of the noise insulation and control scheme.
REASON: To protect the residential amenity of future occupiers in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
21. No part of the development shall be occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents.
REASON: To encourage sustainable travel options and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
22. The building shall not be occupied until the parking spaces, manoeuvring and turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD.
23. The development shall not be occupied unless and until the pre-occupation elements of the Travel Plan have been fully implemented. The later and ongoing elements of the Travel Plan shall be implemented in full according to the programme contained within the Travel Plan unless otherwise agreed in writing by the Local Planning Authority.
REASON: To encourage and promote sustainable transport and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030.
24. The revised Bird Hazard Management Plan dated October 2016, shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

25. The residential units shall not be occupied until the measures set out in the Energy and Sustainability Statement to achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption have been implemented in full. The measures installed shall be maintained thereafter.
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 and the Planning and Climate Change SPD.
26. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the elevations of the development hereby approved unless details have been submitted to and approved in writing 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 and the Urban Design SPD.
27. The secondary windows on the west elevation of the building serving flat numbers 1.17, 1.18, 2.17, 2.18, 3.12,3.13, 40.8, 4.09, 5.08 and 5.09 shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening.
REASON: To protect the amenities and privacy of the adjoining property, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

1. 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.
2. Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
3. 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. The contact number is 0800 009 3921.
4. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4,

'Cranes and Other Construction Issues', (available from www.aoa.org.uk/policy-campaigns/operations-safety/)

5. It is important that details of any aerials or satellite dishes are submitted to Gatwick Airport Ltd, before they are installed, as they have the potential to interfere with navigational aids at the airport.
6. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover any 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.
7. The water efficiency standard required under condition 24 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
8. 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:
08:00 to 18:00 Monday to Friday and
08:00 to 13:00 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 Council's Environmental Health Team in advance.
9. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the 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

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

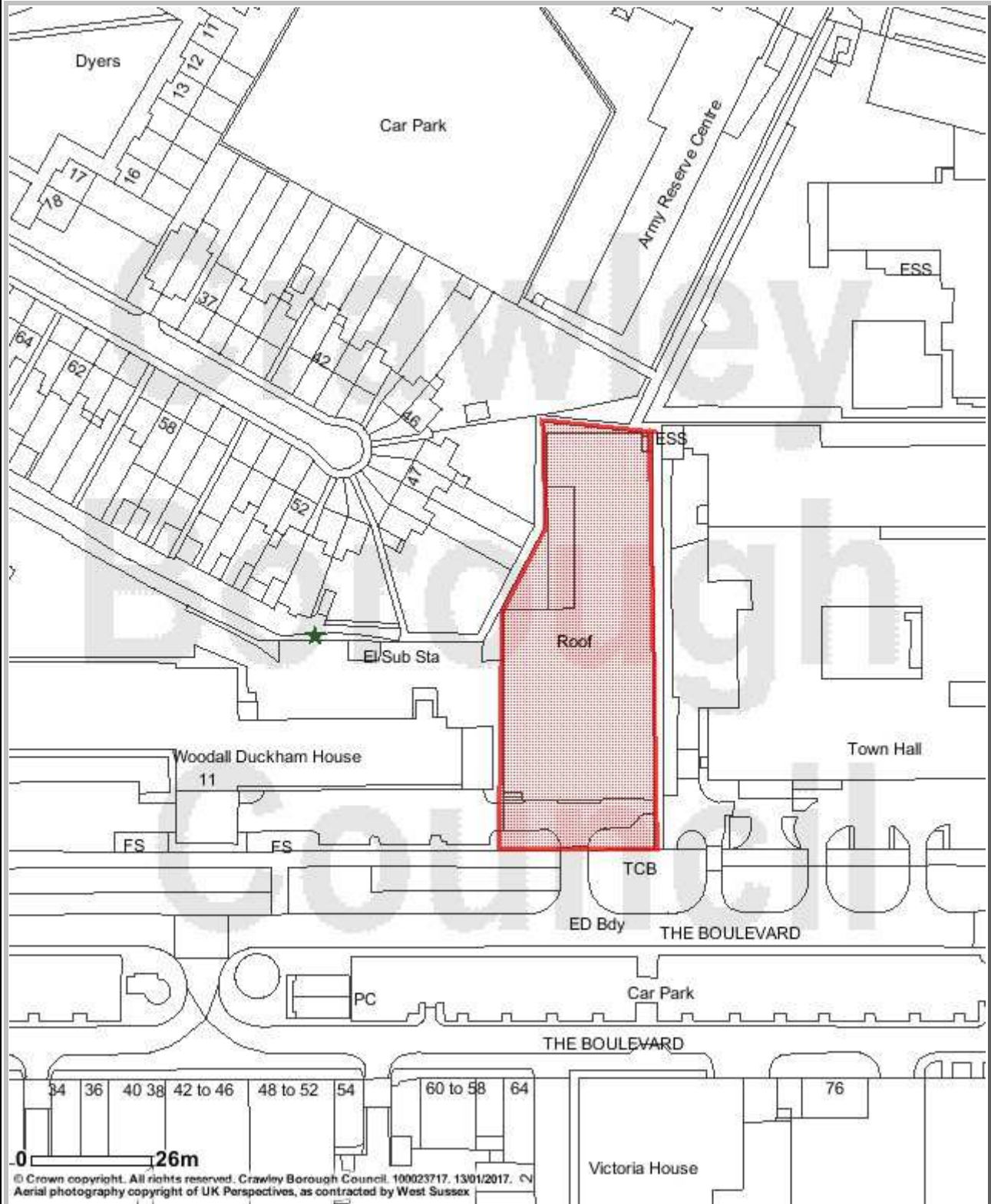
Tel: 01293 438000
Fax: 01293 438603

CR/2016/0662/FUL

Date 9 January 2017

Approx. Scale 1:1,250

**CAR PARK, 11-13 THE BOULEVARD,
NORTHGATE, CRAWLEY**



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REFERENCE NO: CR/2016/0919/RG3

LOCATION: [114 & 128 WOODFIELD ROAD, NORTHGATE, CRAWLEY](#)
PROPOSAL: INSTALLATION OF INSULATED RENDER TO THE EXTERNAL WALLS OF THE PROPERTIES

TARGET DECISION DATE: 1 February 2017

CASE OFFICER: Mr D. Power

APPLICANTS NAME: Crawley Homes
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

2016-07 Existing and Proposed Plans and Elevations , 2016-09 Site Location Plan, CCC-003 Installation detail

CONSULTEE NOTIFICATIONS & RESPONSES:-

None

NEIGHBOUR NOTIFICATIONS:-

112, 116, 126, 128 and 130 Woodfield Road, Northgate;
1 Woodside Road, Northgate.

RESPONSES RECEIVED:-

Following neighbour notification, 1 letter of representation was received. The main issue raised was as follows:

- No objection to the installation of render to the external wall providing there is no damage to my property and concerns regarding construction noise.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site relates to 2 properties on Woodfield Road, which are two separate semi-detached properties. The surrounding area is residential in character and the properties are finished in a grey pebble dash render or brick.

THE PROPOSED DEVELOPMENT:-

- 2.1 This planning application seeks permission for the installation of external insulation to the front, rear and side elevations of the 2 residential dwellings. The purpose of this application is to improve the energy efficiency and thermal properties of the dwellings.

2.2 The proposed insulation would consist of the applying of an adhesive mortar to the external wall of the existing dwellings, insulation, base coat, universal reinforcing mesh followed by the application of a decorative coat (render). The overall projection of the insulation would be 100mm.

PLANNING HISTORY:-

- No relevant planning history for these properties.
- CR/2016/0261/RG3 installation of insulated render to properties on Woodside Road - permitted

PLANNING POLICY:-

4.1 National Planning Policy Framework 2013 (NPPF):

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 to making places better for people (para 56). Paragraph 61 states that “although the visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment”.

4.2 Crawley 2030: The Crawley Borough Local Plan 2015-2030

- 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) States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: (Normal Requirements of All 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 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 for this application are:

- Impact on visual amenity/the character of the area
- Impact on the amenity of neighbouring properties
- Sustainability

Impact on visual amenity/the character of the area.

5.2 The alterations to the properties would comprise the mounting of external insulation to the front, rear and side elevations of the properties. The insulation would then be rendered. Detail of the proposed

render has been provided with the application which indicates that the colour of the render would be an off white and this could be secured by condition. A similar application was permitted relating to installation of insulated render for a number of properties on Woodside Road in 2016 (CR/2016/026/RG3).

