

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 10 April 2017
REPORT NO: PES/216

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<u>ITEM</u>	<u>REF NO</u>	<u>LOCATION</u>	<u>RECOMMENDATION</u>
<u>001</u>	CR/2016/0997/FUL	NORTHWOOD PARK, GATWICK ROAD, NORTHGATE, CRAWLEY	PERMIT
<u>002</u>	CR/2016/1014/FUL	OCEAN HOUSE, HAZELWICK AVENUE, THREE BRIDGES, CRAWLEY	REFUSE
<u>003</u>	CR/2017/0034/RG3	SOUTHERN VERGE AND FOOTPATH ADJACENT TO CAMBER CLOSE, POUND HILL, CRAWLEY, RH10 7DQ	PERMIT
<u>004</u>	CR/2017/0038/RG3	NORTHERN VERGE OF FISHER CLOSE, SOUTHGATE, CRAWLEY	PERMIT
<u>005</u>	CR/2017/0100/FUL	4 THETFORD WALK, BEWBUSH, CRAWLEY	PERMIT
<u>006</u>	CR/2017/0154/FUL	6 HEATHFIELD, POUND HILL, CRAWLEY	PERMIT

REFERENCE NO: CR/2016/0997/FUL

LOCATION: [NORTHWOOD PARK, GATWICK ROAD, NORTHGATE, CRAWLEY](#)
PROPOSAL: DEMOLITION OF 3 EXISTING OFFICE BUILDINGS AND ERECTION OF A NEW B1(A) OFFICE BUILDING

TARGET DECISION DATE: 2 March 2017

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Commercial Freeholds & Investments Ltd

AGENTS NAME: Vail Williams LLP

PLANS & DRAWINGS CONSIDERED:

0456-PL-001 Existing Site Location Plan & Site Plan, 0456-PL-100 Existing Site Plan, 0456-PL-002 Proposed Site Location Plan & Site Plan, 0456-PL-200 Proposed Site Plan, 0456-PL-201 Proposed Site Plan Heights, 0456-PL-210 Proposed Floor Plans, 0456-PL-211 Proposed Basement Level, 0456-PL-212 Proposed Ground Floor, 0456-PL-213 Proposed Mezzanine Level, 0456-PL-214 Proposed First Floor, 0456-PL-215 Proposed Second Floor, 0456-PL-216 Proposed Third Floor, 0456-PL-217 Proposed Fourth Floor, 0456-PL-218 Proposed Roof Plan, 0456-PL-230 Site Elevations (West & North), 0456-PL-231 Site Elevations (East & South), 0456-PL-250 Site Sections (D-D & A-A), 0456-PL-251 Site Sections (B-B & C-C), 0456-PL-260 Section A-A, 0456-PL-270 Typical Detailed Sections, 263L01 Rev A Landscape GA Masterplan, 263L02 Rev A Tree Retention Removal Plan, 263L03 Rev A Materials GA, 263L04 Rev A Planting GA, 0465-PL-290 Detailed Site Sections.

CONSULTEE NOTIFICATIONS & RESPONSES:-

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|-----|---------------------------------------|--|
| 1. | GAL - Aerodrome Safeguarding | No objection subject to conditions |
| 2. | WSCC – Highway | No objection, subject to conditions and contribution of £370,029 towards sustainable transport improvements. |
| 3. | National Air Traffic Services (NATS) | No safeguarding objection |
| 4. | Thames Water | No objection subject to condition. Advice provided |
| 5. | Police | No objection but advice provided. |
| 6. | CBC - Drainage Officer | Developers proposals require an appropriate Flood Risk Assessment & Drainage Strategy Plan incorporating suitable & acceptable mitigation & improvement measures together with further details on future maintenance. Comprehensive design details will need to be submitted for approval prior to work commencing on-site to ensure there is no detriment or flooding as a result of the development. |
| 7. | West Sussex Fire Brigade | No response received. |
| 8. | CBC - Planning Arboricultural Officer | No objection provided works in accordance with Arboricultural Report |
| 9. | CBC - Environment Team | No comments received. |
| 10. | CBC - Contaminated Land | No objection subject to conditions. |
| 11. | CBC - Environmental Health | No objection subject to conditions |
| 12. | Cycle Forum | No objection, but improvements sought to local cycle facilities and routes. |
| 13. | CBC - Refuse & Recycling Team | No comments received. |
| 14. | WSCC - Surface Water Drainage (SWD) | No comments received. |

15.	Gatwick Diamond Grow Group	No comments received.
16.	CBC - Economic Development	No objection but advice provided.
17.	Tinsley Lane Residents Association	Proposed scale, density, height and massing is incompatible with adjoining houses. The building is well designed, but too tall for this small site in the buffer zone. It would be dominant, incongruous and cramped, with overbearing impact on the houses and too close to them. Proposal is contrary to policies CH2, CH3 and EC4 of the Crawley Borough Local Plan 2015-2030 and the NPPF.
18.	CBC Forward Planning Sustainability	No objection, but further information and conditions sought.
19.	CBC Urban Design	Would be welcome addition to Gatwick Road. Further details on paving and terraces sought
20.	CBC Forward Planning Economic	No objection subject to £21,380 Manor Royal Public Realm contribution towards Crawter's Brook.
21.	CBC FP – Retail and Employment	No objection
22.	Manor Royal BID	No objection. Welcome new floorspace, job growth and visual improvement, but recognise sensitive relationship to residents and need to maximise sustainable transport.

NEIGHBOUR NOTIFICATIONS:-

In addition to the statutory publicity through press and site notices, the following neighbour notifications were undertaken:

1 to 10 Royston Close, Three Bridges;
14 Kenmara Close, Three Bridges
81 to 89 (odd Nos), Tinsley Lane, Three Bridges

RESPONSES RECEIVED:-

A total of seven objections have been received from local residents. The residents raise the following concerns:

The existing buildings are low level with open space between them. The site is part of a buffer zone between the estate and residential properties. The proposed building is too tall, intrusive and too close to people's houses/bungalows. The building would be dominant, overbearing and cause loss of light. This is a small site and, if the buildings are demolished they should be rebuilt to the same height. Currently Tinsley Lane has little view of the industrial estate, but this building would be much higher. Manor Royal industrial estate is moving closer to adjoining houses. The building would be higher than that on the former Thales site, which is further away. Proposal would be out of character with Gatwick Road.

The offices and roof terraces would overlook neighbouring houses and cause loss of privacy. Rear of Tinsley Lane is already overlooked from the offices. Tinsley Lane is a historic road forming part of the old village setting.

Many office buildings are vacant and Manor Royal has better sites available for the proposed development. Proposed car parking for 338 spaces is inadequate for 1,000 jobs. Tinsley Lane already suffers from overflow parking. There could be shift working and incompatible patterns of use. Proposal would make it difficult for residents to exit Tinsley Lane. Left in, left out arrangement will increase traffic using Tinsley Lane/Maxwell Way as a rat run to avoid the two Gatwick Road roundabouts. Reducing the height of the offices would reduce the need for car parking too.

Proposal would cause increased noise levels. Increased pollution from traffic queuing to leave the car park, raising already high pollution levels and harming air quality. Children play in the rear gardens and will suffer from fumes and particulates. Noise and disturbance during construction. Some residents are shift

workers and would suffer disturbance. Any car parking should be acoustically shielded so there is no vehicle noise or pollution.

There are gaps in the vegetation to the rear and the plants may not survive or may not be replaced.

REASON FOR REPORTING TO COMMITTEE:-

This application is major development.

THE APPLICATION SITE:-

- 1.1 The site currently contains three two-storey office (B1(a)) buildings (Swift House, Sackville House and Kingfisher House), which are accessed from Gatwick Road. The buildings are of brick construction with tiled, pitched roofs. There are substantial and mature trees along the rear (eastern) boundary. These are not covered by a Tree Preservation Order, although further trees running in a line to the south-east of the site are protected. There is also a line of ten trees on the Gatwick Road frontage.
- 1.2 Car parking areas lie between and around the existing buildings. The private access road through the site is one way, with the entrance at the northern access from Gatwick Road and the exit at the southern end of the site. The office buildings are currently occupied by Thales, Spirent and Magus and have a total floorspace of 3,158 square metres. The site area is 0.795 hectares.
- 1.3 To the east of the site are residential properties along Tinsley Lane. These include two storey houses in Royston Close and the western side of Tinsley Lane and bungalows on the eastern side of Tinsley Lane. Immediately to the north of the application site is a car dealership. On the opposite side of Gatwick Road is a new office building constructed as part of the redevelopment of the Nexus (former Thales) site. The remainder of that site is still under development. To the south is an industrial building occupied by an electrical contractor.
- 1.4 Gatwick Road has four lanes outside the site, including dedicated bus lanes running in both directions. The Gatwick Road/Fleming Way roundabout lies approximately 160 metres to the north and the Gatwick Road/Manor Royal roundabout is approximately 250 metres southwards.
- 1.5 The site lies within the Manor Royal Main Employment Area defined in the Crawley Borough Local Plan 2015-2030. It also lies within the Manor Royal Buffer Zone, due to its close proximity to residential properties. There is an Air Quality Management Area to the south, covering the Gatwick Road/Manor Royal roundabout. The site is identified as potentially contaminated land on Borough Council records.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks full planning permission to demolish the existing three buildings and to construct a new office building of five storeys on the Gatwick Road frontage, stepping down to three storeys nearer the rear boundary. A total of 338 car parking spaces are proposed and 90 cycle parking spaces. The total gross external floor area proposed is 12,930 square metres.
- 2.2 Planning officers gave informal pre-application advice ahead of submission of the application. The developers also undertook public consultations in the local area. The bulk and massing of the building has been reduced as a result, setting the massing of the building further away from residential properties to the rear.
- 2.3 The proposed office (B1) floorspace would primarily occupy the Gatwick Road frontage, with the car parking to the rear. The office floorspace would be located at ground, first, second, third and fourth floors. The tallest part of the building would be five storeys, would front Gatwick Road and would be predominantly glazed. Climbing plants are proposed on this element, using wires attached at various angles to the external face of the building. The lower four storey office element to the south would also be glazed, but with fixed louvres attached to the façade. A full height atrium is proposed to the

entrance lobby. The car parking would incorporate angled fins to external elevations. Outdoor terraces are proposed to the rear at second, third and fourth floors.

- 2.4 The existing northern vehicular access would be closed. The southern access would form a left in left out access to the proposed car and cycle parking areas. The car parking would occupy the rear of the site at basement, ground, mezzanine and first floor levels. The existing line of ten trees on the site frontage would be retained.
- 2.5 In support of the application, the applicant has submitted the following documents:
- Design and Access Statement
 - Transport Assessment
 - Framework Travel Plan
 - Landscape Design Statement and Masterplan
 - Ground Condition Assessment
 - Planning Statement
 - Planning Consultation Statement
 - Arboricultural Report and Tree Survey
 - Revised Bird Hazard Management Plan
 - Planning Consultation Statement

PLANNING HISTORY:-

- 3.1 Planning permission for a factory and offices was originally granted in 1954 (CR/203/54), with subsequent approvals for extensions and additional buildings.
- 3.2 Redevelopment of the site to form a two storey B1 light industrial/office development was approved in the mid-1980s (CR/619/86 and CR/365/87).
- 3.3 A Screening Opinion was submitted for the current proposed development in November 2016 (CR/2016/3004/EIA). The Screening Opinion confirmed that the Borough Council did not consider the proposed development required Environmental Impact Assessment.

PLANNING POLICY:-

The National Planning Policy Framework 2012 (NPPF)

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or the proposal would be contrary to the policies in the NPPF.
- 4.2 The core planning principles of the NPPF (paragraph 17) state that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 4.3 Section 1 emphasises the need for the planning system to deliver sustainable economic growth, support existing business sectors and plan positively for employment generation and regeneration.
- 4.4 The NPPF attaches great importance to 'good design' for high quality buildings and spaces and supports innovative design which may raise the standard of design more generally in the area. (paragraphs 56 and 63). Measures to use renewable and low carbon sources, energy efficiency measures, green energy etc. are all encouraged.

- 4.5 The Crawley Borough Local Plan 2015-2030 was adopted on 15 December 2015. The following policies are relevant to this application.
- 4.6 SD1 (Presumption in Favour of Sustainable Development) The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town's compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan's policies and objectives.
- 4.7 CH2 (Principles of Good Urban Design) Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.
- 4.8 CH3 (Normal Requirements of all New Development) Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surrounds in terms of scale, density, height massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants or cause harm to the amenity of the surrounding area, including through traffic generation, general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and, where any are lost, replacement tree planting should accord with the standards set out in policy CH6.
- 4.9 CH4 (Comprehensive Development and Efficient use of Land) Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development.
- 4.10 CH6 (Tree Planting and Replacement Standards) Sets out that where development would result in the loss of trees, these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere. The Manor Royal Design Guide sets out tree planting requirements for that area.
- 4.11 EC1 (Sustainable Economic Growth) This policy supports Crawley's role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley's recognised economic role and function is maintained and enhanced through building upon and protecting the established role of Manor Royal as the key Business (B1), General Industry (B2) and Storage and Distribution (B8) location for Crawley and ensuring that it is the focus for sustainable economic growth. The policy sets out the need for approximately 23 hectares of employment land over the plan period.
- 4.12 EC2 (Economic Growth in Main Employment Areas) recognises the significant contribution that the town's employment areas make to its economy and that of the wider area and protects against net loss of employment floorspace.
- 4.13 EC3 (Manor Royal) Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's

economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings. Proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.

- 4.14 EC4 (Employment Development and Residential Amenity) states that particular care should be taken in the Manor Royal Buffer Zones to ensure that business development does not adversely impact upon the amenity, function and setting of nearby residential uses.
- 4.15 ENV1 (Green Infrastructure) states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through a number of measures including maximising opportunities to maintain and extend infrastructure links and requiring large proposals to provide new and or create links to green infrastructure where possible.
- 4.16 ENV2 (Biodiversity) All developments will be expected to incorporate biodiversity features where appropriate and enhance existing features of nature conservation value around the development.
- 4.17 ENV6 (Sustainable Design and Construction) All development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. A Sustainability Statement should be submitted demonstrating how sustainability has been addressed through design and construction.
- 4.18 ENV7 (District Energy Networks) Major development within a Priority Area for District Heat Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area.
- 4.19 ENV9 (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 4.20 ENV10 (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.
- 4.21 ENV11 (Development and Noise) seeks to protect people's quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses will not be exposed to noise impact that would adversely affect the amenity of existing and future users.
- 4.22 ENV12 (Air Quality) Policy states that proposals that do not have a negative impact on air quality will normally be permitted.
- 4.23 IN1 (Infrastructure Provision) Development must be supported by necessary on and off site infrastructure, including mitigation where needed, to avoid harmful impact upon existing infrastructure.
- 4.24 IN2 (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure.

- 4.25 IN3 (Development and Requirements for Sustainable Transport) Development should be focussed to achieve sustainable transport through use of public transport, walking and cycling. Development should meet the access needs generated and not have unacceptable impact on congestion or highway safety. Proposals should be supported by a Transport Statement/Assessment.
- 4.26 IN4 (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by supplementary guidance.

Supplementary Planning Documents

Manor Royal SPD July 2013

- 4.27 This document aims to support economic growth in Manor Royal, providing guidance to ensure that new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. It requires all development to demonstrate the following:
- New buildings to be of high quality design and urban design
 - Proposals seek to provide active frontages to routes
 - Materials and finishes of good quality and support the principles of identity and sustainability
 - Proposals to achieve a high level of security
 - Surface Water drainage considered
 - Water efficiency measures considered
 - The development must positively contribute to the landscape and identity of Manor Royal.
- 4.28 The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach to deliver these improvements is through achieving robust and consistent frontages along Manor Royal to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development and to consider landscaping and seek to reduce monotonous surfacing of parking areas. Boundary treatments must be appropriate in scale and context. Landscaping to reduce the visual impact of fences and barriers is encouraged.
- 4.29 Gatwick Road is identified as a primary road within Manor Royal and the application site forms part of the 'Central Section (Fleming Way to Manor Royal)'. Gatwick Road in this location is around 12-15m in width with no highway verges. It is considered visually dominant and detrimental to the street scene and the quality of the public realm is poor. To mitigate this impact the SPD requires the creation of a higher quality streetscene and use of on-site planting. However, on the eastern side of this section of Gatwick Road, it is recognised that *"the more limited depth of plots and in some instances the proximity of dwellings on Tinsley Lane and Royston Close restricts the potential for frontage planting. The general approach on the eastern side should be that development proposals must enhance the streetscene of Gatwick Road."*
- 4.30 The site is also identified as being within the Core Business Zone Character Area A. Key considerations that proposed development there should seek to address are to:
- Maintain the spacious setting of buildings;
 - Build on the positive impact of high quality public realm and development through promoting high quality buildings that also improve the private realm,
 - Provide active frontages, high quality materials, and planting of high aesthetic quality and durability; and
 - Given the spacious and prominent nature of the area, explore the potential for taller buildings with due regard to the safeguarding requirements of Gatwick Airport.