- 5.3 The dwellings are of a uniform appearance in terms of their design and scale, with a pebble dash finish. The proposed change from the existing finish to the proposed render is considered acceptable on the basis that the existing finish does not merit retention on design grounds. The increase in the depth of the walls by increasing their projection by an additional 100mm is not considered to result in harm to the character of the dwellings. Furthermore, the new rendering is considered to enhance the character of these dwellings and thus would act as an improvement to the character of the streetscene while also improving the insulation of the building.
- 5.4 It is not considered that the alterations proposed would be detrimental to the character or the appearance of the dwellings and the proposal would be acceptable in the wider context of the streetscene. As such the proposal is considered to accord with Local Plan 2015- 2030 Policies CH2 and CH3 and the NPPF.

Impact on the amenity of neighbouring properties

- 5.5 In terms of neighbouring amenity, the depth of the wall would be increased by 100mm to the front, rear and side of the properties. Due to the modest increase in projection, Officers do not consider that there would be any adverse impacts on adjoining or nearby neighbours from the works.
- 5.6 The comments received regarding damage to property are a private issue, in addition noise and disturbance would be controlled by other legislation.

Sustainability

- 5.7 Policy SD1 of the Local Plan sets out the presumption in favour of Sustainable Development, and states that development will be supported where it meets the strategic objectives which include progress towards Crawley's commitment to being carbon neutral by 2050. Policy ENV6 states that all development should consider how it may achieve carbon reduction by utilising renewable and low carbon energy technologies where appropriate.
- 5.8 This proposal would result in the insulation of the properties, reducing energy use, to help to tackle climate change, and will contribute to the ambition of an 80 per cent CO² reduction by 2050. The energy efficiency initiatives place an obligation on energy suppliers and electricity generators to meet a CO² reduction target by providing energy efficiency measures to domestic consumers and requires that this obligation is met by providing these measures to households in areas with high levels of low incomes. It is offered as a package to homes, delivering a 'whole approach' so that homes can receive all the major energy efficiency measures they need, which could also include district heating schemes. The initiative specifies that only certain measures are eligible to count towards the CO² targets, focusing on those measures which can make a substantial difference to a household emissions and fuel bills.

CONCLUSIONS:-

- 6.1 For the reasons above, the proposal is considered to be acceptable in respect of the impact on the character and appearance of the existing dwellings and the street scene. The proposal would not be detrimental to the amenities of neighbouring occupiers and would assist in reducing energy use. The proposal therefore accord with Local Plan Policies CH2, CH3, ENV6 and the NPPF.

RECOMMENDATION RE: CR/2016/0919/RG3

PERMIT - Subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice.
REASON: For the avoidance of doubt and in the interests of proper Planning.
3. The render of the external walls of the dwellings shall be Wetherby colour number 0505Y30R 1.5mm texture in accordance with the sample provided to the Local Planning Authority unless otherwise agreed in writing.
REASON: In the interests of amenity in accordance with Policies CH3 of the Crawley Borough Local Plan 2015-2030.

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.



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Tel: 01293 438000
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CR/2016/0919/RG3

Date 6 February 2017

Approx. Scale 1:1,250

**114 & 128 WOODFIELD ROAD, NORTHGATE,
CRAWLEY**



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REFERENCE NO: CR/2016/0948/FUL

LOCATION: [5 FORGE LANE, THREE BRIDGES, CRAWLEY](#)
PROPOSAL: ERECTION OF SINGLE STOREY REAR EXTENSION

TARGET DECISION DATE: 26 January 2017

CASE OFFICER: Mr D. Power

APPLICANTS NAME: Mr & Mrs D Emmans

AGENTS NAME: Mr A Ryrie

PLANS & DRAWINGS CONSIDERED:

DE 01. Existing and Proposed floor plans and elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

None

NEIGHBOUR NOTIFICATIONS:-

11 and 13 Forge Road, Three Bridges
3 and 7 Forge Lane, Three Bridges

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

The application has been submitted by an employee of Crawley Borough Council.

THE APPLICATION SITE:-

1.1 The application site is located on Forge Lane within an existing residential area. The site forms part of a terrace of two storey properties which are set back from the road with a grass verge. The terrace of properties have gardens to the rear, some of which have existing single storey extensions and conservatories. No. 5 has not been extended but does have an existing outbuilding mirrored and joined on the boundary with no. 3.

THE PROPOSED DEVELOPMENT:-

2.1 This application proposes a single storey extension with a pitched roof to the rear and two roof lights. The extension would project 3.8 metres, with an eaves height of 2.5 metres and a ridge height of 3.5 metres. The extension would be constructed from matching brick with uPVC windows and doors with a tiled roof.

PLANNING HISTORY:-

3.1 No relevant planning history.

PLANNING POLICY:-

National Planning Policy Framework 2012 (NPPF):

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

Crawley Borough Local Plan (2015-2030)

- 4.4 Policy CH2 (Principles of Good Urban Design) seeks to assist in the creation, retention or enhancement of successful places in Crawley, new development proposals will be required to respond to and reinforce locally distinctive patterns of development.
- 4.5 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.
- 4.6 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

- 4.7 Urban Design Guide (2016)
 - Extensions: An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood.
 - Rear extensions should be kept relatively small as compared to the size of the main building and the gardens in which they stand.

PLANNING CONSIDERATIONS:-

- 5.1 The main planning considerations in the determination of this application are:
 - Design & appearance of the proposal
 - Impact on neighbouring properties

Design & appearance of the proposal

- 5.2 The application proposes a single storey extension to the rear of the dwelling. It would be partly visible in the street scene when viewed from Forge Road. The extension would be constructed from bricks to match the existing property. It is considered that the proposal would be subservient to the existing dwelling and the design and scale of the extension would be in keeping with the character of the area. The proposal is therefore in accordance with Policy CH3 of Crawley's Local Plan Policies and Urban Design SPD

Impact on neighbouring properties

- 5.3 The neighbouring properties most affected by the proposal would be no.3 and no. 7 Forge Lane, which both are attached to the application property. The extension would not project any further than the conservatory to the north (no. 7) or the outbuilding to the south (no.3). The conservatory to the north has a brick wall facing the application site and while the extent of the proposal is deeper than what would normally be acceptable, given the depth of surrounding development it is not considered harmful.
- 5.4 Given the scale and form of the proposed extension it is considered that the development would not have an overbearing impact on the neighbouring properties of no 3 and no. 7. Furthermore given the location of the proposed windows and doors and the scale of the proposal, it is considered not that the development would result in any further overlooking. Therefore it is considered the proposed development would have an acceptable relationship with the neighbouring properties. The proposal is therefore in accordance with Policy CH3 of Crawley's Local Plan Policies and Urban Design SPD

CONCLUSIONS:-

- 6.1 In conclusion it is considered the design and appearance of the proposal is acceptable and would not have a harmful impact on the residential amenity of neighbouring properties or to the visual amenity of the existing street scene. Therefore the proposal is in accordance with the policies outlined in the Crawley Borough Local Plan 2015-2030 and it is recommended to grant permission for this application subject to conditions.

RECOMMENDATION RE: CR/2016/0948/FUL

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

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice.
REASON: For the avoidance of doubt and in the interests of proper Planning.
3. The materials and finishes of the external walls and roof 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 CH3 of the Crawley Borough Local Plan 2015-2030.

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.



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Town Hall,
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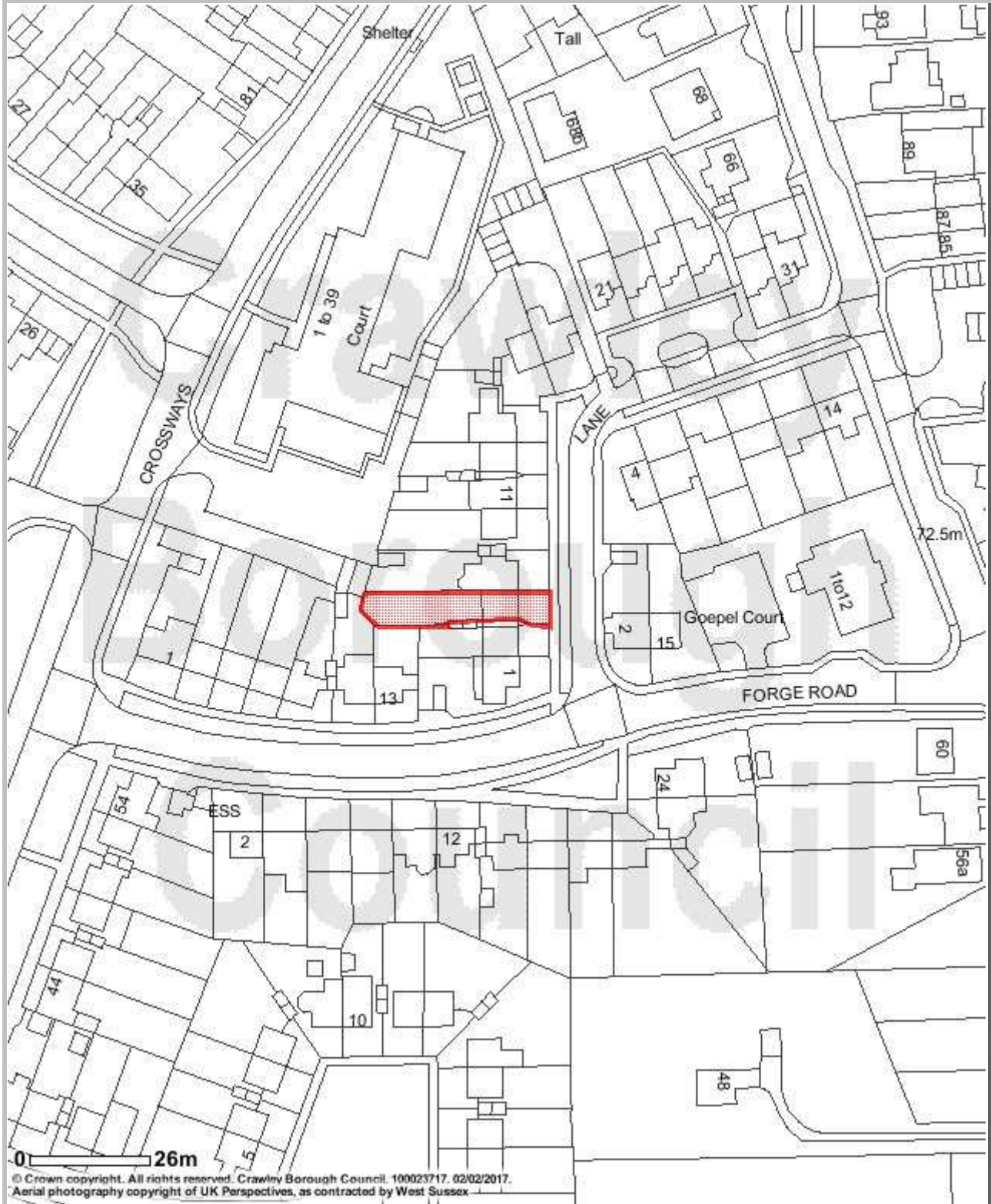
Tel: 01293 438000
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CR/2016/0948/FUL

Date 25 January 2017

Approx. Scale 1:1,250

5 FORGE LANE, THREE BRIDGES, CRAWLEY



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REFERENCE NO: CR/2016/1016/FUL

LOCATION: [MILTON MOUNT HALL, MILTON MOUNT AVENUE, POUND HILL, CRAWLEY](#)
PROPOSAL: ERECTION OF 19NO 250MM WIDE METAL DUCTS HOUSING NEW GAS SUPPLY PIPES TO ALL EXISTING FLATS. RISERS TO HAVE 125MM HORIZONTAL SPUR DUCTS.

TARGET DECISION DATE: 2 February 2017

CASE OFFICER: Mr D. Power

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: GWP Architects

PLANS & DRAWINGS CONSIDERED:

16/136/LP01 Location & Block Plans, 16/136/01 Existing Plans & Elevations, 16/136/02 Proposed Plans & Elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

None

NEIGHBOUR NOTIFICATIONS:-

Four site notices were displayed around the site.

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

1.1 The application site is located within Milton Mount to the west of Balcombe Road. To the west of the application site lies the designated Historic Park and Garden of Worth Park (Local Plan Policy CH12 and CH17) and an area of Structural Landscaping (Local Plan Policy CH7). The application building is an eight storey residential block of flats that was constructed in the 1960's and currently has 146 self-contained flats.

THE PROPOSED DEVELOPMENT:-

2.1 The application seeks full planning permission for the installation of external metal casing to house new gas supply pipes to all existing flats. The metal casing would measure 150mm in width and project from the wall by 125mm. There would be nine vertical metal casings on each side of the building.

PLANNING HISTORY:-

- 3.1 CR/2015/0739/ADV: ERECTION OF 12 INFORMATION AND DIRECTIONAL SIGNS: Permitted 04/01/2016
- 3.2 CR/2002/0591/RG3: ALTERATION OF GRASSED AREA TO PROVIDE 22 ADDITIONAL PARKING SPACES TO ENABLE REFUSE AND EMERGENCY SERVICE VEHICLE ACCESS: Permitted 16/12/2002

PLANNING POLICY:-

National Planning Policy Framework 2012 (NPPF)

- 4.1 Requiring Good Design- Section 7 states that 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 Paragraph 14: Presumption in favour of sustainable development

Crawley Borough Local Plan (2015-2030)

- 4.3 Policy CH3: Normal requirements of all New Development- All proposals for development in Crawley will be required to:
 - a) Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context.
 - b) Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale density height, massing, orientation, views, landscape, layout, details and materials.
 - c) Provide or retain a good standard of amenity for all existing and future occupants of land and buildings.
 - d) Retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity. Sufficient space should also be provided in private gardens that would not overshadowed by three canopies and proposals should ensure that rooms within buildings would receive adequate daylight.
 - e) Demonstrate how “Secure by Design” principles and guidance set out in the “secured by Design” design guidance have been incorporated into the development.
 - f) Meet the requirements necessary for their safe and proper use, in particular with regard to access circulation and manoeuvring, vehicle and cycle parking loading and unloading, and the storage and collection of waste.
 - g) In respect of residential schemes, demonstrate how the Building for Life 12 criteria (as amended) for the evaluation of the design quality of residential proposals have been taken into account and would be delivered through the scheme.
- 4.4 Policy CH7: Structural Landscaping: Areas of soft landscape that make an important contribution to the town and its neighbourhoods, in terms of character and appearance, structure, screening or softening, have been identified on the Local Plan Map Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping, where appropriate.
- 4.5 Policy CH12: Heritage Assets states that all development should ensure that Crawley’s designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development.
- 4.6 Policy CH17: Historic Parks and Gardens: Supports development unless it will have a negative impact upon the histories setting and character of the designed Historic Park or Garden.

Supplementary Planning Document (SPD)

- 4.7 Urban Design SPD: States that it is of great importance that the design of the alteration is considered and is of good quality.

Development should incorporate materials and colours that match the existing or, where appropriate, contrast with it. If planning permission is granted for a development, the conditions laid out in the permission often detail any necessary steps required regarding materials and finishes.

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations for this application are:
- Design and appearance of the proposal and impact on character of the area.

Design and appearance of the proposal

- 5.2 The existing internal gas risers and supply that were installed when the flats were built are now starting to corrode and therefore need to be replaced. Under The Gas Safety Regulations 1998 any new gas riser proposed within an existing building has to be installed in a self-contained fully ventilated space. Due to the construction of the building it is not possible to provide a self-contained ventilated duct from point of entry in to the building to each individual property internally. Thus an external supply has to be provided.
- 5.3 This application seeks to install an external gas riser metal casing to house new gas supply pipes to all existing flats. The metal ducting would measure 150mm in width and project from the wall by 125mm. There would be nine vertical ducts each side of the building housing the main supply with smaller horizontal sections leading to the flats. The aluminium ducting can be finished in any RAL colour required, which could be controlled by condition.
- 5.4 The building is of a design of its time, with a regimented window patterns and distances. The proposed ducts would be located after every fourth window and be run vertically up the building which would reinforce the character of the building. Subject to a condition controlling the colour of the ducting, it is considered that the proposal would not have an adverse impact on the visual appearance and character of the property.
- 5.5 Given the scale of the works proposed in comparison to the existing building and the distance from the Historic Park and Gardens and the area of Structural Landscaping, it is considered that the proposal would not have an adverse impact on the character and setting of the Historic Park and Garden or on the area of Structural Landscaping.

CONCLUSIONS:-

- 6.1 It is considered that the development would not harm the character of the original building or of the surrounding area. Given the requirements of the gas legislation and the construction of the existing building it is considered that the proposal works are acceptable and accord with policies CH3, CH7, CH12, and CH17 of the Local Planning and with the Urban Design SPD.

RECOMMENDATION RE: CR/2016/1016/FUL

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

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

REASON: To comply with Section 91 of the Town & Country Planning Act 1990.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning
3. Prior to the installation of the metal casing hereby approved, the precise finishing colour of the external casing shall be submitted to and agreed in writing by the Local Planning Authority. The ducting shall be finished in the approved colour and maintained for the life of the development.
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.

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.