Urban Design SPD – October 2016

- 4.31 This document provides further advice on the principles of good urban design, highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.

- 4.32 In respect of non-residential development, para 3.26 states:
“The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start”.
- 4.33 For industrial and commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and use of landscaping.
- 4.34 Annex 1 contains the Borough's indicative minimum parking standards. For office (B1(a)) uses in Zone 3 – Manor Royal, the requirements are for one space per 31 square metres of floorspace. Disabled parking for employment uses should be a minimum of one space or 5% of total provision. Cycle parking should be provided at one space per 150 square metres for staff and 1 space per 500 square metres for visitors. Motorcycle parking should be one space plus one space per ten car parking spaces.

Planning and Climate Change SPD

- 4.35 This provides further guidance on addressing the sustainability policies within the Local Plan with examples of best practice and how to demonstrate compliance with the policies.

Developer Contributions Guidance Note (published July 2016)

- 4.36 This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought. The document also sets out the Manor Royal contribution requirement towards public realm in this area.

PLANNING CONSIDERATIONS:-

- 5.1 The planning considerations for this application are the:
- Principle of the proposed uses
 - Design of the development and impact on the street scene
 - Impact upon neighbouring properties and residential amenity
 - Trees and vegetation
 - Transport and highways
 - Sustainability
 - Other operational considerations
 - S106 / Infrastructure considerations

Principle of the proposed use

- 5.2 The site is previously developed land in the heart of Manor Royal and policies EC1 and EC3 seek to promote such areas for employment (Use Class B) development. Policy EC3 specifically supports the reuse or intensification in use of sites within Manor Royal. That said, the site also lies within the Manor Royal Buffer Zone. Whilst not objecting to the principle, policy EC4 states that proposals within the buffer zone should not adversely impact upon amenity, function or setting of nearby residential areas.
- 5.3 The proposal is for demolition of the existing three office buildings (3,948 square metres) and redevelopment of the site to form 12,930 square metres of B1(a) office floorspace. This would represent a net increase of 8,982 square metres. The application form states that the development would accommodate around 1,000 jobs.

- 5.4 The Council's Forward Planning and Economic Development and Regeneration teams both support the application, subject to appropriate mitigation and contribution towards improvements being secured. The Economic Development and Regeneration team encourages the developer to support the principles of the Crawley Developer and Partner Charter with regard to employment and skills development priorities. The Manor Royal BID also supports the proposal, whilst recognising the sensitive relationship to adjoining residents.
- 5.5 The proposal would represent a significant contribution towards economic growth and increased employment in Crawley, in accordance with adopted planning policy. The proposal would intensify use of the site and cater for around 1,000 full time equivalent jobs. Support for the Developer and Partner Charter would support the local jobs market and wider economy and could be secured through a Section 106 agreement. Overall, the principle of redeveloping the site for economic use is considered acceptable and in line with local and national planning policies. Impact on neighbouring residential properties will be addressed below.

Design of the development and impact on street scene

- 5.6 The proposal would form a visually distinctive building with a carefully considered design concept. The tallest part of the building on the north-western corner would be largely glazed. Solid horizontal bands at eaves level and ground floor ceiling level would frame the glazing. A key feature on this part of the building would be the external use of wires to facilitate the growth of climbing plants. The wires would be attached at a variety of angles between first and fourth floors, with plants growing upwards from a trough located at ground floor ceiling height.
- 5.7 To the south, the lower four storey element on the Gatwick Road frontage would incorporate fixed vertical louvres between first and third floors. The ground floor frontage along Gatwick Road would be glazed, with a full height glazed atrium over the reception area between the northern and southern elements.
- 5.8 A dedicated area for rooftop plant is shown set back eight metres from the front elevation and also eight metres from the third and fourth floor rear elevations.
- 5.9 To the rear of the building, the car park would be largely screened from external views by existing mature trees. Its external elevations would again be louvred, in order to allow ventilation but to preclude direct views towards neighbouring houses. The appearance of the rear of the building, both from within and in longer distance views from the east, would be enhanced by planting on the proposed second, third and fourth floor outdoor terraces.
- 5.10 Overall, the proposed building is considered to be of a high quality design which would make a very positive improvement to the Gatwick Road streetscene. It is considered to comply with policies CH2 and CH3 of the Local Plan. The application is not clear on proposed materials, but this can be controlled by condition, along with further detail on the louvres, provision and maintenance of the climbing plants and related matters.

Impact upon neighbouring properties and residential amenity

- 5.11 The applicant has submitted a Planning Consultation Statement setting out their efforts to consult with the local community ahead of submitting the planning application. Leaflets were delivered to 62 dwellings and 21 local businesses. Eleven responses were received, mainly from local residents expressing concerns about the height and massing of the proposal. Other issues raised related to amenity, traffic and landscaping/tree screening.
- 5.12 The scheme was revised following pre-application concerns raised by local residents and planning officers. This involved setting the third floor rear elevation a further four metres away from the Tinsley Lane houses and the fourth floor rear elevation a further three metres away.

- 5.13 In response to consultations on the current planning application, seven local residents and Tinsley Lane Residents Association have written objecting to the scheme. Some of the concerns raised relate to the proximity, size and scale of the proposal in relation to neighbouring houses.
- 5.14 The closest point of the proposed building to adjoining houses would be towards the south-east corner of the site. The side wall of the single storey extension to No. 6 Royston Close would be only 7.25 metres from a three storey part of the office floorspace. The main windows of No. 6 Royston Close are perpendicular to the boundary with Northwood Park, facing onto Royston Close and the house's rear garden, and there would only be angled views towards the proposed building from within the house. In addition, there is a substantial tree screen along the side boundary of No. 6. As a result, it is likely that only glimpses of the proposed building would be visible from the house and garden at No. 6. The rear of No. 6 faces south. Consequently, the orientation of the proposal is such that it would cause no significant overshadowing. Officers consider that the proximity of the building would not normally be acceptable and that some harm to amenity may result. However, the tree screening, in terms of both height and depth, is significant and, given the orientation and layout of No. 6, it is not felt the proposed relationship is wholly unacceptable.
- 5.15 Nos. 7-9 Royston Close are situated in a line and their rear elevations all face directly towards the proposed building. The closest point of the proposal would be a three storey element of the rear car park located 27.5 metres from part of the rear wall of No.9. Due to the angled relationship, the distances between these houses and the proposed building increases from the closest point to reach 46 metres at its widest point. There are also substantial trees along the rear boundaries of Nos. 7-9, which will serve to screen the proposal. The scheme has been designed so that the main floorspace facing the houses is the car park. The car park would be screened by louvres, which could preclude direct views towards neighbouring houses even if the tree screen did not exist. For a back to back relationship involving three storey buildings, the Urban Design SPD seeks a thirty metre distance. The proposal falls slightly short of that but, given the intervening trees and the fact that the car park with louvres preventing direct overlooking would form the nearest element of the building, it is not considered that an unacceptable impact upon residential amenity to Nos. 7-9 Royston Close would result.
- 5.16 No. 89 Tinsley Lane also faces towards the proposed building, although at a different angle to Nos. 7-9 Royston Close. At its closest point there would be 23.75 metres between the house and the proposed building. In direct views from windows to the rear of No. 89, the distance of the proposal from the house would be 27 metres. Again, there are trees between the house and the proposal and louvres would be used to restrict any overlooking.
- 5.17 Local residents have raised concerns about potential overlooking. The scheme has been designed so that office floorspace is located towards Gatwick Road. This would have the benefit of significantly increasing distances between office windows and the houses. To the north of the proposal, the closest office windows would be 40 metres from the rear wall of No. 89 Tinsley Lane. No. 7 Royston Close would be 35 metres from the nearest window. The single storey side wall of No. 6 Royston Close would be only 13.5 metres from the nearest office windows, but has no significant windows facing in that direction. Use of obscure glazing or other screening measures in this section of the proposed offices would satisfactorily address the relationship to No. 6 and its rear garden. In terms of overlooking, the trees clearly also help to mitigate any impact. The distances from most houses are generally significant and in full compliance with the Urban Design SPD. As the building steps back from the rear boundary, views down from the windows towards the houses would in any case be difficult. Finally, the applicant has proposed planted roof terraces to the rear of the building. The layout of these and height of the proposed planting will further prevent views from the office building towards neighbouring houses.
- 5.18 Overall, it is considered that the proposed building, due to its scale and proximity, could cause some harm to residential amenity. However, it has been designed to minimise any impact, by siting the car park to the rear and proposing landscaped terraces to avoid any overlooking. The substantial tree screen between Royston Close/Tinsley Lane and the application site will significantly reduce potential overlooking or overdominance. The harm caused to residential amenity will be considered as part of the overall planning balance.

Trees and landscaping

- 5.19 The site contains trees to the front and rear of the proposed building. Trees and vegetation on and around the site is very important on this site, both for screening neighbours and providing a positive setting and appearance for the development. The application confirms that the majority of the existing trees would be protected and retained. Their protection can be secured by condition.
- 5.20 The Council's Arboricultural officer has raised no objection subject to the implementation of the measures recommended in the applicant's Arboricultural Report. The Arboricultural Report identifies a number of smaller trees to be removed within the existing car park area. The trees along the boundary with Royston Close will, with the exception of one dead Flowering Cherry, be protected during construction and retained. Details of the protective fencing can be required by condition. Six new trees are also proposed to be planted along the Royston Close boundary to enhance the screening and improve the site's visual appearance. These would be two Scots Pines and four Silver Birches.
- 5.21 On the Gatwick Road frontage, the row of ten Common Lime trees would be retained. These would need to be protected during construction, but are substantial trees at around nine metres in height and would help to soften the frontage of the proposed building. New underplanting is proposed beneath these trees.
- 5.22 The existing trees and the extent of the proposed development leave little space for additional landscaping at ground level. However, the proposed building incorporates extensive roof terraces with planting potential. The applicant has submitted a Landscape Design Statement setting out principles for planting on the site. This includes improved boundary planting on the Royston Close boundary, some additional planting and reinforced grass areas in the ground level car park to the rear and planting on the edges of the terraces at second, third and fourth floor levels.
- 5.23 Planting on the proposed terraces would have the dual purpose of improving views to/from the building and further restricting any views towards residential properties. The Façade and Terrace Studies document submitted by the applicant provides further detail on this. The success of the terrace planting would be important for visual appearance and the protection of residential amenity. The approach taken by the applicant is that external areas accessible to office users would be immediately outside the office areas. Between these outdoor terraced seating areas at second, third and fourth floor levels and the Royston Close properties would be planting areas, containing some taller shrubs and a range of grasses and sedum. The Façade and Terrace Studies suggest that plants of up to three metres in height would be utilised. These would both provide an attractive and landscaped outlook for users of the terraces and also further restrict views towards the houses to the east. This is considered an acceptable approach in terms of residential amenity, creating a high quality office environment and to enhance the appearance of the building.
- 5.24 Finally a green wall, with climbing plants using wires, is proposed on the Gatwick Road frontage. This would incorporate Clematis on the southern elevation, Trachelospermum (Jasmine) on the western elevation and Virginia creeper on the northern elevation. The plants would reach a maximum height of 8-12 metres above ground floor ceiling height. Those proposed for the south and west elevations are evergreen and would have white flowers. The proposed climbers form a significant part of the proposed building's design, sitting in front of the glazed façade, and it is very important to ensure that the planting is successful. Details of the ongoing future maintenance can be secured by condition to ensure an ongoing positive visual appearance.
- 5.25 Overall, tree retention and high quality landscaping are essential to the success of the scheme. The information submitted by the applicant is considered broadly acceptable, although it is noted that there is some inconsistency in terms of plant types and heights between the Landscape Design Statement, Planting plan and the Façade and Terraces Studies. Further information to confirm final planting proposals can be secured through conditions.

Transport, highways and other operational considerations

- 5.26 Following initial comments from the Local Highway Authority on the Transport Assessment, the applicant has carried out some further modelling work to ensure alignment with modelling work undertaken for the Nexus scheme on the opposite side of Gatwick Road. The County Council accepts that the left in/left out arrangement proposed for site access is preferable in both traffic capacity and safety terms. This would avoid traffic delays caused by vehicles arriving from the south attempting to turn into the site across two lanes of traffic or vehicles leaving the site attempting to turn north up Gatwick Road. However, this arrangement could have negative impacts on both the Gatwick Road/Manor Royal and Gatwick Road/Fleming Way roundabouts due to a resulting increase in turning movements. The County Council advises that improvements to both roundabouts have been secured through the approved Nexus scheme opposite and that, subject to the implementation of these improvements, the roundabouts would be operating within capacity even with the Northwood Park proposal.
- 5.27 The proposal would include a total of 338 car parking spaces. The Council's parking standards seek one car parking space per 31 square metres of office floorspace in Manor Royal. On the proposed net internal floorspace of 10,165 square metres, this meets the Council's standards.
- 5.28 A total of 90 cycle parking spaces are proposed within the building close to the vehicular entrance. A further ten visitor spaces would be available at Sheffield stands on the Gatwick Road frontage. This level of cycle parking slightly exceeds the Council's cycle parking standards. Showering and changing facilities would be available at ground and basement level. The ground floor facilities would be conveniently located for cyclists. The site also lies on a route well served by buses. Gatwick Road is the subject of proposed bus lane improvements, which would further enhance the speed and reliability of services to/from the application site.
- 5.29 The applicant has submitted a Framework Travel Plan. Given the speculative nature of the development, this is fairly generic and contains few specific commitments. It is noticeable that the targets for shifting to sustainable modes of transport appear undemanding, with a reduction of only 3% in five years (from 55% down to 52%) of car drivers travelling alone accounted for by just a small shift to car sharing. No target changes at all for walking, cycling or travelling by bus are shown. However, the Framework Travel Plan does suggest a number of initiatives, such as a guaranteed ride home for car sharing or public transport using employees, bike and season ticket loans and a car parking management plan. As stated, the targets for a modal shift to sustainable transport are considered inadequate, but this issue can be addressed by a condition requiring a detailed Travel Plan given that final occupiers are not known.
- 5.30 In respect of sustainable transport and related highway works, officers have given detailed consideration to the proposed development in relation to the approved scheme on the Nexus site on the opposite side of Gatwick Road. The Section 106 agreement for the Nexus site has already secured phased improvements to three junctions along Gatwick Road. It should also be noted that the implementation of highway works in connection with Forge Wood, at locations such as Hazelwick roundabout, are likely to commence this autumn. The timing and delivery of the highway improvements has therefore become more complex as various improvement options are still under discussion and there is a need for any works to be appropriately planned. Discussions are taking place between the various parties and the applicants to understand these requirements, set appropriate triggers for delivery and ensure where practical that there is flexibility to accommodate emerging design alterations. Such provisions would be incorporated into a Section 106 agreement.
- 5.31 In this case, the Local Highway Authority considers that a financial contribution of £370,029 towards sustainable transport improvements in the surrounding area would be appropriate from the Northwood Park scheme. This contribution is considered proportionate and directly related to the development proposed. It is hoped that this can be put towards emerging proposals for bus and cycle lane improvements along Manor Royal, linking into the Gatwick Road roundabout. Other funding would also be required for this scheme and discussions are already underway with the Local Enterprise Partnership. Alternatively, if the Nexus scheme did not proceed ahead of the proposed Northwood Park development, the funding could be put towards any required Gatwick Road improvements to make the current scheme acceptable in highways terms.

Sustainability

- 5.32 The applicant's Planning Statement acknowledges the policy requirement to achieve BREEAM Excellent for the energy and water components. Given that this is a speculative application, no further details have been submitted to address this or the requirement in Policy ENV7 to be ready for a future District Heat Network. It is considered by officers that these issues can be satisfactorily addressed by planning conditions requiring further details.

Other operational issues

- 5.33 The site is identified as potentially contaminated according to Council records. The applicant has submitted a Phase 1 Ground Condition Assessment. The Contaminated Land officer has reviewed this and raises no objection subject to the standard conditions to deal with this issue. The site does not lie within an Environment Agency Zone 2 or 3 floodzone. The Council's Drainage Engineer has requested a Flood Risk Assessment and Drainage Strategy Plan to set out suitable mitigation and improvement measures, together with further details on future maintenance. This can be secured by condition prior to commencement of development.
- 5.34 Gatwick Airport has been consulted on the application. In response to the airport's initial comments, a revised Bird Hazard Management Plan was submitted. Gatwick Airport has now confirmed that it has no objection to the proposal, subject to a condition to secure implementation of the Bird Hazard Management Plan. Informatives relating to potential use of cranes and to installation of renewable energy equipment are also recommended.

Section 106 / Infrastructure requirements

- 5.35 The Manor Royal Contribution sought through the SPD seeks a contribution of £2 per square metres of gross floorspace, amounting to a contribution of £21,380. In this case, the contribution is proposed to be used towards improvements to Crawter's Brook, which lies across Gatwick Road to the south-east.
- 5.36 In addition, contributions towards sustainable transport improvements, as set out above, have been discussed and agreed with the applicant.
- 5.37 The Green Infrastructure SPD seeks a financial contribution towards replacement trees in cases where trees are to be lost. In this case, a total of 28 trees, mainly within the centre of the site would be lost. Six new trees are proposed to be planted. Using the formula within the SPD, a contribution of £700 x 22 new trees would therefore be sought, unless the applicant revises the scheme to plant further trees on site.
- 5.38 The Economic Development and Regeneration team has asked that the developer sign up to the Council's Developer and Partner Charter, which the developer has agreed to do. This can also be agreed through a Section 106 agreement.

CONCLUSIONS:-

- 6.1 The application proposal is for an employment use within the heart of the Manor Royal Business Area and is considered compatible and acceptable in this location in line with the employment policies of the Local Plan. The proposed design and layout is considered to be of high quality, would significantly enhance the Gatwick Road streetscene and has addressed the requirements of the Manor Royal SPD.
- 6.2 The scheme has sought to address the relationship to houses to the rear. Whilst the close proximity of these houses and the bulk of the proposal are not ideal, any impact in terms of overdominance or overlooking is significantly mitigated by the substantial tree belt along the boundary, the stepping up of the building towards Gatwick Road and through the innovative use of landscaped terraces.

- 6.3 The layout, vehicular access and car/cycle parking provision is considered to meet the operational needs of the scheme. The level of development is not considered to have an adverse impact on the wider area and surrounding junctions subject to a contribution towards sustainable transport improvements.
- 6.4 Despite the recognition that the development would have a somewhat awkward relationship to neighbours, in terms of the planning balance, it is considered that any harm is outweighed by the significant economic benefits of the scheme and by its high design quality. It is therefore recommended that planning permission is granted, subject to the conclusion of a Section 106 Agreement to secure:
- the contribution of £370,029 towards highways improvements
 - the Manor Royal Public Realm contribution of £21,380;
 - the tree planting contribution according to the formula set out in the Green Infrastructure SPD; and
 - the developer signing up to the Developer and Partner Charter and subject to the conditions listed below.

RECOMMENDATION RE: CR/2016/0997/FUL

PERMIT – Subject to the satisfactory conclusion of a Section 106 agreement to secure the provisions set out in paragraph 6.4 above 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. The approved plans consist of: (Drawing list to be added to Decision Notice).
REASON: For the avoidance of doubt and in the interests of proper planning.
3. With the exception of foundation and ground works, development shall not commence unless and until a schedule of materials and finishes and samples of such materials and finishes to be used for external walls and roofs of the proposed building 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 buildings of visual quality in accordance 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 and to protect residential amenity in accordance with policies CH3, EC4 and CH6 of the Crawley Borough Local Plan 2015-2030.
5. No development shall take place until a dust management scheme to minimise the impact of dust from construction and demolition activities has been submitted to and approved in writing by the Local Planning Authority. Construction and demolition activities take place in full accordance with the approved measures.

REASON: To ensure that the development does not cause disturbance to adjoining occupants in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

6. The development hereby permitted shall not commence unless and until a Construction Environment Management Plan (CEMP) has been submitted and approved by the Local Planning Authority. The CEMP shall include the following:
- Location of hoardings
 - Location of site offices
 - Area for plant and materials storage
 - Area for loading/unloading clear of the highway
 - Location of staff parking
 - Location of wheel washing equipment

REASON: in the interest of highway safety, to ensure safe site operation and in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.

7. Before construction of the building commences, details of the provisions made within the scheme design to enable the development to be 'Network Ready' in the event that a District Energy Network is delivered in the vicinity shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of climate change mitigation in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030.

8. Development should not commence until a Flood Risk Assessment and Drainage Strategy Plan, setting out suitable mitigation and improvement measures, finalised detailed surface water drainage designs and calculations for the site based on sustainable drainage principles, together with full details of future maintenance, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event. The development shall be implemented in accordance with the agreed details.

REASON: To ensure the development is adequately drained and to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

9. Development shall not commence until full details of the maintenance and management of a SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing by, the Local Planning Authority. The SUDs scheme shall subsequently be maintained and managed in accordance with the approved details.

REASON: To ensure the long-term maintenance and management of the drainage system, to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

10. 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 Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority 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 Local Planning Authority.

REASON: The site is identified as potentially contaminated on Borough Council records and to avoid potential contamination to groundwater in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.

11. 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, (which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters). The development shall be carried out in accordance with the approved details.

REASON: Infiltrating water has the potential to cause remobilisation of contaminants present in the shallow soil/made ground which could ultimately cause pollution of groundwater and in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.

12. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
13. No doors and windows shall be installed until precise details showing the louvres, door and window profiles for the building (including a 1:20 section of the louvre and glazing details) have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed details.
REASON: To control the development in detail and to ensure a high-quality development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.
14. No shelters or other means of protection from the weather shall be installed on the roof terraces until full details have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed details.
REASON: To control the development in detail, to protect residential amenity and to ensure a high-quality development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.
15. The Bird Hazard Management Plan dated 22 December Version 3 shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the roofs in order to 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.
16. The development hereby permitted shall not be occupied unless and until the access onto Gatwick Road has been designed, laid out and constructed in all respects in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
REASON: To ensure the operational requirements of the site are met and in the interests of highway safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
17. Other than the access hereby approved, all other vehicular accesses shall be closed and obliterated in accordance with plans and details to be submitted and approved by the Local Planning Authority.
REASON: In the interests of highway safety and to ensure that footways and kerbing are reinstated in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
18. The building hereby permitted shall not be occupied unless and until the parking spaces and the servicing area on the site have been designed, laid out and constructed in accordance with drawing number 0465-PL-210. The parking spaces and servicing area shall thereafter be retained for such use by occupiers of the building.
REASON: To ensure the operational requirements of the site are met and in the interests of highway safety and adequate on-site parking in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

19. The development hereby approved shall not be occupied unless and until the secure cycle parking and washing, changing and storage facilities for cyclists have been provided to the satisfaction of the Local Planning Authority.
REASON: To encourage cycle use and sustainable means of travel, to support measures within the required Travel Plan and in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
20. Within three months of the development being occupied, a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall then be implemented and monitored in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To encourage sustainable modes of travel and reduce car use in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
21. The building hereby approved shall not be occupied until details of measures to address potential overlooking towards No. 6 Royston Close from office floorspace at the south-east corner of the building have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the approved details.
REASON: To protect the residential amenity enjoyed by adjoining occupiers in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
22. No part of the development hereby permitted shall be occupied until a copy of a post-construction report, verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent,' has been submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of sustainable design and construction in accordance with Policy ENV6 of the Crawley Borough Local Plan 2015-2030.
23. Prior to the occupation of each building the refuse/recycling store shown on the Ground Floor Plan 0465-PL-212 shall be constructed and available for building occupiers. The refuse/recycling provision shall thereafter be retained in accordance with the approved details.
REASON: In order to ensure the operational requirements of the development are met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
24. The building shall not be occupied until a landscaping scheme has been submitted to, and been approved in writing by the Local Planning Authority. The landscaping scheme shall include the following:
- Details of all soft planting (species, numbers of specimens, plant size, spacing, medium for planting and method of implementation);
 - Details of paving /surfacing;
 - Details of all fencing (and method of installation);
 - Details of the retaining wall structures and landscaping thereof; and
 - Details of any other street furniture or fixtures within the site (excluding the secure cycle and refuse provision)
- REASON: In the interests of Gatwick Safeguarding, the amenity enjoyed by neighbours and of the environment of the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
25. The building shall not be occupied until a landscape management plan which covers a period of no less than 15 years has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall include a programme for implementation, long term design objectives, long term management responsibility and maintenance schedules for all landscaped areas. The development shall be carried out in accordance with the approved details.
REASON: In the interests of Gatwick Safeguarding, the amenity enjoyed by neighbours and of the environment of the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

26. All planting, seeding or turfing comprised in the approved details of landscaping shall be fully 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.
27. 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.
28. The building shall not be occupied until a scheme for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include measures to address potential disturbance to adjoining residential properties. The development shall be carried out in strict accordance with the approved details.
REASON: In the interests of visual amenity of the area, for the protection of residential amenity and in accordance with policy CH3 of the Crawley Borough Local Plan and the Manor Royal SPD.
29. The building shall not be occupied until a scheme for the control of noise from the rooftop plant and any other plant associated with the development has been submitted and approved in writing by the Local Planning Authority and subsequently implemented. Implementation shall at all times be in full accordance with the approved details of the noise insulation and control scheme.
REASON: To ensure that the development does not cause noise disturbance to adjoining residents and future occupiers of the proposed building in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
30. 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.
31. The proposed building shall be used for B1(a) office use only and for no other purpose (including any other purpose in the B use classes of the Schedule to the Town and Country Planning (Use Classes) Order, 1989).
REASON: To ensure that the development provides high quality employment, which has been a key factor in approving the application, to protect the residential amenity enjoyed by neighbouring houses, to reflect the site's location within the Manor Royal Buffer Zone and in accordance with policies CH3 and EC4 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

1. 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 <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

2. [Wind turbines and solar installations have the potential to impact on the safe operation of aircraft through interference with aviation radar due to their height and/or reflectivity. Any proposal that incorporates wind turbines or solar installations must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 5, 'Renewable Energy & Impact on Aviation', available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>.](#)
3. The control of dust and emissions from construction and demolition. Best Practice Guidance. A production of the Greater London Authority and London Councils.
www.london.gov.uk/mayor/environment/air_quality/construction-dust.jsp.
4. The applicant is advised of the need to enter into a S278 agreement with West Sussex County Council for the construction of the new access and physical closure of the northern existing access. Please contact the County Council on 01243 642105.
5. The scheme approved under condition 29 above shall demonstrate that there is a positive indication there will be no adverse impact from the roof plant (and any other plant associated with the development). This will be achieved by assessing the impact of the noise at any residential property in accordance with British Standard 4142:2014. With the acceptable rating level of the noise, which will normally include corrections for tonality and impulsivity, being at least equivalent to the background noise level (LA90) or below.
6. Following comments from Sussex Police on the application, the applicant is advised to consider crime prevention measures and Secured by Design (www.securedbydesign.com) further, to subdivide the cycle store and to apply for Parkmark accreditation (www.parkmark.com).
7. 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, S)21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
9. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of any piling method statement.
10. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours that noisy works are permitted.

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday

with no noisy construction works taking place on Sundays, bank holidays, public holidays, Christmas Day, Boxing Day or New Years' Day.

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

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

NPPF STATEMENT

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

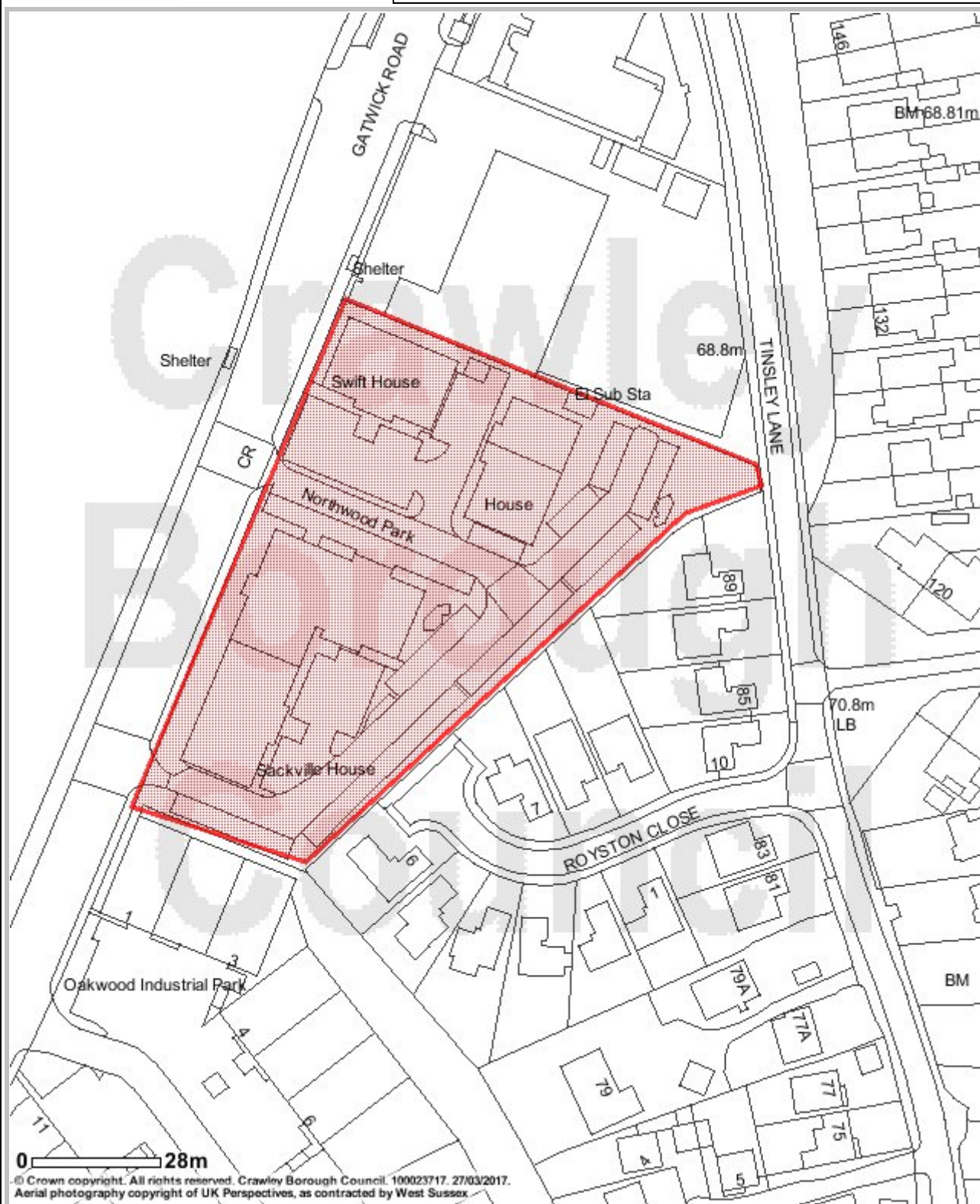
Tel: 01293 438000
Fax: 01293 438603

CR/2016/0997/FUL

Date 8 December 2016

Approx. Scale 1:1,250

**NORTHWOOD PARK, GATWICK ROAD,
NORTHGATE, CRAWLEY**



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REFERENCE NO: CR/2016/1014/FUL