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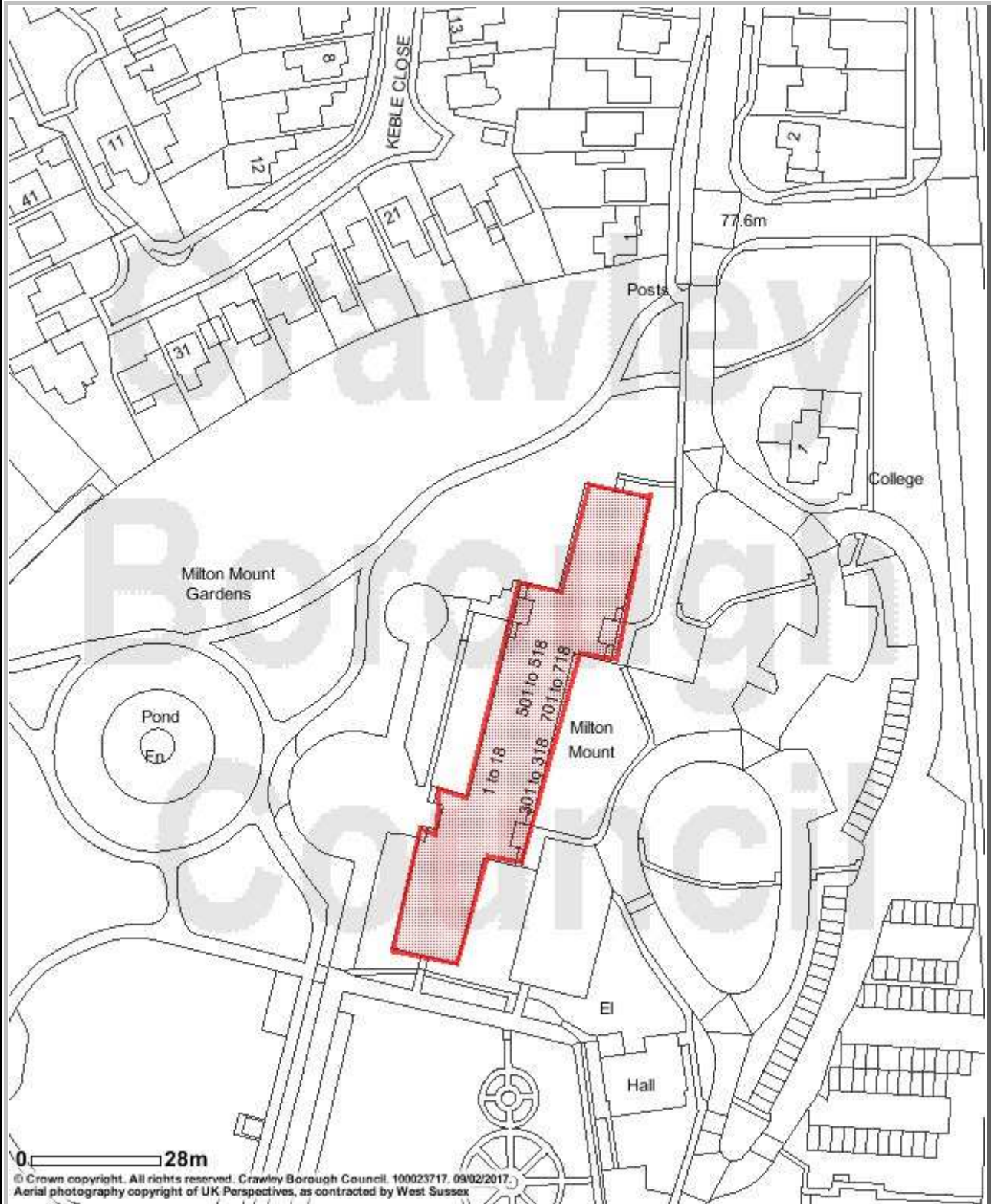
Tel: 01293 438000
Fax: 01293 438603

CR/2016/1016/FUL

Date 6 February 2017

Approx. Scale 1:1,250

**MILTON MOUNT HALL, MILTON MOUNT AVENUE,
POUND HILL, CRAWLEY**



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REFERENCE NO: CR/2016/1030/FUL

LOCATION: [7 TITMUS DRIVE, TILGATE, CRAWLEY, RH10 5EL](#)
PROPOSAL: RETROSPECTIVE APPLICATION FOR A FRONT PORCH WITH FLAT ROOF AND REPLACEMENT LOUNGE WINDOW

TARGET DECISION DATE: 8 February 2017

CASE OFFICER: Ms K. Ingram

APPLICANTS NAME: Mr & Mrs N Patel
AGENTS NAME: PA Design Services

PLANS & DRAWINGS CONSIDERED:

PA-0230-01 Existing and Proposed Plans and Block and Location Plans

CONSULTEE NOTIFICATIONS & RESPONSES:-

None

NEIGHBOUR NOTIFICATIONS:-

1 and 7 Hogarth Road, Tilgate,
5 Titmus Drive Tilgate:

RESPONSES RECEIVED:-

One representation was received objecting to the proposal on the following grounds:

- The porch extends 1.2m further out from the bay window which reduces light to the adjoining property, and does not fit in with the character and appearance of the other properties in the street.
- The flat roof extension at the rear still exceeds the legal Permitted Development rights allowed and as such should not be permitted to stay in situ.

REASON FOR REPORTING TO COMMITTEE:-

Councillor Portal Castro requested that the application be considered at the Planning Committee.

THE APPLICATION SITE:-

- 1.1 The application site comprises a two storey mid terraced dwelling and is setback 7.5m from the front property boundary. The dwelling is adjoined to the south by flats on Hogarth Road. The row of buildings have a uniform building line to the street.
- 1.2 The site is located 65m south of the Tilgate Parade shops.

THE PROPOSED DEVELOPMENT:-

- 2.1 Retrospective permission is sought for a front extension over the entrance door measuring 3m (w) x 1.85m (d) x 2.5m (h). The currently unauthorised porch and bay window have two single pitched roof canopies and these will be removed and replaced with a single flat roof.

PLANNING HISTORY:-

- 3.1 In 2014 it was determined that prior approval was not required for the erection of a single storey rear extension measuring 4m deep with a maximum height of 3.08m and an eaves height of 2m (ref CR/2014/0011/HPA)
- 3.2 In 2015 it was determined that prior approval was not required for the erection of a single storey rear extension measuring 3.5m deep, with a maximum height of 3.5m and an eaves height of 2.6m (ref CR/2015/0406/HPA).
- 3.3 In March 2016 planning application CR/2015/0864/FUL for the retrospective application for a front porch, pitch roof over the front window and a flat roof rear extension was refused under delegated authority. The reasons for refusal were a) harmful visual impact on the street scene caused by the front extension and b) harmful impact on neighbouring amenity caused by the rear extension by way of being overbearing.
- 3.4 The applicant appealed the refusal which the Planning Inspectorate dismissed in August 2016. Reasons for dismissal included the differing roof pitches and differing depths of the front projections creating a 'jumbled architectural appearance' on the host dwelling, the prominent location of the site and the front extension disrupting 'the simple rhythm of the façade of the terraced block of which the appeal site forms a part'.
- 3.5 The Inspector did not find that the rear extension had a harmful impact on neighbouring amenity but this did not outweigh the harm caused by the front extension.

PLANNING POLICY:-

National Planning Policy Framework (2012) NPPF

- 4.1 Relevant sections are:
 - Paragraph 14 (Presumption in favour of sustainable development). At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. This means that development that accords with the development plan should be approved without delay.
 - 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.
 - Chapter 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)**
 - Policy CH2 (Principles of Good Urban Design) seeks to assist in the creation, retention or enhancement of successful places in Crawley, new 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 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.
- 4.3 **Urban Design Supplementary Planning Document (adopted October 2016)**

The Urban Design Supplementary Planning Document was adopted in October 2016. It sets out the principles of good urban design and includes related guidance and examples. It states:

- (3.5) An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood.
- (3.14) Consideration should be given to designing a porch with sensitivity towards neighbouring houses and the street scene.
- (3.15) Front extensions should be subservient to the rest of the house and should not extend across the whole width of the house. They should project no more than 1.5m from the front wall of the main dwelling and be in keeping with the character of the area and the property.
- (3.30) A single storey extension should not encroach into an area measured by drawing a 45 degree angle from the nearest edge of a neighbour's window or door opening.

PLANNING CONSIDERATIONS:-

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

- Design and impact on the dwelling, street scene and wider area
- Impact on neighbouring amenity
- Highway safety and parking provision

Design and impact on the dwelling, street scene and wider area

5.2 The porch has a projection of 1.85m which exceeds the maximum guideline of 1.5m in the Urban Design SPD. The prominence is exacerbated as the site is in a visually prominent location towards the end of Titmus Drive, and sited 65m south of the junction with Tilgate Parade.

5.3 Nos. 1, 3, 5 and 7 Titmus Drive have an original bay window projection on the front facade with a protrusion of 0.65m. The extension protrudes 1.2m further forward of this building line. It is considered that the protrusion is sufficiently excessive as to result in an extension with a massing and bulk out of keeping with the character of the neighbourhood. It is acknowledged that the removal of the different pitches on the roof and replacement with a single flat roof would improve its appearance but the differing front protrusions still result in a visually harmful extension.

5.4 Therefore, by reason of scale, bulk and prominent siting the proposed front extension would be harmful to the character of the dwelling and the visual amenities of the street scene and the wider area, and therefore conflicts with Policies CH2 and CH3 of the Crawley Local Plan, the guidance in the Urban Design SPD and the provisions of the NPPF in this regard.

Impact on neighbouring amenity

5.5 The porch is located against the common northern boundary to No.5. Whilst the porch extends 1.2m forward of this property's entrance porch the impact on residential amenity by way of being over dominant or reducing light is not considered to cause demonstrably harm so as to warrant a reason for refusal.

5.6 It is therefore considered the proposal complies with Policy CH3 of the Crawley Borough Local Plan and the advice in the Urban Design SPD in this regard.

Parking provision

5.7 The extension still allows for the front hardstanding amenity area to have a minimum depth of 5m. As such, it would not remove any parking capacity on the site, given the standard length of a parking space is 4.8m and the scheme would comply with the Crawley Borough Parking Standards.

Other

5.8 The representation made note of the rear extension. This is not the subject of this application and has been allowed to remain in situ by the Planning Inspector as part of the appeal on decision CR/2015/0864/FUL.

CONCLUSIONS:-

6.1 The proposed development would be visually prominent and contrary to the distinctive pattern in the wider street scene by way of having an excessive protrusion from the established front building line, harming the visual amenity and the character of the street scene. As such it is contrary to Policies CH2 and CH3 of the Local Plan 2030, the guidance within the Urban Design Supplementary Planning Document 2016 and the relevant provisions of the NPPF. It is therefore recommended planning permission is refused.

RECOMMENDATION RE: CR/2016/1030/FUL

REFUSE - For the following reason(s):-

1. The proposed extension, by reason of its prominent siting, scale and massing would be harmful to visual amenity and the character of the street scene, contrary to policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030, the Urban Design SPD guidance and the relevant provisions of the NPPF.

1. NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with members and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination 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 would be/has been caused.
- Providing advice on the refusal of the application to solutions that would provide a satisfactory way forward in any subsequently submitted application.

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



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

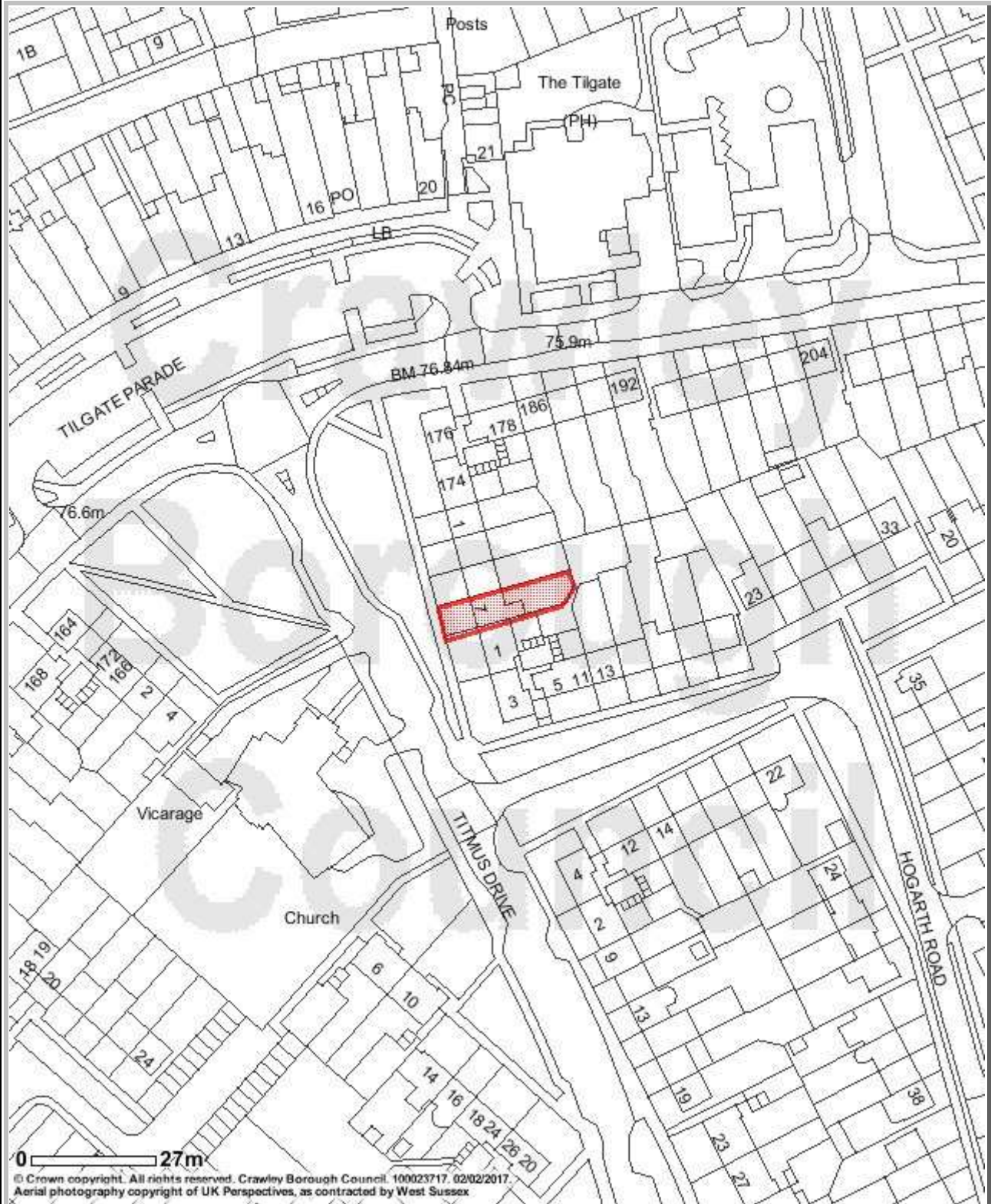
Tel: 01293 438000
Fax: 01293 438603

CR/2016/1030/FUL

Date 14 February 2017

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7 TITMUS DRIVE, TILGATE, CRAWLEY, RH10 5EL



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REFERENCE NO: CR/2016/1032/RG3

LOCATION: [LITTLE TREES GUIDE CAMP, OLD BRIGHTON ROAD \(NORTH\), BROADFIELD, CRAWLEY](#)

PROPOSAL: ERECTION OF PORTACABIN FOR TOILET FACILITIES AT NEW CEMETERY SITE
(APPROVED UNDER CR/2015/0524/RG3)

TARGET DECISION DATE: 20 March 2017

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: Waterman

PLANS & DRAWINGS CONSIDERED:

13325 215 PL02 Rev A01 Location Plan - Temporary Facilities Building, 13325-215 PL01 Rev A02 Temporary Facilities Building Proposed Location & Layout, 13325-215 PL03-1 Rev A01 Temporary Facilities Building - Portacabin Details Sheet 1 of 2, 13325-215 PL03-2 Rev A01 Temporary Facilities Building - Portacabin Details Sheet 2 of 2

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. Mid Sussex District Council No objection
2. CBC - Drainage Officer No objection
3. CBC - Environmental Health No comments received
4. High Weald AONB Unit No objection

NEIGHBOUR NOTIFICATIONS:-

The application was advertised by site notices erected around the site.

RESPONSES RECEIVED:-

No other representations have been received.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The site is situated to the south of the A264 roundabout junction with Tollgate Hill. There are the rear gardens of houses facing onto Brighton Road north to the east, Ancient Woodland and a Scout Camp to the west and a golf course and recently erected housing to the south.
- 1.2 The site's highest point is at the southern boundary, and the land slopes away from this point to the east, north and west. There was historically a central area of grassland, surrounded by woodland. The southern boundary to the track is now provided by a 1.8m high close boarded fence. There is a stream running north-south along the eastern boundary of the site and a wet area/pond close to the north boundary/roundabout.

1.3 There are significant works being undertaken at the site to bring it into use as a cemetery.

THE PROPOSED DEVELOPMENT:-

2.1 This application seeks permission to erect a temporary building on site rather than provide the permanent facilities building at this time. The building would be situated at the site of the previously approved building towards the southern boundary.

PLANNING HISTORY:-

3.1 In 2015 planning permission was granted for the creation of a new town cemetery on this wider site. Ref CR/2015/0524/RG3.

PLANNING POLICY:-

National Planning Policy Framework (NPPF) 2012

4.1 The National Planning Policy Framework (NPPF) was adopted 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 Section 7 sets out the importance that the Government attaches to good design.