LOCATION: [OCEAN HOUSE, HAZELWICK AVENUE, THREE BRIDGES, CRAWLEY](#)
PROPOSAL: ERECTION OF A TWO STOREY ROOF EXTENSION TO PROVIDE 10 (6 X TWO BEDROOM & 4 X ONE BEDROOM) SELF-CONTAINED RESIDENTIAL FLATS

TARGET DECISION DATE: 1 May 2017

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Mr U Eisenstein

AGENTS NAME: Allen Planning Ltd

PLANS & DRAWINGS CONSIDERED:

272-PL-110.P2 - Location & Block Plans, 272-PL-210.P4 - Existing Lower Ground & Ground Floor Plans, 272-PL-211.P3 - Existing First & Second Floor Plans, 272-PL-212.P4 - Proposed Third & Fourth Floor Plans, 272-PL-310.P2 - Existing & Proposed Sections, 272-PL-409.P2 - Existing Elevations, 272-PL-410.P5 - Proposed East & West Elevations, 272-PL-411.P5 - Proposed North & South Elevations, 272-PL-213.P1 - Existing & Proposed Roof Plans, 272-PL-410C.P5 - Proposed East & West Elevations including materials, 272-PL-411C.P5 - Proposed North & South Elevations including materials, Montage view from Mill Road (west adjacent to Conservation Area), Montage view from Hazelwick Avenue (north)

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. GAL - Aerodrome Safeguarding | No objection subject to informative for cranes. |
| 2. Environment Agency | No comments. |
| 3. WSCC - Highways | No objection. |
| 4. National Air Traffic Services (NATS) | No objection. |
| 5. Thames Water | No response received. |
| 6. Sussex Building Control Partnership | No response received. |
| 7. Police | Comments received. |
| 8. CBC - Drainage Officer | Comments received and advice given. |
| 9. West Sussex Fire Brigade | No response received. |
| 10. CBC - Housing Enabling & Development Manager | No response received. |
| 11. CBC - Environment Team | No response received. |
| 12. CBC - Contaminated Land | No response received. |
| 13. CBC - Environmental Health | Conditional. |
| 14. Cycle Forum | Comments and advice given. |
| 15. CBC - Refuse & Recycling Team | Objection; no information for bin store position |
| 16. Southern Water | No objection. |
| 17. CBC - FP - Energy Efficiency & Sustainability | Conditional. |
| 18. CBC - FP - Urban Design | Objection; the CGI's clearly indicate how the scheme will dominate the surrounding area, especially when viewed from Mill Road. |
| 19. WSCC - Surface Water Drainage (SWD) | No objection subject to conditions for SuDs |
| 20. CBC - FP - Housing | No response received. |
| 21. CBC - Env Health (AQMA) | Objection; no air quality assessment and emissions mitigation assessment submitted. |

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised through an advert in the local press on 8th February 2017 and by a site notice displayed in front of the site in Hazelwick Avenue on 9th February 2017.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'small-scale major' development.

THE APPLICATION SITE:-

- 1.1 The application site comprises a 4 storey office building built in the 1990's with undercroft parking (lower ground floor) and open parking spaces for 63 cars, cycle storage facilities and refuse area. The building has a maximum height of 18.5 metres. The use of the building is office and recently a prior approval was given for conversion from office (B1) to residential (C3) use for 29 or 26 flats. The building has a T-shaped layout and is built in red coloured brick. It has a shallow pitched tiled roof.
- 1.2 The site is located on the east side of Hazelwick Avenue approximately 320 metres from Three Bridges Station and approximately 2400 metres east of Crawley Town Centre. Immediately to the north of the site is a three storey detached office block, and to the south a Lidl supermarket and car park. Immediately to the east of the site flows the Gatwick Stream, with a further detached office building and public house beyond. To the west across Hazelwick Avenue is an amenity strip lined with mature trees which help to screen the rear boundaries of residential properties in Mill Road. Some of these residential properties are within Hazelwick Road Conservation Area.
- 1.3 The site is located within Flood Risk Zone 2 and 3. It is within an Air Quality Management Area and Main Employment Area as designated by Crawley Borough Local Plan 2015-2030.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for the erection of a two storey roof extension to provide a total of 10 flats consisting of 4 x 1 beds and 6 x 2 beds. The proposed extension would be constructed directly above the lower floors and would have a maximum height of 7 metres. The overall maximum height of the building would be 21 metres. The existing front block of the building fronting onto Hazelwick Avenue would have a pitched roof with front and rear flat roofed dormers. The rear block would have a flat roof. The pitched roof and side gables would have dark grey metal panels with some timber infill panels to the sides. The lower level (5th storey) would have dark grey fibre cement panel cladding. The flat roof and the flat roofed dormers would have metal and timber panels. A balustrade comprising galvanized steel in a slate grey colour would extend around the edge of the new 5th storey. Opaque glazing is proposed to separate the flats with balconies. Windows and doors would be slate grey aluminium.
- 2.2 Access to the new storeys would be provided by the existing stairwell core and the existing lift capacity would be extended to serve the upper floors. The new accommodation would comprise 1 bed flats and 2 bed flats as follows:
 - Unit 1: 2 bed 4 person flat : 79sqm
 - Unit 2: 2 bed 3 person flat : 63sqm
 - Unit 3: 1 bed 2 person flat : 50sqm
 - Unit 4: 1 bed 2 person flat : 48sqm
 - Unit 5: 1 bed 2 person flat : 50sqm
 - Unit 6: 1 bed 2 person flat : 49sqm

- Unit 7: 2 bed 3 person flat : 64sqm
- Unit 8: 2 bed 4 person flat : 78sqm
- Unit 9: 2 bed 3 person flat : 62sqm
- Unit 10: 2 bed 4 person flat : 82sqm

- 2.3 The car parking arrangement would provide a total of 54 car parking spaces within the ground level and undercroft parking area. Cycle parking provision is also proposed for 54 cycles (27 Sheffield hoops). No details have been provided for the position of the refuse and recycling facilities, however the Planning, Design and Access Statement states that there would be additional dedicated refuse and recycling facilities made available to the rear of the building to cater for the proposed development.
- 2.4 It should be noted that there is some inconsistency between the submitted plans, as the proposed elevations are not in accordance with the proposed new floor plans in terms of the proposed windows. The floor plans include windows that are not shown on the eastern and western elevations.

PLANNING HISTORY:-

- 3.1 The most recent planning history is as following:
- CR/2016/1006/FUL – External alterations to the east elevation of the building comprising the addition of three new windows on the first, second and third floors – Permitted.
 - CR/2016/0775/PA3 – Prior approval for change of use of offices (class B1) to residential (C3) for 29 apartments – Approved.
 - CR/2016/0681/FUL – External alterations to the building comprising: north elevation, addition of three new windows on first, second and third floors and south elevation, addition of twelve new windows on first, second and third floors – Permitted.
 - CR/2016/0237/PA3 – Prior approval for change of use of offices (class B1a) to residential (C3) for 26 residential units – Approved.
 - CR/628/89 – Erection of 4 storey office block – Permitted.

PLANNING POLICY:-

National Planning Policy Framework (2012) (NPPF)

- 4.1 The NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:
- Paragraph 14 – Presumption in favour of sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
 - Paragraph 17 – Core planning principles. Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
 - Section 6 – Delivering a wide choice of high quality homes. This seeks to significantly boost the supply of housing. Applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
 - Section 7 – Requiring good design. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

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

- 4.2 The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH1: Neighbourhood Principle will be protected and enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate "Secure by Design" principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards.
- Policy CH6: Tree Planting and Replacement Standards. Landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies.
- Policy CH13: Conservation Areas. All development within a Conservation Area should individually or cumulatively result in the preservation or enhancement of the character and appearance of the area. Consideration should be given to respect and enhance the character of lower density developments with spacious landscaped settings. This includes where the landscape dominates the buildings, the significant gaps between the buildings, the set back from the street, as well as any large gardens, mature trees, hedges and green verges; and preserve the area's architectural quality and scale.
- Policy EC2: Economic Growth in Main Employment Areas. As a key economic driver in the sub-region, Crawley's main employment areas make a significant contribution to the economy of the town and the wider area. Therefore, Main Employment Areas are identified as a focus for sustainable economic growth, each of which has a different character and function. Among the Main Employment Areas are: Three Bridges Corridor including Denvale Trade Park, Spindle Way, Stephenson Way and Hazelwick Avenue, where the application site is situated.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs, taking a pro-active approach to identifying suitable sites for housing development and working to overcome constraints wherever possible, whilst ensuring against detrimental town-cramming or unacceptable impacts on the planned character of the existing neighbourhoods or on residential amenity.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme.
- Policy H4: Affordable and Low Cost Housing. 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers.
- Policy ENV5: Provision of Open Space and Recreational Facilities. The impact of the increased population from residential development on open space and recreational facilities across the

borough will be mitigated by the use of the Community Infrastructure Levy which will be used to enhance existing areas of open space. This Policy requires development to make provision for open space and recreational facilities.

- Policy ENV6: Sustainable Design and Construction. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements.
- Policy ENV7: District Energy Networks. It 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. Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere. 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.
- Policy ENV9: Tackling Water Stress. New dwellings should where viable and technically feasible, meet the Building Regulations optional requirement for tighter water efficiency.
- Policy ENV11: Development and Noise. People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. Noise sensitive uses proposed in areas that are exposed to significant noise from existing or future industrial, commercial or transport (air, road, rail and mixed) sources will be permitted where it can be demonstrated that appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable.
- Policy ENV12: Air Quality. Development proposals that do not result in a material negative impact on air quality will normally be permitted. Development proposals within a declared Air Quality Management Area, as is the application site, will demonstrate how mitigation measures will be incorporated that help address objectives identified in the relevant Air Quality Action Plan. In all relevant cases, development that cannot demonstrate how material negative air quality impacts will be mitigated may be refused.
- Policy IN1: Infrastructure Provision. Development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards

Supplementary Planning Documents (adopted October 2016)

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

Urban Design SPD 2016:

- 4.3 The SPD includes further guidance and examples on residential development and sets out further guidance on minimum rear window to window distances (21 metres) and outdoor amenity space standards stating: *'It is recommended that a minimum of 5sqm of private outdoor space, where the*

smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant'.

- 4.4 In respect of multi-dwelling residential development (flats) the SPD states:
'Flatted developments should be designed in accordance with the recommendations made in this document and with the relevant policies of the Crawley Borough Local Plan, particularly, in relation to urban design, Policies CH2 and CH3. The scale, massing and form of the development should relate to the surrounding area. The openings on the façades should reflect the local vernacular in proportions and a balance should be achieved between solid walls and window/door apertures. The roof design should be considered during the initial design stage and not left to the end to be resolved. Parking provisions should meet the recommendations set in Annex 1.'
- 4.5 It also includes the Crawley Borough Parking Standards which refer to minimum parking standards: for 1 bed flats are 1 space and for a 2 bed flats are to 1.2-1.5 spaces. Regarding cycle parking it is stated that: *'All cycle parking must be sheltered and secure and in accordance with local guidance and best practice design. For one bed dwellings: One space per dwelling and 1 space per 8 dwellings for visitors will be required. For two bed dwellings or more: 2 spaces per dwelling and 1 space per 8 dwellings for visitors will be required'.*

Green Infrastructure SPD 2016:

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

Planning and Climate Change SPD 2016:

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

Crawley Community Infrastructure Levy Charging Schedule 2016

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

Developer Contributions Guidance Note (published July 2016)

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

PLANNING CONSIDERATIONS:-

- 5.1 The main planning issues in the determination of this application are:
- The principle of the development in this location
 - The design & appearance of the proposal and its impact on the building, street scene & character of the area
 - The acceptability of the proposed development for future occupiers
 - The impact on neighbouring properties and amenities
 - Noise considerations
 - Impact on trees and landscaping
 - Parking and Highway safety
 - Flood risk
 - Sustainability
 - Air Quality
 - Provision of Infrastructure Contributions

- Provision of Affordable and Low Cost Housing

The principle of the development in this location

- 5.2 According to the Local Plan Policy EC2 the application site is within a Main Employment Area. The use of the building is office (B1). However, in 2016, prior approval was given to change the use from office to residential (C3) use. Therefore, the principle of residential development in this building has already been established. The proposal would not lead to the loss of any employment floorspace as the new development would be on top of the office and it is not considered that refusal could be sustained on the grounds of impact on the Main Employment Area. The proposal would provide 10 new residential units to meet Crawley's housing needs.

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

Impact on the existing building

- 5.3 The proposal seeks to add a two storey roof extension to the existing four storey T-shaped building and create 10 residential flats. At present the building has a shallow pitched tiled roof and a maximum height of 18.5 metres. The front block of the building fronting onto Hazelwick Avenue would have a new pitched roof with flat roofed front and rear dormers, whereas the rear block would have a flat roof. The roof extension would be set back from the existing elevations and would have balustrade which would extend around the edge of the building. The new fenestration on the proposed two storey roof extension would not follow the rhythm of the existing building's windows. The materials of the new extension would be dark grey metal cladding at higher level and dark grey fibre cement cladding panels at lower level with some timber infill panels. The materials of the existing building would remain as red brick.
- 5.4 It is considered that the introduction of a substantial two storey roof extension with a new roof design with dormers and flat roof would be a dominant feature on the existing building. The bulk and scale of a new two storey roof element is not considered to be in keeping with the proportions or scale of the existing building. Whilst the design of the roof extension would have a setback from the facades of the building, it is considered that, given the height of the two storey element along with the bulky roof design, the proposal would dominate the overall appearance of the building resulting in the building's mass appearing incongruous and top heavy.
- 5.5 The proposal would follow a contemporary design with grey metal cladding materials and new windows that would not be in line with the existing building's windows. It is considered that the introduction of new cladding materials on the existing red brick building would be an incongruous addition to the main building. It is clear from the montage view from Hazelwick Avenue that the design approach would retain the existing red brick elevations and would add a new two storey roof structure with new metal cladding materials which would be out of character with the existing building.
- 5.6 In this regard, it is considered that the design and appearance of the proposal would have a detrimental impact on the appearance of the building, by virtue of its height, dominance, massing, materials and roof design, contrary to Local Policies CH2 and CH3.

Impact on the street scene

- 5.7 The site is located on the eastern side of Hazelwick Avenue. Immediately to the north of the site is a three storey detached office block and to the south a Lidl supermarket and car park. To the west across Hazelwick Avenue is an amenity strip lined with mature trees which help to screen the rear boundaries of residential properties in Mill Road. Some of the residential properties in Mill Road are within Hazelwick Road Conservation Area. According to the Urban Design SPD: *'The Hazelwick Road Conservation Area is located in Three Bridges near Three Bridges Railway Station. The area developed in the Victorian period, with detached, semi-detached and terraces of red brick*

construction and illustrates the Victorian expansion of Three Bridges associated with the construction of the railway and a major junction.'

- 5.8 The applicant has submitted montage views from Hazelwick Avenue demonstrating how the proposal would be seen from the immediate streetscene. Based on these views, it is clear that the proposed two storey roof extension would dominate the surrounding area of Hazelwick Avenue by virtue of its bulk and massing would have a significant impact on the visual amenities of the area. As shown on the street scene montage views the proposed two storey roof extension combined with the new roof design and materials, would not read in conjunction with the size and designs of the existing buildings within the streetscene and with its height would dominate the immediate area. According to the Urban Design SPD, the scale, massing and form of the multi-dwelling residential development such as flats should relate to the surrounding area.
- 5.9 The applicant also provided montage views from Mill Road, following the concerns raised regarding the impact on the visual amenities of the Hazelwick Road Conservation Area. It is clear based on these montage views that the proposed roof extension would be clearly seen from Mill Road. The Urban Design Officer objects to the proposal stating that *'CGI's clearly indicate how the scheme will dominate the surrounding area, especially when viewed from Mill Road.'* The existing vegetation within the Hazelwick Road Conservation Area is not sufficient to help screen the proposed development and as such the proposed two storey roof extension would have an impact on the visual amenity of the Conservation Area.
- 5.10 To conclude, the proposed development would have an adverse impact upon the visual amenities of the area, would dominate the surrounding area, and would have a harmful impact on the Hazelwick Road Conservation Area, contrary to Local Policies CH2, CH3 and CH13, the Urban Design SPD, and the relevant paragraphs of the NPPF.

The acceptability of the proposed development for future occupiers

- 5.11 Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards. A 1 bed 2 person flat should provide a minimum internal floorspace of 50sqm, a 2 bed 3 person flat 61sqm and a 2 bed 4 person flat 70sqm. Only two units (Units 4 and 6) would be slightly below the nationally described standards by only 2sqm and 1sqm respectively, although these flats would also benefit from balconies. All the other proposed units would meet the minimum space standards and as such, the proposed development is considered acceptable and would accord with Policy CH5.
- 5.12 The Council's Urban Design SPD recommends that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. The proposal would provide balconies, and whilst their smallest dimension is less than 1500mm, it is considered that they are sufficient to provide private amenity space for the future occupiers and would meet the requirements.
- 5.13 The layout of the proposed development would provide balconies for each unit which would be separated by opaque glazing. This would help to provide privacy for the neighbouring future occupiers. However, based on the submitted layout, it is considered that the balcony of Unit 4 would offer direct views into a bedroom of Unit 5 causing harmful overlooking contrary to Local Plan Policy CH3. It would not be appropriate to obscure glaze a bedroom window. This is considered sufficient to warrant refusal and could not be addressed by condition.
- 5.14 According to the Planning, Design and Access Statement, there will be additional dedicated refuse and recycling facilities made available to the rear of the building to cater for the proposed development. However, no details have been provided for the position of the refuse and recycling facilities and thus the Refuse and Recycling Team has raised an objection. It is acknowledged that this issue could be resolved by providing additional information.

The impact on neighbouring properties and amenities

- 5.15 The nearest neighbouring building which could be affected by the proposal is Cover House (4 storey office building) to the north, which is approximately 27m from the proposed development. The orientation and the relationship of this building with the application site is such that there would not be a harmful impact on Cover House.
- 5.16 To the north east is Henson House (2 storey office building), approximately 30-35m from the proposed windows on the elevations of the proposed two storey roof extension. The separation distance is such that there would be no impact on this building.
- 5.17 The neighbouring properties to the south (Lidl supermarket and car park) and west would not be affected as it is considered there is sufficient separation distance between to ensure that no overlooking or loss of privacy would result from the proposal.
- 5.18 Overall, the proposed development is considered acceptable regarding the impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

Noise considerations

- 5.19 The west elevation of Ocean House is 5 metres from Hazelwick Avenue, which is a very busy road, and 0.2 miles from Three Bridges Train Station. The Local Plan Policy ENV11 clearly states that noise sensitive uses, such as residential use, that are proposed in areas that are exposed to significant noise from existing road or rail transport sources will be permitted where it can be demonstrated that appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable. According to Environmental health:
'The noise levels from the traffic could be high and adversely affect the health of the residents when they open their windows for ventilation. The residents on the eastern side could also be adversely affected by train noise from the London to Brighton Rail line which operates throughout the night period. There is also an internal lift which was designed for a building used as an office and not for residential where residents will be sleeping. It could therefore cause potential problems from noise and vibration from its operation if it has not been adequately isolated from the surrounding structure.'
- 5.20 Therefore, the proposal would need to demonstrate that has taken into account these issues in accordance with Local Policy ENV11. No information has been provided regarding noise considerations. However, this could be controlled via pre commencement conditions and thus could not justify a refusal based on noise concerns. Environmental Health provided pre-commencement transportation noise and lift noise conditions to be attached if permission were granted.

Impact on trees and landscaping

- 5.21 There are some trees and soft landscaping on the southern edge of the site and the proposal does not involve any alteration to the existing trees or landscaping. Policy CH6 requires that landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. The Planning, Design and Access Statement does not make reference to this Policy, however the proposal would require at least 10 new trees in accordance with Local Policy CH6. It is clear that there is limited space within the site for new tree planting and thus in accordance with the Policy CH6 and Green Infrastructure SPD, a contribution of £7000 to plant new trees off-site in open ground should be secured through a Section 106 agreement if the proposal is otherwise acceptable.

Parking and Highway safety

- 5.22 The application site has open and undercroft car parking spaces for 63 spaces. The proposal would provide 54 car parking spaces and 54 cycle spaces. The application site is located within a sustainable location within a walking distance of Three Bridges train station and bus services. The proposal is only for 10 new flats, although the whole residential development at Ocean House would provide 39 flats. WSCC Highways raised no objection from a highway point of view and acknowledged that whilst there will be a reduction in the amount of car parking on site as a result of the development, it will still leave 54 parking spaces for 39 flats.
- 5.23 To conclude, the car and cycle parking arrangements are therefore considered acceptable and would accord with the Local Plan Policies CH3 and IN4.

Flood risk

- 5.24 The existing building is situated within Flood Zone 2 and 3. However the proposed development relates only to the addition of two new storeys to the existing four storey building. The Environment Agency has been consulted and commented that no objection was raised to the residential development under the previous prior approvals and thus they have no further comments. There are comments from the Drainage Officer that the FRA needs to be updated since there is a need to provide safe routes of access/egress in case of evacuation if residents receive a flood warning and this issue needs to be resolved with the emergency planners/services prior to undertaking a full SW assessment of the building proposal. In addition, WSCC Surface Water Drainage provided advice and some pre-commencement conditions relating to Sustainable Drainage Systems (SuDs).
- 5.25 Overall, given that the proposed development relates to the erection of a two storey roof extension on the existing building, it is considered that the development would not have a detrimental flood risk and if permission were granted a condition should be attached to update the FRA in accordance with the Drainage Officer's comments.

Air Quality

- 5.26 The proposed development is within the Hazelwick Air Quality Management Area covered by the Crawley Borough Local Plan 2015-2030 and thus the Local Plan Policy ENV12 is applicable. As such the applicant would need to demonstrate that the development would not suffer harm to amenity for proposed residents in an area that already has poor air quality. According to the Environmental Health (AQMA): *'In determining whether or not a development will have a material negative impact, the developer is referred to the criteria set out in the Sussex Air Quality and Emissions Mitigation Guidance document and will need to undertake an air quality assessment and emissions mitigation assessment.'*
- 5.27 No information or assessment have been provided to address the Policy ENV12. Therefore, the proposal as it stands fails to demonstrate to the satisfaction of the Local Planning Authority that the proposed development would not suffer from poor air quality in accordance with Local Plan Policy ENV12.

Provision of Infrastructure Contributions

- 5.28 The proposal would involve the creation of ten new flats and therefore it is CIL liable. According to the CIL Charging Schedule 2016 the charge for residential within the boroughwide zone is £100 per sqm. CIL is charged on Gross Internal Area and therefore the chargeable amount would be for 631sqm which would lead to £63,100 subject to indexation. Should planning permission be granted, an informative should be attached to the decision notice to inform that this development constitutes Community Infrastructure Levy 'CIL' liable development which is a mandatory financial charge on development.
- 5.29 The proposal would involve the creation of ten new flats and therefore it could trigger off-site contributions towards play space and allotments. According to the Countryside & Open Space

Officer, the proposed development could trigger contributions which would total approximately £3000. This figure will be confirmed by the date of the Planning Committee.

Sustainability

- 5.30 The proposal is accompanied by an Energy Strategy Report and the Energy Efficiency & Sustainability Officer has been consulted to provide his comments on this report. The Energy report comments on most of the objectives set out in policy ENV6, and thus the overall strategy is considered acceptable for the purposes of policy ENV6. In terms of the response to ENV7 it is appreciated that the site does not lie near any proposed energy network, but as major development the proposal does trigger the policy and thus the potential for the development to include communal heating should be discussed and justified. However, it is considered that these matters could be controlled via conditions if the proposal were acceptable.

Provision of Affordable and Low Cost Housing

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

CONCLUSIONS:-

- 6.1 In conclusion, despite that the proposal would provide 10 new residential flats to meet Crawley's housing needs, it has been identified that there are some fundamental issues regarding the design and appearance of the proposal and harmful overlooking for future occupiers. The proposal is considered to have a detrimental visual impact on the existing building and the surrounding area, including the character and appearance of the Hazelwick Road Conservation Area. Based on the submitted layout, it is considered that the balcony of Unit 4 would offer direct views into a bedroom of Unit 5 causing harmful overlooking. It is recommended to refuse planning permission for this application. Other concerns regarding noise and compliance with Environment Policies and Policy CH6 for Trees have also been identified, but they could be resolved by conditions and a Section 106 agreement if the proposal was otherwise acceptable.

RECOMMENDATION RE: CR/2016/1014/FUL

REFUSE - For the following reasons:-

1. The proposal would form a substantial two storey roof extension which, by virtue of its height, dominance, massing, materials and roof design, would have a detrimental visual impact on the existing building, would dominate and harm the visual amenities of the immediate area, including the character, appearance and setting of the Hazelwick Road Conservation Area and would appear out of place in this context. The proposal is contrary to the Policies CH2, CH3 and CH13 of the Crawley Borough Local Plan (2015-2030), the advice contained within the Urban Design Supplementary

Planning Document (2016) and the relevant paragraphs of the National Planning Policy Framework (2012).

2. The proposed development, by virtue of its layout, would have an adverse impact upon the amenities enjoyed by the future occupiers since it is considered that the balcony of Unit 4 would offer direct views into a bedroom of Unit 5 causing harmful overlooking and would thus be contrary to the Policy CH3 of the Crawley Borough Local Plan (2015-2030) and the relevant paragraphs of the National Planning Policy Framework (2012).
3. The applicant has failed to demonstrate to the satisfaction of the Local Planning Authority that the proposed development would create a satisfactory residential environment in air quality terms and would not accord with the Policies CH3 and ENV12 of the Crawley Borough Local Plan (2015-2030).
4. An agreement is not in place to ensure that the appropriate infrastructure provisions for new off-site trees and off-site open space areas to support the development. The development is therefore contrary to Policies CH6 and ENV5 of the Crawley Borough Local Plan (2015-2030) and Developers Contribution Guidance Note (2016).

1. NPPF Statement

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

- Liaising with agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking additional information to address identified issues during the course of the application.
- Informing the applicant of identified issues that are so fundamental that it has not been possible to negotiate a satisfactory way forward due to the harm that would be caused.
- 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.



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

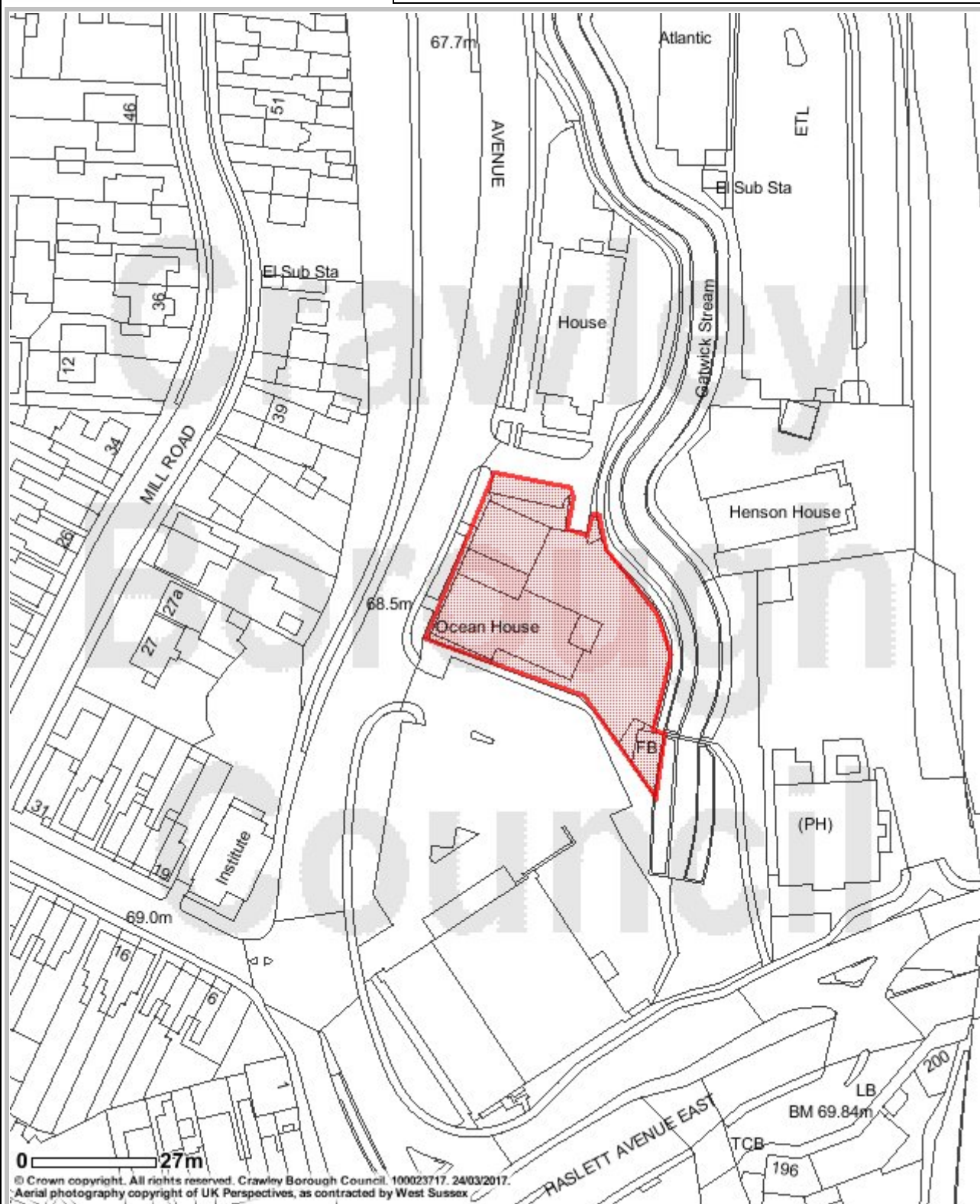
Tel: 01293 438000
Fax: 01293 438603

CR/2016/1014/FUL

Date 21 March 2017

Approx. Scale 1:1,250

**OCEAN HOUSE, HAZELWICK AVENUE, THREE
BRIDGES, CRAWLEY**



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REFERENCE NO: CR/2017/0034/RG3

LOCATION: [SOUTHERN VERGE AND FOOTPATH ADJACENT TO CAMBER CLOSE, POUND HILL, CRAWLEY, RH10 7DQ](#)
PROPOSAL: CHANGE OF USE OF EXISTING GRASS VERGE AND CROSSOVERS TO A PUBLIC CARRIAGEWAY TO FORM ADDITIONAL PARKING SPACES.

TARGET DECISION DATE: 22 March 2017

CASE OFFICER: Ms K. Ingram

APPLICANTS NAME: Mr Tom Nutt

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

13325-291 PL04 - Block Plan and Construction Phase Plan, 13325-291 PL03 A01 - Proposed Layout, 13325-291 PL02-A01 - Existing Layout, 13325-291 PL01 A01 - Land Ownership and Location Plan, STD/300/08 Birds Mouth Fencing Plans

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	WSCC - Highways	No objection subject to conditions
2.	CBC - Property Division	No objection
3.	CBC - Crawley Homes	No comments received
4.	CBC - Refuse & Recycling Team	No objection
5.	CBC - FP - Urban Design	Comments received

NEIGHBOUR NOTIFICATIONS:-

1-28 Camber Close, Pound Hill

RESPONSES RECEIVED:-

Five representations were received from three different addresses objecting to the application on the following grounds:

- Parking in Camber Close is difficult and residents who live around the green regularly park in Burleys Road which cannot be good for the residents there
- Many of the cars park backed up over the northern footpath which obstructs pedestrian access, causes a safety hazard and also results in car fumes, especially during winter, going directly into the front rooms of the adjacent properties.
- The green should be removed entirely or reduced in size. More specifically there could be a public highway outside nos. 17-20 to provide more parking spaces
- The 4 existing car spaces adjacent to the green should be moved in line with the 2 new spaces to create a larger turning head, making it easier for no.21 to back out of their drive, especially when icy
- The path around the 2 new spaces could be removed or narrowed
- The drop kerb of no.21 could be extended as the 2 spaces will be positioned in front of their access
- If long wheel based vehicles park in the new spaces this will obstruct access to no.21
- The 6 metre measurement for the car length from the hard verge to the rear end is more than halfway across the front property boundary of no.21
- The bay lines should be painted

- It is very hard to take into account 3 to 4 parked vehicles when exiting or entering no.21, for example, cars behind, cars in the 2 new spaces, cars on their drive and cars outside nos. 22-24.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 Camber Close is a residential cul de sac located off Spring Plat to the west bounded by groups of two-storey terrace dwellings. There is a small pocket of open amenity space on the eastern end of the Close, surrounded by nos. 9-20. These properties have no vehicular access.
- 1.2 There is a wider turning head at the end of the Close adjacent to the green which accommodates some head on parking, and vehicular cross overs on the north and south sides.
- 1.3 The application site is located on the southern side of the turning head outside nos. 20-25 Camber Close and comprises a grass corner verge on the west, asphalt and concrete vehicular crossovers and a small square of the green open space to the east.
- 1.4 The vehicular cross overs outside nos. 21-24 are owned by Crawley Borough Council and the rest of the land is under the ownership of WSCC (Highways).