4.3 Section 11 Conserving and enhancing the natural environment Para. 115 attaches great weight to conserving the landscape beauty in designated areas including AONBs which have the highest status of protection.

Crawley Borough Local Plan 2015-2030

4.4 CH3 sets out criteria for all development to achieve, including visual impact and relating sympathetically to its surroundings, ensuring neighbour amenity is protected (including from traffic), and ensuring operational requirements such as parking and turning are acceptable.

4.5 CH9 deals with development outside the built-up area, and seeks to ensure that Crawleys compact nature and attractive setting is maintained. Development should therefore: be grouped to minimise visual impact; avoid the loss of important views; reflect local character and distinctiveness; minimise the impact of lighting; ensure development is not visually prominent; does not generate unacceptable levels of noise, or traffic, and does not introduce a use which is not compatible with the countryside. This site is within the South of Broadfield into Buchan Hill Forest and Rural Fringe valued for its quiet recreational opportunities.

4.6 CH10 relates to the High Weald Area of Outstanding Natural Beauty and states that particular regard will be had to the High Weald AONB Management Plan in determining proposals affecting the AONB.

4.7 IN1 Supports new infrastructure provision including cemeteries provided it is supported by the necessary infrastructure;

High Weald Management Plan 2014-2019

4.8 "The primary purpose of AONB designation is to conserve and enhance natural beauty." "The legal framework for AONBs in England and Wales is provided by the *Countryside and Rights of Way Act (CRoW) 2000* which reaffirms the primary purpose of AONBs: to conserve and enhance natural

beauty, and sets out responsibilities for their management and for the production of AONB Management Plans.”

4.9 “The AONB Management Plan provides an evidence base to support one of the core planning principles outlined in the National Planning Policy Framework that planning should take account of different roles and character of different areas. It outlines issues for the AONB and of particular relevance are the following:-“

- S2 – To protect the historic pattern of settlement including distinctive character maintain hinterlands and other relationships (including separation) between such settlements and that contribute to local identity.
- S3 – To enhance the architectural quality of the High Weald through use of local materials and good design.”
- FH2 - To maintain the pattern of small irregularly shaped fields bounded by hedgerows and woodlands.

Rationale: To maintain fields and field boundaries that form a part of the habitat mosaic of the High Weald; and to maintain this key component of what is a rare UK survival of an essentially medieval landscape.”

PLANNING CONSIDERATIONS:-

- 5.1 As planning permission has previously been granted for a larger structure on site the determining consideration in this application is the impact of the proposed building on the character of the countryside and the High Weald AONB.
- 5.2 The proposed portable building would be situated at the site of the approved permanent building and it would not therefore result in an increase in the built form within the area.
- 5.3 A portable building design is disappointing within the Cemetery, wider countryside and the High Weald AONB, notwithstanding that it would be covered in a timber cladding type vinyl. The impact on the wider area is however, considered to be limited given the planting to be provided within the cemetery and the trees being retained around the site. Therefore, provided the structure is only permitted for a limited time and does not become a permanent feature of the site it is considered the impact would, on balance, be acceptable.

CONCLUSIONS:-

- 6.1 The impact on visual amenity would be acceptable for a temporary period and it is therefore recommended that planning permission be granted for 5 years subject to conditions to require a suitable finish to the building.

RECOMMENDATION RE: CR/2016/1032/RG3

To grant a temporary permission for 5 years subject to the following conditions:

1. The building and works hereby permitted shall be removed and the land restored to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending on 28th February 2022.
REASON: The Local Planning Authority would not normally grant permission for such a development in this location but under the circumstances prevailing it is considered reasonable to make an exception in this instance and to allow the development for a limited period.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.

3. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application comprising wood effect wrap Code W0:03.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policies CH3 of the Crawley Borough Local Plan 2015-2030.

NPPF Statement

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



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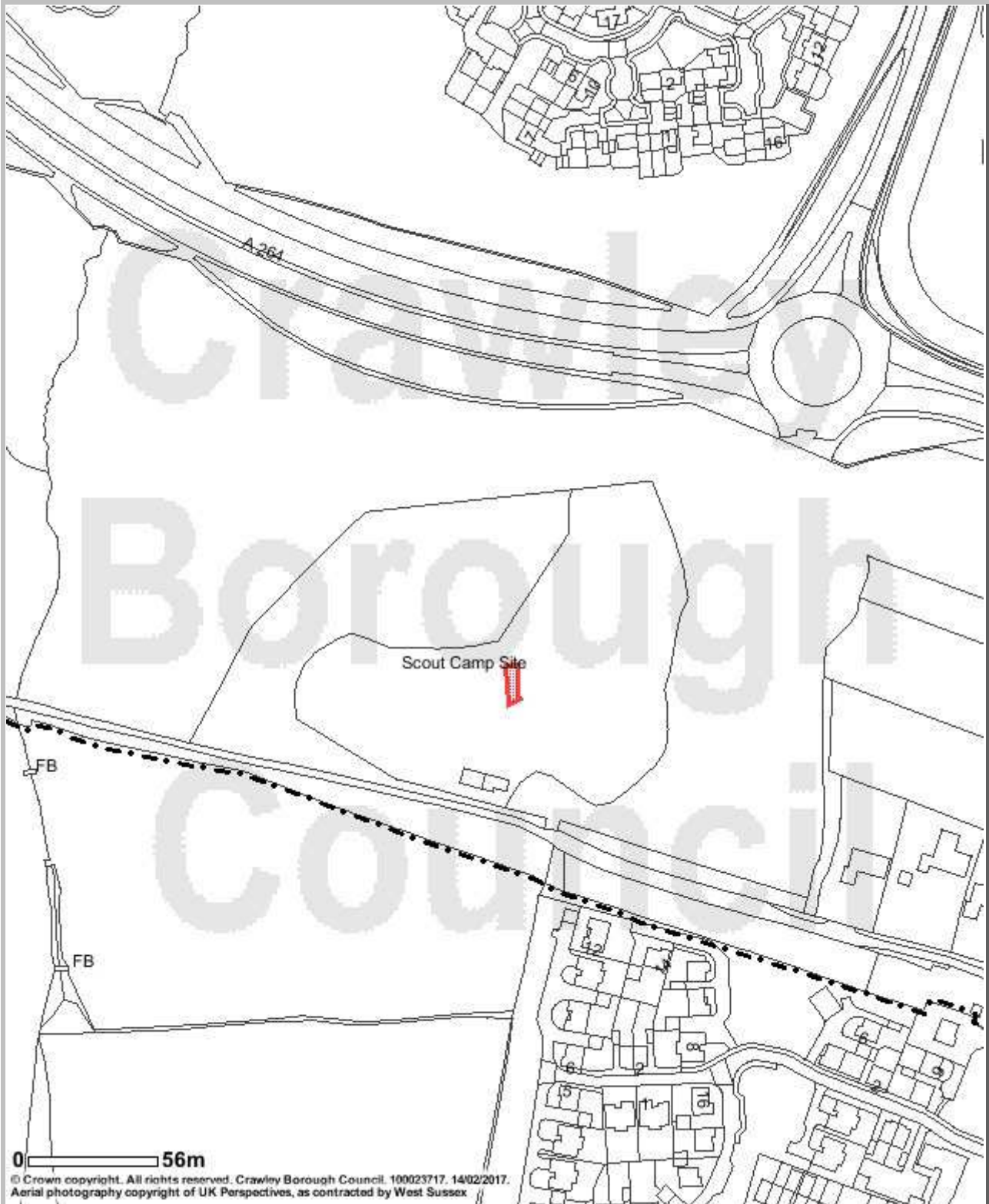
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CR/2016/1032/RG3

Date 13 February 2017

Approx. Scale 1:1,250

LITTLE TREES GUIDE CAMP, OLD BRIGHTON ROAD (NORTH), BROADFIELD, CRAWLEY



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REFERENCE NO: CR/2017/0015/CON

LOCATION: [NORTHGATE PRIMARY SCHOOL, GREEN LANE, NORTHGATE, CRAWLEY](#)
PROPOSAL: CONSULTATION FROM WEST SUSSEX COUNTY COUNCIL (WSSCC/001/17/CR) FOR THE ADDITION OF A SINGLE STOREY AND A TWO STOREY EXTENSION TO ALLOW INCREASE IN PUPIL NUMBERS FROM 2 FORMS OF ENTRY TO 3 AND ASSOCIATED WORKS INCLUDING INCREASE IN HARD PLAY AREA AND RECONFIGURATION OF CAR PARK

TARGET DECISION DATE: 27 January 2017

CASE OFFICER: Mrs K. Palmer

APPLICANTS NAME: West Sussex County Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

001 Rev C Site Location Plan, 005 Rev H Proposed Site Plan, 007 Rev A Existing Site Plan

PLANS 7 DRAWINGS CONSIDERED

Tree Retention Protection Plan; Tree Constraints Plan, Existing Tree Schedule, Construction Phase Traffic Plan, Proposed Site Works Plan, 011 Roof Plan Rev A, 020 Proposed Elevations Rev D, 008 Existing Floor Plans Rev A, 007 Existing Site Plan Rev A, 005 Proposed Site Plan Rev H, 004 Proposed Drains Rev B, 003 Existing Elevations Rev B, 002 Existing Drains Rev B, 001 Site Location & Boundary Plan Rev C.