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought to extend on street parking capacity in the Close from 12 to 17 spaces resulting in a net gain of 5 parking spaces. The improvements would include the following:
 - Deepen the carriageway south of the turning head, outside nos. 21-24 Camber Close by 2.5m
 - Widen the carriageway to the west by removing the green corner verge, outside no.24
 - Widen the carriageway to the east by removing a square of the green amenity space measuring 5.4m x 5.8m to accommodate 2 vehicles.

PLANNING HISTORY:-

- 3.1 The area has been identified by the Borough Council for environmental and highway improvements. Survey work identified that the demand for on street parking has led to inappropriate parking causing damage to kerbs and verges and vehicles being block parked. Consultation was undertaken with stakeholders to identify issues and opportunities and with the residents and stakeholders to obtain feedback on draft proposals. The current proposals have come forward following these consultations and survey work.

PLANNING POLICY:-

The National Planning Policy Framework (2012):

- 4.1 The relevant sections of the NPPF are as follows:
 - Section 4: Promoting sustainable transport: Development should only be prevented or refused on transport grounds where the cumulative impacts on the transport network would be severe
 - Section 7: Requiring good design: Good design is a key aspect of sustainable development.
 - Section 8: Promoting healthy communities: Planning Policies should be based on up to date assessments of the need for open space. Existing open space should not be built on unless these have been demonstrated to be surplus

- 4.2 Policy CH2 (Principles of Good Urban Design) requires proposals to respond to and reinforce locally distinctive patterns of development and landscape character, create continuous frontages onto streets and spaces enclosed by development, create public spaces and routes that are attractive, safe and uncluttered and work effectively for all in society, and put people before traffic, integrating land uses and transport networks.
- 4.3 Policy CH3 (Normal Requirements of All Development) states that all development must be based on a thorough understanding of the significance and distinctiveness of the site and its wider and immediate context and protect and integrate important features of the area which make a positive contribution. Proposals must retain a good standard of amenity for all existing and future users and retain individual or groups of trees that contribute positively to the area, whilst ensuring the safe and proper use of the site.
- 4.4 Policy IN5 (The Location and Provision of New Infrastructure) states that the Council will support the provision of new or improved Infrastructure in appropriate locations where the facilities are required to support development or where they add to the range and quality of facilities in the town.
- 4.5 Policy ENV1 (Green Infrastructure) states that development which protects and enhances green infrastructure, which is the network of multi-function green space and waterways both new and existing, and rural and urban, will be supported.
- 4.6 Policy ENV4 (Open Space, Sport and Recreation) states that proposals that remove or affect the continued use of open space, sport and recreational spaces will not be permitted unless an assessment of the needs for open space clearly shows the site to be surplus to requirements, or the loss would be replaced by equivalent or better provision or the development is for alternative sports and recreational provisions which outweigh the loss.

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations in determining this application relate to the loss of open space, the impact on the visual amenities of the surrounding area and whether the development would pose any potential dangers to any highway users.

Loss of open space

- 5.2 Paragraphs 73 and 74 of the NPPF state that planning policies should be based on up to date assessments on the need for open space, and existing open space should not be built upon unless the land has been demonstrated to be surplus or the loss would be replaced, or the resulting provision of alternative recreation space would outweigh the benefits of the loss. This is supported by Policy ENV4 of the Crawley Borough Local Plan 2030.
- 5.3 The current Local Plan was supported by an Open Space, Sport and Recreation Study prepared in 2013 which addressed this requirement. The study excluded sites below 0.2ha from the quantity analysis as these are classified as 'visual amenity space' rather than amenity green space. The application is under this size threshold and the surplusness test in NPPF does not need to be applied. The consideration in this application is on the loss of the land in terms of its visual amenity and as part of the wider character of the area.

Impact on visual amenities of the surrounding area

- 5.4 Small pockets of green space inside the built up area are a distinctive feature of the new town character of Crawley and their complete removal is resisted under Policy CH2 and CH3 of the Local Plan 2030. When the housing in Fisher Close was originally built it was not envisaged that car ownership would increase to the level that it has. The proposal provides new parking infrastructure to make up for the gap in this type of infrastructure provision that has been created by increased car ownership levels, whilst balancing the need to retain the pockets of green open space.

- 5.5 The provision of 2 additional parking bays to the south of no.21 Camber Close would result in the removal of 64sqm of the green open space. Officers consider that this loss is acceptable given the remaining amenity area measuring 430 sqm would continue to make a positive contribution to the character of the Close. The loss of the grass corner verge would be offset by the area of green open space to the east and the long grass verge on the southern side of Camber Close. Low level timber fencing to match existing would be installed to protect the remainder of the green.
- 5.6 It is therefore considered that overall the impact of the scheme will not be materially harmful to the visual amenities of the streetscene and the proposed development would be in accordance with Policies CH2, CH3, ENV1 and ENV4 of the Local Plan 2015-2030 and the relevant provisions of the NPPF (2012) in this regard.

Impact on highways

- 5.7 The proposed works would be undertaken on Crawley Borough Council and WSCC (Highways) owned land. The application was accompanied with a Road Safety Audit with 1 problem picked up by the Auditor that the Highway Authority are now satisfied with (emergency access).
- 5.8 A swept path diagram was submitted demonstrating that parking turning can be provided at the head of Camber Close with particular reference to the north of nos. 20 and 21. The Highway Authority are satisfied with the analysis and have no objection to the application subject to conditions. A council engineer will be on site during the construction to liaise with residents relating to any concerns. Overall the scheme is considered to be in an appropriate location with no impact on road safety and the benefit of needed parking spaces.
- 5.9 Officers are satisfied that there will be no adverse impact on the safe operation of the highway as a result of the application and it would therefore comply with Policy CH3 and IN5 of the Crawley Local Plan 2015-2030 in this regard.

CONCLUSIONS:-

- 6.1 The proposed development would comprise relatively minor works to improve parking and the visual amenity of the area as part of the Council's programme of environmental improvement schemes and for the reasons set out above the proposal is considered to be in accordance with the Crawley Local Plan 2015-2013 and the relevant policies of the NPPF.

RECOMMENDATION RE: CR/2017/0034/RG3

Permit subject to conditions.

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No part of the development shall be first used until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: In the interests of road safety in accordance with policies CH3 of the Crawley Borough Local Plan 2015-2030.Crawley Borough Local Plan 2015-2030.

INFORMATIVES

1. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The

Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

2. The applicant is advised to contact the WSCC Traffic Regulation Order team prior to the commencement of works on site to secure the provision of no waiting at any time restrictions.
3. The applicant is advised to enter into early discussions with and obtain the necessary licences from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include the placing of skips or other materials within the highway and the temporary closure of on-street parking bays.

NPPF Statement

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

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

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

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

Informing the applicant of identified issues that are so fundamental that it has not been/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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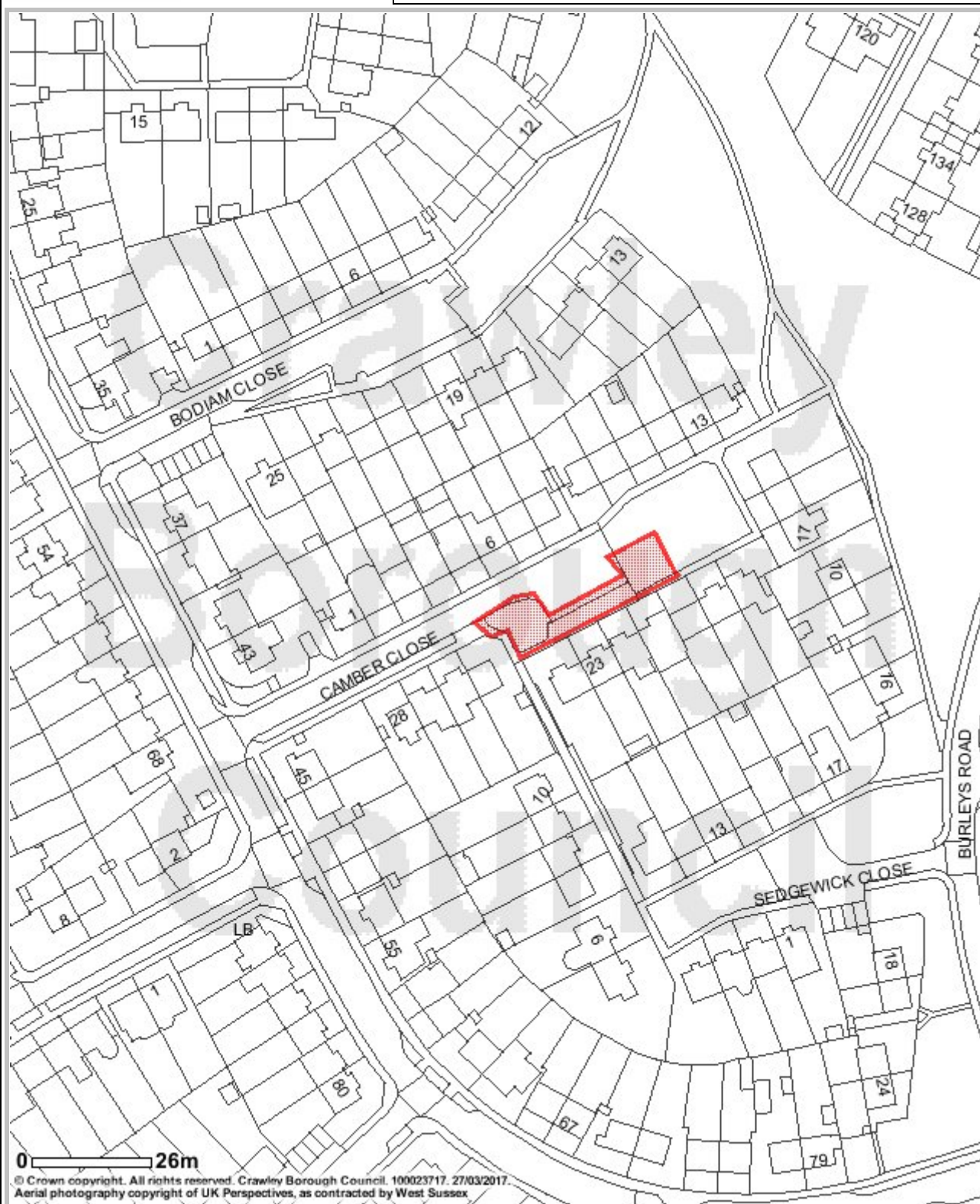
Tel: 01293 438000
Fax: 01293 438603

CR/2017/0034/RG3

Date 20 February 2017

Approx. Scale 1:1,250

**SOUTHERN VERGE AND FOOTPATH ADJACENT
TO CAMBER CLOSE, POUND HILL, CRAWLEY,
RH10 7DQ**



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REFERENCE NO: CR/2017/0038/RG3

LOCATION: [NORTHERN VERGE OF FISHER CLOSE, SOUTHGATE, CRAWLEY](#)
PROPOSAL: CHANGE OF USE OF EXISTING GRASS VERGE/GREEN SPACE ADJACENT TO THE PUBLIC CARRIAGEWAY TO FORM ADDITIONAL PARKING SPACES (AMENDED PLANS)

TARGET DECISION DATE: 22 March 2017

CASE OFFICER: Ms K. Ingram

APPLICANTS NAME: Mr Tom Nutt

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

PL02-A01 - Existing Layout, PL01-A01 - Site Plan, PL03-A02 - Proposed Layout, PL04-A02 - Planning Proposal, STD/300/08 A01 - Birds Mouth Fencing

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	WSCC - Highways	No objection subject to conditions
2.	CBC - Property Division	No objection
3.	CBC - Planning Arboricultural Officer	No objection subject to conditions
4.	CBC - Crawley Homes	No comments received
5.	WSCC Planning	No comments received
6.	CBC - Refuse & Recycling Team	No objection
7.	CBC - FP - Urban Design	No objection but the southern verge should also feature a low level fence to match

NEIGHBOUR NOTIFICATIONS:-

1 to 16, 20, 21, 23, 25 and 26 Fisher Close, Southgate.
3, 45, 47, 51, 53, 55, 57 and 61 Southgate Drive, Southgate.

RESPONSES RECEIVED:-

One representation has been received objecting to the proposal on the following grounds:

- The traffic survey should have been done in the afternoon when parents are collecting children at the nearby school or in the evenings when the grass area and pavement are parked on.
- The plan has not been properly thought through - there is space at the end of Fisher Close for more than 2 vehicles outside nos. 13-15, so the suggested layout of the bays do not improve the situation.

REASON FOR REPORTING TO COMMITTEE:-

The applicant is Crawley Borough Council.

THE APPLICATION SITE:-

- 1.1 Fisher Close is a residential cul de sac located off Southgate Drive to the west with a bloc paved pedestrianised area at the end outside nos. 4-15.

- 1.2 The northern side of Fisher Close comprises the southern side elevation of the flats at 45-53 Southgate Drive and eight Crawley Borough Council owned garages. The east and southern side are bound by nos. 1-26 Fisher Close which are two storey terraced dwellings. The southern side of Fisher Close, adjacent to the junction with Southgate Drive, is bound with the side elevations of the flats at 55-63 Southgate Drive.
- 1.3 The application site is located on the northern side of Fisher Close, close to the junction with Southgate Drive, and comprises part of a wide grass verge and part of the footpath on Southgate Drive. The grass verge is under the ownership of Crawley Borough Council and the footpath and carriageway are owned by WSCC (Highways).
- 1.4 There is a mature Horse Chestnut tree 8m in height on the grass verge to the south of no. 45 Southgate Drive.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought to extend parking capacity in the Close from 17 to 25 spaces. The works would include the following:
- Removing an area of the grass verge measuring 9m x 13m to create a layby to provide 5 additional parking bays
 - Widening the carriageway within the application site by 700mm to the north, to ease access for refuse vehicles
 - Removing the Horse Chestnut and replacing with 3 no. suitable trees
 - Protecting the remainder of the grass verge through installation of low level timber birdsmouth fencing
- 2.2 Amended plans were received during the assessment of the application, suggesting the removal of the Horse Chestnut and the siting of 3 replacement trees, rather than trying to retain the tree.

PLANNING HISTORY:-

- 3.1 The area has been identified by the Borough Council for environmental and highway improvements. Local demand for on street parking has led to inappropriate parking causing damage to the verges, problems with access and egress from the close and compaction of tree roots from cars driving on the green. The narrowness of the road has resulted in deep rutting of the verge from refuse and service vehicles. Consultation was undertaken with stakeholders to identify issues and opportunities and with the residents and stakeholders to obtain feedback on draft proposals. The current proposals have come forward following these consultations and survey work.

PLANNING POLICY:-

The National Planning Policy Framework (2012):

- 4.1 The relevant sections of the NPPF are as follows:
- Section 4: Promoting sustainable transport: Proposals should ensure safe and suitable access to the site can be achieved and development should only be prevented or refused on transport grounds where the cumulative impacts on the transport network would be severe (Para 32).
 - 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).
 - Section 8: Promoting healthy communities: Planning policies should be based on up to date assessments of the need for open space. Existing open space should not be built on unless it has been demonstrated to be surplus (Paras 73 and 74).

4.2 Crawley Borough Local Plan 2015-2030 (2015)

- Policy CH2 (Principles of Good Urban Design) requires proposals to respond to and reinforce locally distinctive patterns of development and landscape character, create continuous frontages onto streets and spaces enclosed by development, create public spaces and routes that are attractive, safe and uncluttered and work effectively for all in society, and put people before traffic, integrating land uses and transport networks.
- Policy CH3 (Normal Requirements of All Development) states that all development must be based on a thorough understanding of the significance and distinctiveness of the site and its wider and immediate context and protect and integrate important features of the area which make a positive contribution including footpaths, trees and green spaces. Proposals must retain a good standard of amenity for all existing and future users and retain individual or groups of trees that contribute positively to the area, whilst ensuring the safe and proper use of the site.
- Policy CH6 (Tree Planting and Replacement Standards) - where applications result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of canopies. The number of replacements must accord with the trunk diameter of the tree to be removed.
- Policy IN5 (The Location and Provision of New Infrastructure) states that the Council will support the provision of new or improved Infrastructure in appropriate locations where the facilities are required to support development or where they add to the range and quality of facilities in the town.
- Policy ENV1 (Green Infrastructure) states that development which protects and enhances green infrastructure, which is the network of multi-function green space and waterways both new and existing, and rural and urban, will be supported.
- Policy ENV4 (Open Space, Sport and Recreation) states that proposals that remove or affect the continued use of open space, sport and recreational spaces will not be permitted unless an assessment of the needs for open space clearly shows the site to be surplus to requirements, or the loss would be replaced by equivalent or better provision or the development is for alternative sports and recreational provisions which outweigh the loss.

PLANNING CONSIDERATIONS:-

5.1 The main considerations for this application are:

- The loss of open space
- The design and impact on the streetscene
- The impact on trees
- The impact on highway safety

The loss of open space

5.2 Paragraphs 73 and 74 of the NPPF state that planning policies should be based on up to date assessments on the need for open space, and existing open space should not be built upon unless the land has been demonstrated to be surplus or the loss would be replaced, or the resulting provision of alternative recreation space would outweigh the benefits of the loss. This is supported by Policy ENV4 of the Crawley Borough Local Plan 2030.

5.3 The current Local Plan was supported by an Open Space, Sport and Recreation Study prepared in 2013 which addressed this requirement. The study excluded sites below 0.2ha from the quantity analysis as these are classified as 'visual amenity space' rather than amenity green space. The application is under this size threshold and the surplusness test in NPPF does not need to be applied. The consideration in this application is on the loss of the land in terms of its visual amenity and as part of the wider character of the area.

Design and impact on the streetscene and surrounding area

5.4 When the housing in Fisher Close was originally built it was not envisaged that car ownership would increase to the level that it has. The proposal provides new parking infrastructure to make up for the gap in this type of infrastructure provision that has been created by increased car

ownership levels, whilst balancing the need to retain the pockets of green open space which are a feature of the new town character of Crawley, and therefore protected under policies CH2 and CH3 of the Local Plan 2015-2030.

- 5.5 The grass corner verge has significant visual amenity value as it provides a green buffer between the elevations of the adjacent flats and the carriageway. It is mirrored on the southern side of Fisher Close, although that verge has less depth.
- 5.6 The proposed layby would be located adjacent to the existing row of garages and 15 metres east of the western side of the grass verge with Southgate Drive. As such, officers consider that the visual amenity afforded by the retained area of grass verge will still be protected, located in the more prominent position close to the junction with Southgate Drive. A verge between the layby and the elevations of the flat building with a depth of 3.5m will be retained and will protect the residential amenity of the occupants of nos. 47 and 53 Southgate Drive, and the visual amenity of the streetscene.
- 5.7 Low level timber fencing proposed to surround the retained grass verge would protect it from unlawful parking.
- 5.8 The widening of the road by 700mm would have a minimal impact on the significance of the grass verge.
- 5.9 The Council's Urban Design officer recommended that low level fencing should also surround the southern verge. During the development of the scheme by the Council's engineers, unlawful parking was not identified as a problem on the southern verge. If the application is approved, it will be monitored for a year following implementation. The state of the southern grass verge will be included in the monitoring and birdsmouth fencing can be introduced at a later date if necessary as the verge is owned by Crawley Borough Council.
- 5.10 The Horse Chestnut would be replaced with 3 Fastigial Callery Pear trees. Whilst the loss of the Horse Chestnut would be unfortunate, the Council's Tree Officer has chosen replacement species that would achieve a similar level of visual amenity. They are suitable for the site and consequently it is not considered that significant harm to the streetscene would result from the loss of the Horse Chestnut.
- 5.11 Given the above, it is considered the proposal would retain the appearance of the area and not be harmful to the visual amenities of the streetscene and the wider area and be in accordance with Policies CH3 and CH3 of the Crawley Borough Local Plan 2015-2030 and the relevant provisions of the NPPF (2012).

Impact on Trees

- 5.12 The Council's Tree Officer, contrary to the submitted arboricultural statement, considers that as the works would be well within the root zone of the Horse Chestnut, they would threaten its health and stability.
- 5.13 The Tree Officer therefore recommends replacing the tree with 3 no. *Pyrus callery 'fastigiata'* (Fastigate Callery Pears), which would afford a similar level of visual amenity to the Horse Chestnut. In addition, they do not grow too large which is appropriate given their proximity to residential accommodation.
- 5.14 Given the above, the application is considered to comply with Policy CH3 and CH6 of the Crawley Local Plan.

Impact on highways

- 5.15 A Stage 1/2 road safety audit has been submitted with the application which has identified one issue, in relation to the likelihood of ponding in the in northern corners of the layby. WSCC (Highways) have requested that revised plans and details demonstrating that the layby will drain

south towards the existing carriageway are submitted to the Local Planning Authority prior to the commencement of works.

- 5.16 WSCC (Highways) have raised no other concerns with the proposal in relation to the safe operation of the highway, subject to conditions, and informatives relating to submission of a Construction Management Plan and the drawing up of a section 278 / 38 agreement.

CONCLUSIONS:-

- 6.1 The proposed development would comprise relatively minor works to improve parking and the visual amenity of the area as part of the Council's programme of environmental improvement schemes and for the reasons set out above the proposal is considered to be in accordance with the Crawley Local Plan 2015-2030 and the relevant policies of the NPPF.

RECOMMENDATION RE: CR/2017/0038/RG3

Permit subject to conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.
3. Within 12 months of the felling of the Horse Chestnut Tree, 3 no. Fastigate Callery Pears (*Pyrus calleryana* 'fastigiata') trees are to be planted as replacements in the locations shown on PL03 - A02 Site Layout plan, with a girth size of 12cm - 14cm. If, within a period of five years from the date of planting, the replacement trees die, another tree of the same size, species and maturity shall be planted at the same place, or in accordance with any variation for which the authority give their written consent.

REASON: In the interests of the amenity of the locality in accordance with policies CH3 and CH6 of the Crawley Borough Local Plan 2015-2030.
4. No vehicular access or storage of materials/machinery/chemicals are to occur within the pedestrianised zone surrounding T1-T17 and the grass verge surrounding T10 on the southern side of Fisher Close, as identified on the Tree Method Statement and prepared by PJC Consultancy dated 07/09/2016.
REASON: In the interests of the amenity of the locality in accordance with policies CH3 and CH6 of the Crawley Borough Local Plan 2015-2030.
5. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),

- details of public engagement both prior to and during construction works.

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

6. No development shall commence until such time as revised plans and details incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the approved details.

REASON: In the interests of road safety and in accordance with policy CH3 of the Crawley Borough Local Plan.

INFORMATIVES

1. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in practice.
2. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

NPPF Statement

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

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



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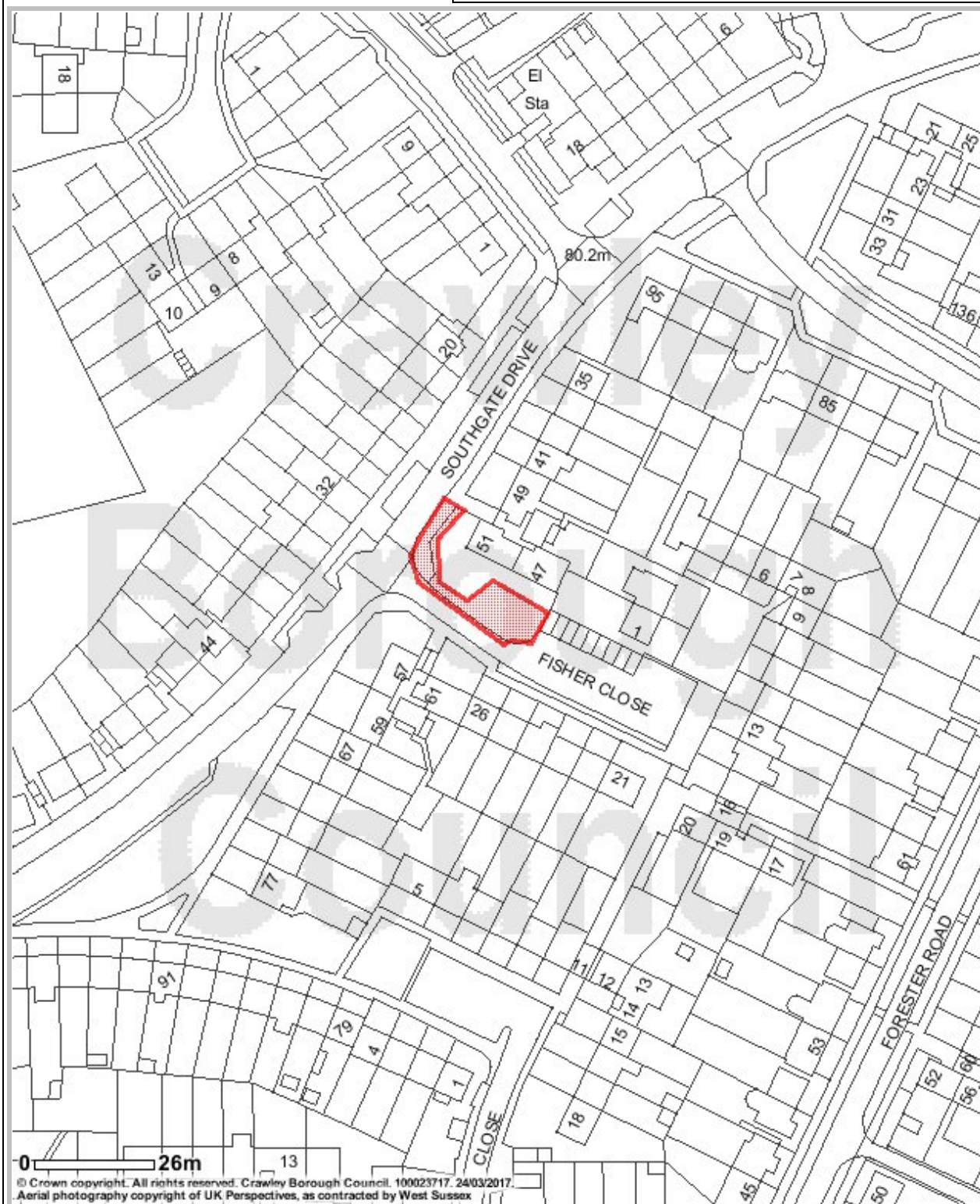
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7. CR/2017/0038/RG3

Date 21 February 2017

Approx. Scale 1:1,250

NORTHERN VERGE OF FISHER CLOSE,
SOUTHGATE, CRAWLEY



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REFERENCE NO: CR/2017/0100/FUL

LOCATION: [4 THETFORD WALK, BEWBUSH, CRAWLEY](#)
PROPOSAL: ERECTION OF SINGLE STOREY FRONT EXTENSION

TARGET DECISION DATE: 25 April 2017

CASE OFFICER: Mrs K. Palmer

APPLICANTS NAME: Crawley Homes
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

SITE LOCATION PLAN, BLOCK PLAN, 2017-01 EXISTING FLOOR PLANS & ELEVATIONS, 2017-02 PROPOSED FLOOR PLANS AND ELEVATIONS

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. CBC - Property Division- No objection

NEIGHBOUR NOTIFICATIONS:-

3, 5, 6, 7 and 8 Thetford Walk, Bewbush
21 Skelmersdale Walk, Bewbush

RESPONSES RECEIVED:-

No representations have been received.

REASON FOR REPORTING TO COMMITTEE:-

The application has been submitted by Crawley Borough Council.

THE APPLICATION SITE:-

- 1.1 The application site is a two-storey mid-terrace dwellinghouse located on the eastern side of Thetford Walk, a cul-de-sac of houses located down an access lane within Bewbush. The property does not have direct vehicular access, a footpath provides pedestrian access to the front and there is vehicular access to the rear garden from Basildon Way to the east. The house is constructed of brick with an interlocking brown concrete tile roof. The property incorporates a single storey front projection with a pitched catslide roof that adjoins the main gabled roof of the dwelling. Both the streetscene and the surrounding area are characterised by a regular pattern of dwellings of a similar style with front projections, set back from the road at varying levels. There are no specific land designations or constraints for the site.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks planning permission for the erection of single storey front extension. The proposed extension would be located on the northern side of the front catslide projection and would not project beyond the front building line. It would extend the front wall by 850mm in width and be 2.28 metres deep. It would have a roof with an eaves height of 3 metres, matching that of the existing projection and a ridge height of 3.9 metres. The proposal would enable the existing front storage space to be converted into a wetroom. There are no windows proposed. The proposed materials would comprise brickwork and concrete roof tiles to match existing.

PLANNING HISTORY:-

- 3.1 There is 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)
- *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.*
 - *Development should incorporate materials and colours that match the existing dwelling.*
 - *An extension with a matching roof pitch will likely be more suitable.*
 - *Front extensions and porches should be subservient to the rest of the house and should not extend across the whole width of the property. They should not project more than 1.5m from the original front wall and be in keeping with the character of the area and property.*

PLANNING CONSIDERATIONS:-

- 5.1 The main planning issues in the determination of this application are:
- The design & appearance of the proposal and its impact on the dwelling, street scene & wider area;
 - The impact on neighbouring properties and amenities;
 - Impact on parking provision.

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

- 5.2 With regards to massing paragraph 3.15 of the Council's Urban Design SPD requires front extensions to be subservient to the house and should project no more than 1.5 metres. The proposed front extension would fail to comply with this requirement, being 700mm deeper, however the depth reflects that of the existing section of front projection and it would not project beyond the front elevation of the existing projection. It would also have a small floor area floor area of 1.93sqm, making it a relatively modest addition. Therefore it is considered that the front extension would appear subservient given the design of the dwelling and would not dominate the front elevation.
- 5.3 Given that the proposal would be located at the front of the house and this house is a terraced property, design detailing is especially important, as an unsuitable front extension in this location would have a negative impact upon the appearance of the whole row of houses. With regards to design, the element of gabled roof of the proposed extension would not be entirely in-keeping with front steep mono pitch of the existing front projections of the surrounding dwellings, as the ridge of the roof would form a gable-end to avoid impact to the flank facing first floor window. Notwithstanding this, the front projections within the streetscene vary in length and width and are set back from the road at varying distances. Some have also inserted windows and other alterations to the projections. Within the immediate surroundings the subject site is the end property of a uniform pattern of three, with the adjoining property to the south being significantly set forward. Therefore there is no strong pattern of uniformity present within the street scene. In addition the property is located down a pedestrian walk way and the front of the dwelling is not visible from any of the near-by roads.
- 5.4 Whilst the proposed design of the extension is unusual, it is considered that this is a response to the design style of the existing property and the general property arrangement of this estate, and is not deemed harmful in this case. Therefore on balance it is considered that the proposed front extension would not appear incongruous within the context of the surroundings or have a negative impact upon the existing local pattern of development.
- 5.5 Taking all of the above into account, it is considered that the proposed alterations do not harm the architectural integrity of the original building and preserve the character and appearance of the host property and the surrounding area, and accord with policies CH2 and CH3 of the CBC Local Plan and the adopted Urban Design guidance.