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. CBC - Environmental Health- No objection

NEIGHBOUR NOTIFICATIONS:-

Neighbours were not notified, as this committee item relates to a consultation from West Sussex County Council.

RESPONSES RECEIVED:-

One letter of objection has been received by Crawley Borough Council from a neighbouring resident raising concerns about the scheme. Issues raised include:

- Concern for the number of parking spaces within the school.
- There is no provision for the parents to drop off and collect their children, there is already significant congestion and therefore an increase in pupil numbers would exacerbate this situation.
- Problems with road safety, as the surrounding roads are narrow with poor visibility.

This letter will be passed to West Sussex County Council, as they will be determining the application.

REASON FOR REPORTING TO COMMITTEE:-

A request was made for this consultation to be called into planning committee by Councillor Thomas.

THE APPLICATION SITE:-

- 1.1 The application site is Northgate Primary School, which is bounded by Barnfield Road to the south, Hollybush Lane and Green Lane to the east and Green Walk to the north. Immediately to the west of the site are properties located along Oak Way. The school site is accessed via Green Lane to the east.
- 1.2 The application site is located within a predominantly residential area. There are no identified site constraints.

THE PROPOSED DEVELOPMENT:-

- 2.1 The development is a consultation from West Sussex County Council (WSSCC/001/17/CR) in relation to the addition of a single storey and a two storey extension to allow increase in pupil numbers from 2 forms of entry to 3 and associated works including an increase in hard play area and reconfiguration of the existing car park.
- 2.2 The proposal would result in the creation of extensions to accommodate an additional 220 pupils. There would also be an additional 18 members of staff required. Changes to the internal layout, one single storey and one two storey extension are proposed to the main building to create new classrooms. Other internal alterations associated with the school's enlargement are also proposed.
- 2.3 With regards to parking there are currently 35 staff parking spaces and one disabled for the use of staff only. The area of hardstanding within the carpark is proposed to be extended to create an additional 15 spaces. There are currently 100 cycle stands and an additional 28 cycle spaces are proposed for both pupils and staff. An area of hardstanding is also proposed to increase the size of the playground.

PLANNING HISTORY:-

- 3.1 CR/2015/0251/CON- consultation from WSSCC (WSSCC/030/15/CR) for installation of modular classroom for a temporary period of 4 years including associated hard surfacing. No objection.
- 3.2 CR/2009/0086/CON- consultation from West Sussex County Council for the erection of a children and family centre including access, car parking and external works. No objection.
- 3.3 CR/2006/0749/CON- consultation from WSSCC on an application for the removal of windows and surround overlooking playground and brick up opening. No objection.
- 3.4 CR/2005/0738/CON- consultation from WSSCC on an application for erection of 1.5m high standard bow top fencing along frontage to Barnfield Road. No objection.

PLANNING POLICY:-

National Planning Policy Framework (2012)

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

Relevant sections are:

- Paragraph 14: Presumption in favour of sustainable development. The National Planning Policy Framework 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 4: Promoting Sustainable transport. All developments that generate significant amounts of movements should be supported by a transport statement or transport assessment. Proposals should ensure safe and suitable access to the site can be achieved (para 32). Paragraph 34 seeks to 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. A key tool to facilitate this will be a travel plan (para 36).
- 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 (para 56).
- Section 8: Promoting healthy communities. The Government attaches great importance to ensuring sufficient school spaces are available. Local authorities should take a proactive, positive and collaborative approach to this. They should give great weight to the need to create and expand schools and work with schools to identify and resolve planning issues before applications are submitted (para 72).

4.2 Crawley Borough Local Plan (2015-2030)

- 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). New development proposals will be required to respond to and reinforce locally distinctive patterns of development and landscape character.
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development 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 ENV6 (Sustainable Design and Construction) states all new dwellings will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements.
- Policy ENV8 (Development and Flood Risk) states that development proposals must avoid areas which are exposed to an unacceptable risk from flooding and must not increase the risk of flooding elsewhere. Flood risk assessments should be submitted where required and SUDS should be used to reduce run-off.
- Policy ENV11 (Development and Noise) seeks to protect people's quality of life from unacceptable noise impacts and requires noise impact assessments where relevant.

- Policy IN3 (Development and Requirements for Sustainable Transport) states that development should be concentrated in locations where sustainable travel patterns can be achieved. In addition, developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased congestion or highway safety. Where appropriate, Transport Statements or Transport Assessments will be required.
- 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.
- Policy IN5 (Location and Provision of New Infrastructure) states that the provision of new or improved infrastructure in appropriate locations will be supported where the facilities are required to support the development or they add to the range and quality of facilities in the town. Major facilities should be located in the most sustainable locations and local community facilities should be located close to neighbourhood centres.

4.3 Supplementary Planning Guidance and Documents (SPD)

- Urban Design- Supplementary Planning Document 2016 provides further advice on principles of good urban design.
- Annex 1 in the document sets out the Borough parking standards. For schools the guidance states there is a minimum requirement 1 space per 2 staff.

PLANNING CONSIDERATIONS:-

5.1 Crawley Borough Council has been consulted on this application as a statutory consultee by West Sussex County Council, who are the determining 'Local Planning Authority' in this regard.

5.2 The main considerations for this consultation are:

- The principle of the development
- Highway safety, access and parking
- Residential amenities
- Design and appearance
- Operational needs of the school
- Flooding
- Mobility
- Trees

The principle of the development:

5.3 The site is an existing school in the Northgate neighbourhood of Crawley and the proposal would provide additional permanent facilities. The principle of the development is acceptable at the existing school within Northgate and would accord with policies SD1 and IN5 in the Local Plan.

Highway safety, access and parking;

5.4 The application site is located in a predominantly residential area where there are existing parking pressures. On-street parking occurs on all surrounding roads, and there are issues of capacity in the locality to accommodate the existing traffic movements associated with the school at its current size.

5.5 This application would involve an additional form of entry (1 additional class per each year- YR to Y6) and would involve an extra 220 pupils and 18 members of staff.

- 5.6 It should be noted that the Transport Statement within the design and access statement is factually incorrect and appears to relate to a different school located in Hassocks and conflicts with the information in the Travel Plan.
- 5.7 The Travel Plan identifies that of the students surveyed around 20% travel to school by car (98 people), for teachers this is 50% (50 people). The Travel Plan identifies that Hollybush Road is very narrow and frequently blocked by parked cars on the residential side, meaning that drivers frequently have to reverse to allow each other past. This creates a hazard to pedestrians and cyclists. The Travel Plan indicates that there is insufficient capacity within the surrounding streets of Hollybush and Barnfield Roads to accommodate the existing number of vehicles requiring to park in the locality at drop-off and collection times and that there would evidently be increased congestion as a result of the school's expansion.
- 5.8 In terms of easing traffic congestion the travel plan indicates that it is not possible to create an additional entrance to the school, although the school are considering the options of either creating a park and stride facility for the school from within Northgate playing field or for the creation of an additional drop off area within the grounds of the caretaker's house. However, no firm plans in relation to this have been made to date. Other mitigation measures include discouraging irresponsible parking, improving sustainable modes of travel by generating various different school campaigns and promotions to encourage this and also through providing sufficient cycle and scooter storage within the school.
- 5.9 With regards to car-parking the current situation is already problematic, two of the surrounding roads are narrow with cars parked all along, resulting in cars having to reverse long distances. During collection times cars park along all along the yellow lines and block the road and driveways for collection of pupils, causing severe congestion and hazards.
- 5.10 In addition there would appear to be an existing problem with staff parking capacity, as cars park in-front of designated spaces, blocking in other cars.
- 5.11 With regards to the sustainability measures proposed it is considered that given that the proposals are to a primary school, where nearly all of the children attending would not travel independently to and from school as they would be too young, it is unlikely a significant increase in cycling pupil numbers could be encouraged via school initiatives. In addition the site lies in an area where public transport is not immediately available, with the nearest bus stop being approximately a five minute walk from the school.
- 5.12 Overall, it is considered that that from the evidence provided the impact of the increased vehicle movements as a result of the additional pupils and staff and the cumulative impact on the existing highway infrastructure have not be adequately addressed and mitigated for with the proposal as submitted. There are concerns that this would further exacerbate existing problems with parking capacity issues within the locality and lead to increased hazards for road users and pedestrians. It is considered that no robust or appropriate solution has been proposed to alleviate these pressures and ensure proper road safety within the locality. In addition there have also been a high number of neighbour objections to the application itself with regards to this issue, as on WSCC website.
- 5.13 At the time of preparing this report WSCC Highways department had not provided detailed comments on the application. They will provide WSCC planning department with more detailed analysis of this issue in terms of highway safety, this is concern with the current transport proposals in planning terms and the scheme's ability to meet the requirements of LP policy IN3. It is considered that the current travel plan would fail to appropriately manage the expected increase in car based travel to the site or meet its operational requirements in terms of staff parking, which could lead to a significant negative impact upon the operation of the area and its residents. It is considered that the travel plan should be revised to incorporate further exploration of the park and stride proposal and/or creation of an additional drop off area within the grounds of the caretaker's house to ensure that they would be viable and effective.