The impact on neighbouring properties and amenities

- 5.6 With regards to privacy and overlooking there are no new openings proposed to this extension, it is therefore considered that the proposals would not cause any detrimental impact on neighbouring amenity in this regard.
- 5.7 With regards to sunlight, daylight, outlook and sense of enclosure to surrounding properties, the scale of the projection would not result in any detrimental impact on the amenity of neighbouring properties in this regard.
- 5.8 Taking the above into account, it is considered that the proposals would not have a significant harmful impact upon the residential amenity of surrounding properties and would comply with policy CH3 of the Crawley Borough Local Plan 2015-2030, and the provisions within the Urban Design Supplementary Planning Document (SPD) in this regard.

The impact on highway and parking

- 5.9 The extension would not impact on the parking arrangements for the site, as the space for parking is located off-site and no additional bedrooms would be created as a result of the development. Therefore, the proposals should not create an increase in levels of street parking and would comply with policy INV4 of the Crawley Borough Council Local Plan 2015-2030 and the provisions within the Urban Design Supplementary Planning Document (SPD) in this regard

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 the neighbouring properties, or parking provision. Therefore the proposal is in accordance with policies outlined in the Crawley Borough Council Local Plan 2015-2030 and it is recommended to grant permission for this application subject to conditions.

RECOMMENDATION RE: CR/2017/0100/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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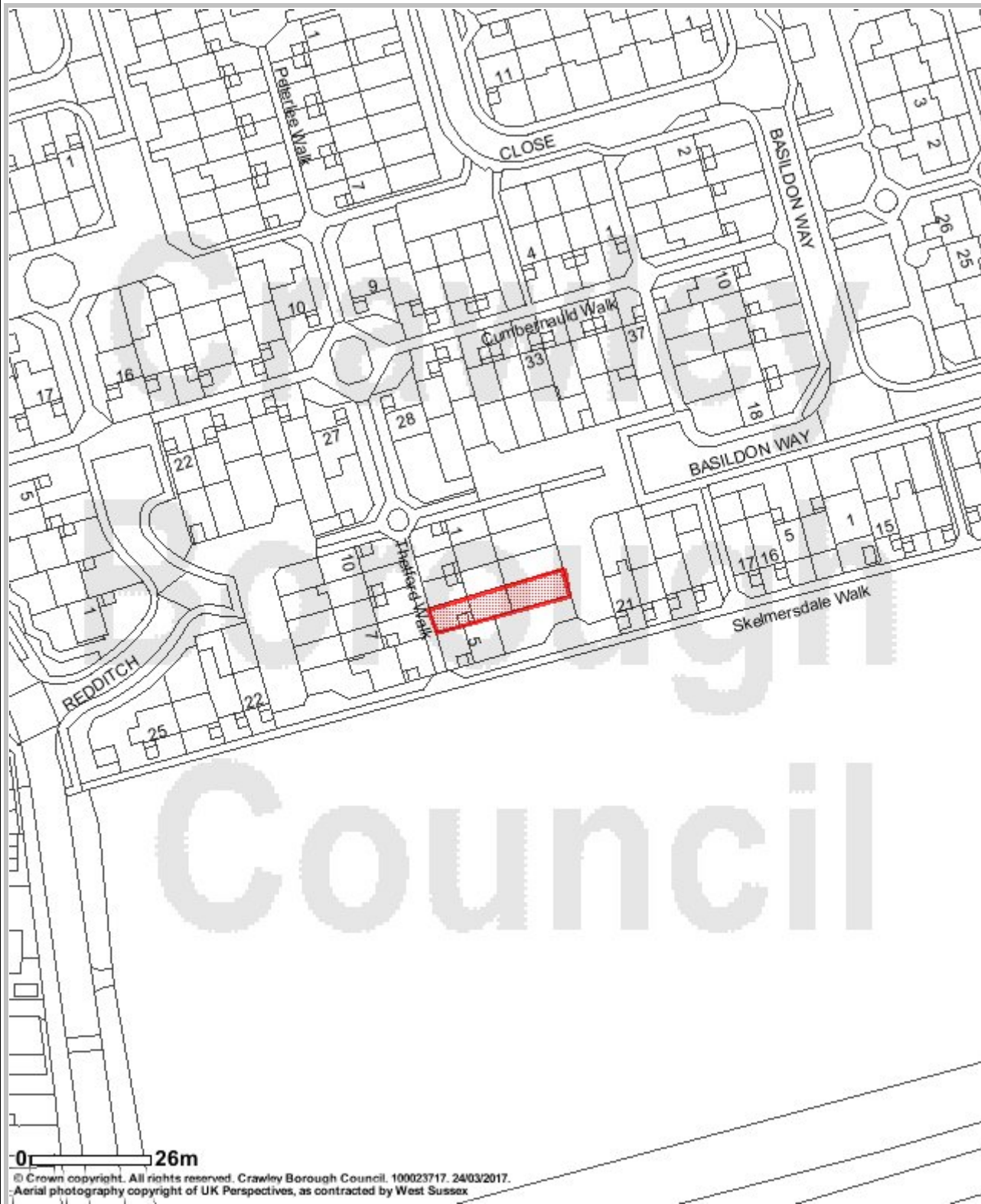
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CR/2017/0100/FUL

Date 23 March 2017

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4 THETFORD WALK, BEWBUSH, CRAWLEY



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REFERENCE NO: CR/2017/0154/FUL

LOCATION: [6 HEATHFIELD, POUND HILL, CRAWLEY](#)

PROPOSAL: PROPOSED GARAGE CONVERSION TO HABITABLE SPACE AND HARD STANDING AREA.

TARGET DECISION DATE: 14 April 2017

CASE OFFICER: Ms Z. Brown

APPLICANTS NAME: Mr Elliot Comolli

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

6-Heathfield-2017 Existing and Proposed Plans and Elevations, Site Location and Block Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

None required.

NEIGHBOUR NOTIFICATIONS:-

2 Haywards, Pound Hill;
4 and 8 Heathfield, Pound Hill.

RESPONSES RECEIVED:-

Consultation expiry is 3rd April 2017. Any representations received will be reported verbally at the Planning Meeting.

REASON FOR REPORTING TO COMMITTEE:-

Applicant is related to a member of staff.

THE APPLICATION SITE:-

- 1.1 The application site relates to a two-storey detached dwelling, situated on the western side of Heathfield, within the neighbourhood of Pound Hill. The existing 3no. bedroom property has an integral single garage which is set forward 3.4 metres from the principal elevation of the house. There is a driveway to the front of the garage which has parking capacity for one car. The surrounding area is residential in nature, formed of two storey detached houses with integral garages. There are no identified site constraints.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application is seeking permission for the conversion of the garage into an additional habitable room (a playroom) and a new hardstanding area in the front of the property to provide an additional parking space. The road in which the application site is situated is not a classified road therefore the Local Highway Authority has not been consulted.

PLANNING HISTORY:-

- 3.1 CR/33/1973 – 4 no. detached houses with integral garages as part of O.S Nos. 7842 and 7846 Balcombe Road, Crawley, Sussex.
This permission included a restrictive condition Schedule C (5) which states that garages or garage spaces and parking spaces should be maintained to the satisfaction of the council.

PLANNING POLICY:-

National Planning Policy Framework (2012):

- 4.1 The NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:
- 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 32 (Promoting Sustainable Transport). Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
 - 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)

- 4.2 The relevant policies include:
- Policy CH2 (Principles of Good Urban Design) seeks new development proposals will be required to respond to and reinforce locally distinctive patterns of development and landscape character. Routes should be attractive, safe and uncluttered, and people should be put before traffic.
 - 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 in particular with regard to access, circulation and manoeuvring on site.
 - 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. Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings.
 - Policy IN7 (Crossovers) states that proposals for crossovers to access hardstandings in front gardens will only be permitted where highway safety and the amenity of the street scene are not adversely affected; and the proposal will not result in the unacceptable loss of public on-street parking spaces.

- 4.3 The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It contains guidelines on the standards the Council expects for the public design and the design of extensions. In particular, it states that:
- *'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. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area'.*
 - *'Development should incorporate materials and colours that match the existing dwelling'.*
 - *The conversion of a garage into a habitable room may result in the loss of onsite parking, which in turn could create pressure on street parking around a dwelling'.*
 - *'If you intend to convert a garage into a room, you should consider how cars will be accommodated on site'*
 - *The materials selected for a hardstanding should be robust enough to support a vehicle but also facilitate natural water drainage into the ground through SUDS. Permeable or porous materials will allow rainwater to seep back into the ground.*
 - *Appendix 1: Crawley Borough Parking Standards specifies a 3 plus bed house should provide 2-3 off street car parking spaces, this is a minimum standard. The minimum dimensions for parking bays should be 2.4m x 4.8m*

PLANNING CONSIDERATIONS:-

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

- Design & appearance of the proposal & impact on the street scene
- The impact of the proposal on the amenities of neighbouring occupiers
- The effect of the proposal on highway safety & parking conditions in the locality

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

- 5.2 To the front of the site, the garage door would be replaced by a window and brick wall to match the existing. These alterations to the front of the house are considered to be modest changes to the existing building and would not have an adverse impact on visual amenity, the street scene or the character of the area.
- 5.3 The garage projects 3.4 metres from the front wall of the dwelling, a new window is proposed to be placed in the centre of the front wall of the garage. Although the existing front elevation ground floor window is positioned off-centre against the brick work frame of the dwelling, the new window which would be positioned in the centre of the new front wall is not considered to negatively impact the appearance of the dwelling. It is likely that the dwelling would be viewed in the wider context of the 4no. dwellings which form Heathfield therefore the positioning of the window is considered to be compatible with the existing street scene. Therefore complies with Policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030 and guidance in the Urban Design SPD.
- 5.4 The design of the new driveway is not considered to significantly impact the street scene, although it would result in the removal of the grassed/garden area which currently exists. Neighbouring property No. 8 Heathfield also has a fully paved front garden, therefore the proposal would not detrimentally impact the appearance of the street scene. The choice of a 'Marshalls permeable block paving' for the new driveway would facilitate natural water drainage, and would be robust enough to support two vehicles. If the surface is permeable this hardstanding would not require a planning application.

Impact on neighbouring amenities:

- 5.5 The alterations to the garage would not result in any loss of privacy to the adjacent neighbours. The proposed window is on the front elevation and would not cause any potential overlooking of the neighbouring amenities, therefore is in compliance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

The effect of the proposal on highway safety & parking conditions in the locality

- 5.6 The proposal would result in the conversion of the existing garage into a non-habitable room (playroom). The Urban Design Supplementary Planning Document Appendix 1: Crawley Borough Parking Standards advises that dwelling with 3+ bedrooms should provide 2-3 parking spaces. The conversion would result in the loss of one off-street car parking space, however the front of the site is proposed to be changed into a driveway measuring 8.5 metres x 8 metres. The block plan demonstrates that the new driveway would accommodate two vehicles, and complies with the minimum parking set out in the Urban Design SPD.
- 5.7 As such, the officers are satisfied that the site can accommodate 2 off street parking spaces and complies with Paragraph 32 of the NPPF, Policies CH2 and IN4 of the Crawley Borough Council Local Plan 2015-2013 and the requirements of the Urban Design SPD.

CONCLUSIONS:-

- 6.1 To conclude, the site is able accommodate a sufficient amount of off street parking to comply with the Council's requirements for a 3 bedroom dwelling, and the conversion and associated works would have an acceptable visual impact on the street scene. The proposed development accords with the policies outlined in the NPPF (2012), the Crawley Borough Local Plan (2015-2030) and the Urban Design SPD (2016).

RECOMMENDATION RE: CR/2017/0154/FUL

Permit subject to conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The windows and brick work 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.
4. The materials to be used in the new driveway hereby permitted shall be Marshalls Drivesett Argent Priora permeable block paving.
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.
5. Before the conversion hereby approved is occupied, the car parking spaces, as shown on drawing No. 6-Heathfield-2017, shall be provided and made available for use. These parking spaces shall be kept available for such use except with the prior written approval of the Local Planning Authority.
REASON: To ensure adequate provision of parking clear of the highway in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

NPPF Statement

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

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



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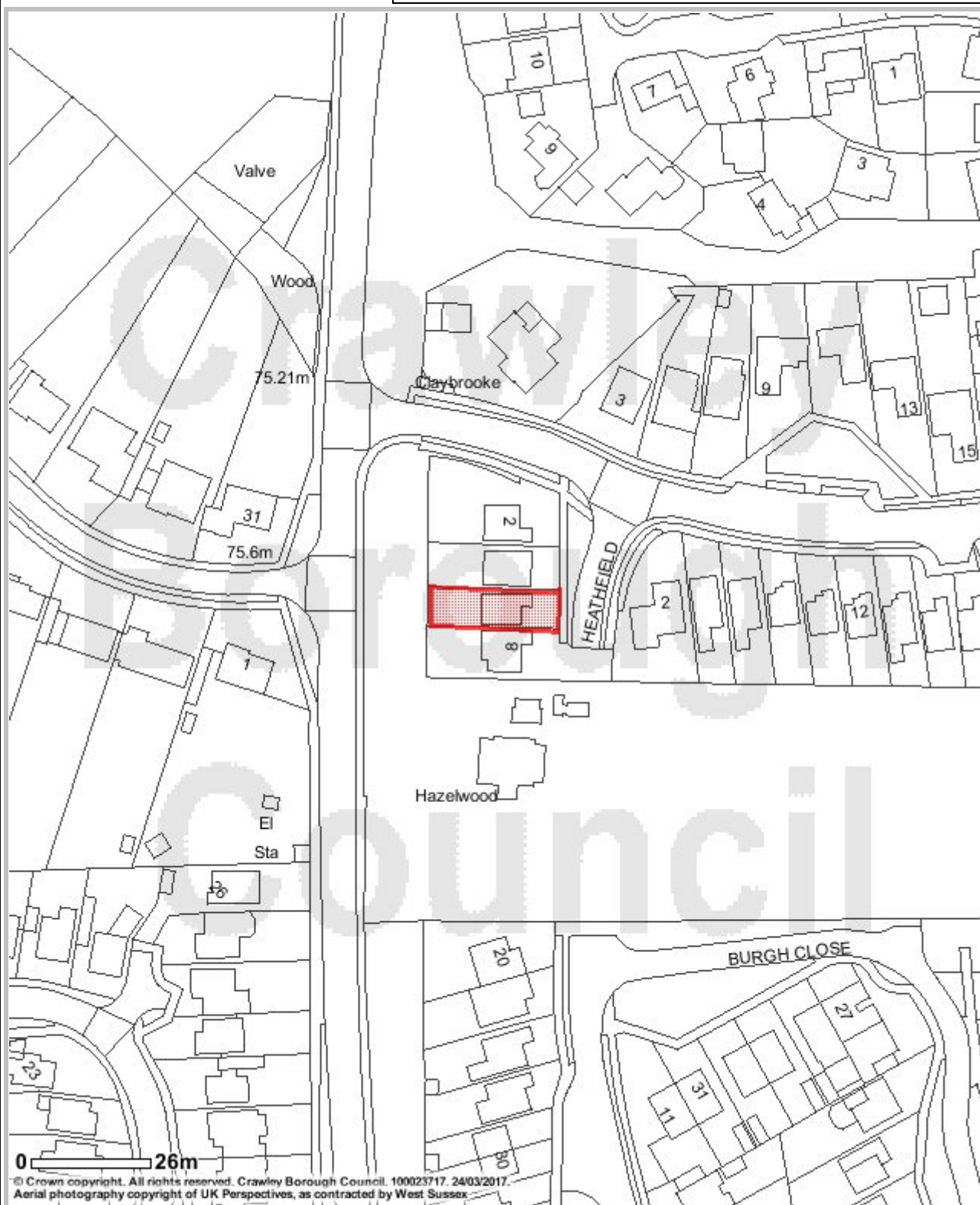
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6 HEATHFIELD, POUND HILL, CRAWLEY



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