5.14 It is considered that WSCC Planning should seek further information to address these issues from the applicant. CBC would then like to be re-consulted on this additional information. Should the application be permitted by WSCC, it is suggested that a condition be added to the permission to ensure that the parking spaces proposed are kept available for vehicles and used for no other purpose and provided prior to occupation.

Impact on neighbours' amenity;

5.15 The proposed single storey classroom building would be no closer to surrounding properties than the existing south facing windows within the building. The openings within the proposed two storey building would largely face onto the existing west wing of the school. Both extensions would be sufficiently located away from the surrounding residential properties, with the nearest dwelling being approximately 40 metres away, meaning the proposed development would not result in a detrimental impact on neighbours. The proposed play area extension would be sufficiently screened from neighbours and its impact on neighbours would not be harmful. The application was consulted with the Environmental Health Division that reviewed the provided details and have stated that they do not wish to object. Overall it is considered that the proposed development would not result in a detrimental impact on neighbours in terms of overlooking and overbearing impact and would therefore accord with LP policy CH3 in this regard but there is concerns raised with the traffic and parking impacts for the school on nearby residents.

Design & appearance of the proposal & Impact on the street scene

5.16 In terms of appearance the proposed extensions are considered acceptable and in keeping with the existing building, they would be of appropriate massing and design style. The proposal would accord with LP policy CH3 in this regard. Should the application be permitted by WSCC it is suggested that a condition be added to the permission to request material samples be submitted for approval, to ensure a satisfactory external appearance of the development.

Impact on the operation of the school;

5.17 The proposal would result in alterations to the school building, but ultimately would result in a school facility fit for its intended purpose. The proposed school expansion is required to meet an identified need for school places in the area. The proposal would also be sited to have minimal impact on the playing field provision on the site and would mitigate any losses through the provision of a new area of playground. The proposal would accord with LP policies in this regard. However, as noted above concern is expressed regarding the operational needs of the school and impact of the proposals on parking, traffic and access.

Whether the proposal will result in increased risk from flooding;

5.18 The school site is not at risk from flooding and the proposed development would not result in risk to the school or surrounding area. The proposal therefore conforms with LP policy ENV8.

Whether the proposal will meet the needs of people with disabilities and mobility problems.

5.19 The internal configuration and proposed routes between the new and existing school buildings are considered sufficient to provide suitable access to those with disabilities or restricted mobility. The site is predominately flat, aiding access around the site. The proposal accords with LP policies in this regard.

Trees

5.20 The application was consulted with the Council's arboricultural officer who considers the proposals to be acceptable in this regard, given that there are no protected trees on the site and the works would not affect any trees of real amenity importance. It should be noted that WSCC have its own arboricultural officers who are consultees. Should the application be permitted by WSCC, it is

suggested that a condition be added to the permission to request a tree protection plan be submitted to include measures to safeguard trees during construction.

CONCLUSIONS:-

- 6.1 It is considered that while the expansion of the school is supported and accepted in principle as it would create a permanent education facility within a sustainable location there are concerns about the scale of the development and its impact on the surrounding area. The key concerns relate to the impact on traffic congestion and parking pressures on the area. It is considered that the applicant has not demonstrated how this would be effectively managed to ensure disruption is kept to a minimum and that, based on the information provided, the proposal would have a harmful impact on the amenities of the area.
- 6.2 It is considered that additional information should be obtained from the applicant which explores other measures mentioned in the transport statement as possible solutions, in more detail and that further consultation with Crawley Borough Council should then be carried out prior to determination. This would also provide the applicant the opportunity to correct the inaccurate information within the Design and Access Statement in relation to transport issues and for the Borough Council to consider the proposal with the benefit of the comments received from all other consultees including the WSCC Highways.

RECOMMENDATION RE: CR/2017/0015/CON

NO OBJECTION – subject to further information

It is recommended that CBC raise NO OBJECTION to the principle of the development subject to the receipt of further satisfactory information to address the concerns set out in this report and formal re-consultation with CBC.



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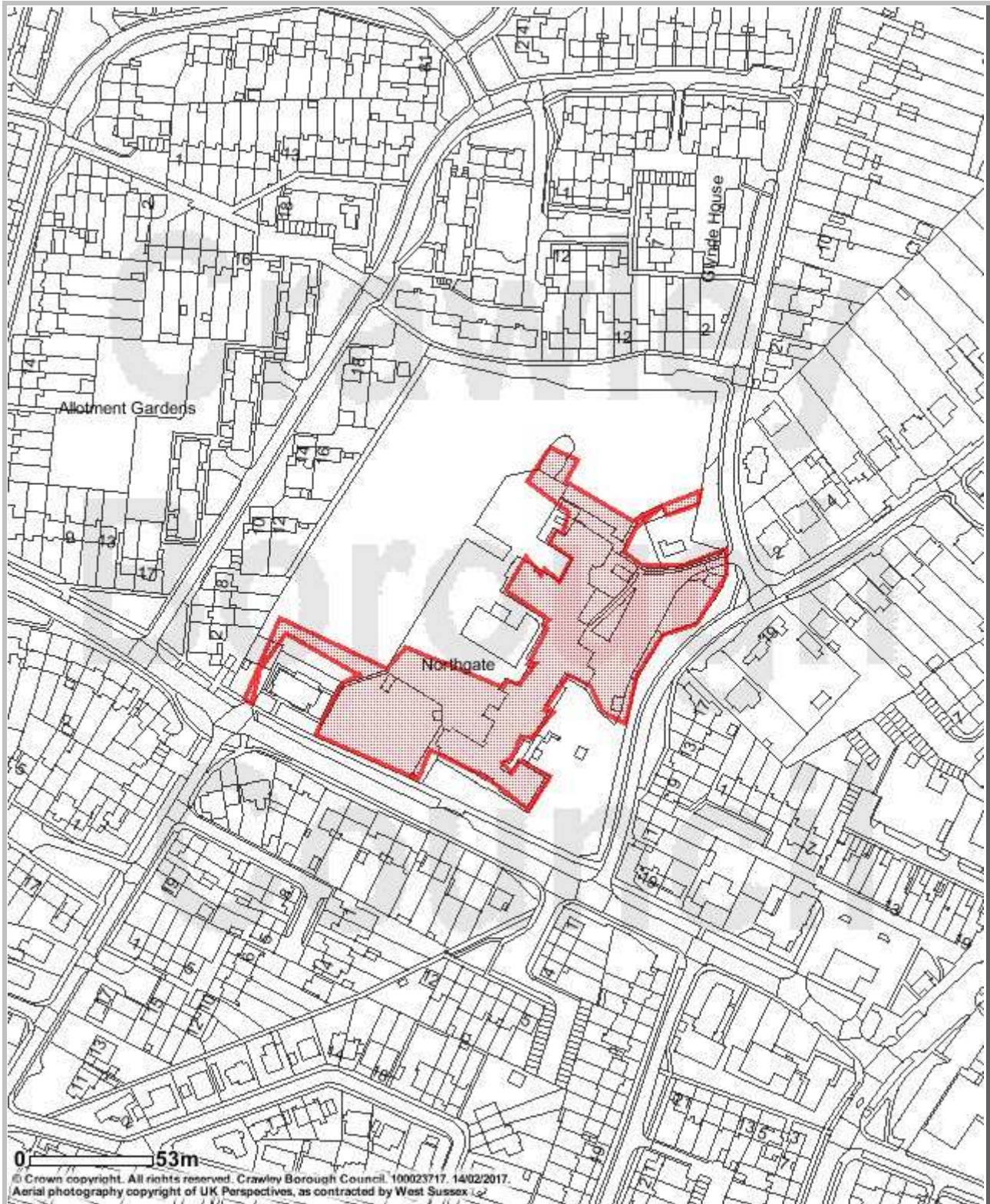
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CR/2017/0015/CON

Date 1 February 2017

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**NORTHGATE PRIMARY SCHOOL, GREEN LANE,
NORTHGATE, CRAWLEY**



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