



REFERENCE NO: CR/2016/1053/FUL

LOCATION: [FORMER DEPOT ADJ TO SW CORNER OF GOFFS PARK, OLD HORSHAM ROAD, SOUTHGATE, CRAWLEY](#)

PROPOSAL: CONSTRUCTION OF 22 FLATS IN FOUR BLOCKS AND 22 HOUSES IN FIVE TERRACES

TARGET DECISION DATE: 7 April 2017

CASE OFFICER: Mr D. Power

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: The Tooley & Foster Partnership

PLANS & DRAWINGS CONSIDERED:

13325-313-PL1300 REV A01 Proposed Lighting , 13325-313-PL278 S238-38 AGREEMENT (DRAFT) REV A03, 4984 DE 01A Site Location Plan, 4984 DE 02 Existing Site Survey, 4984 DE 06A Two bedroom houses - Proposed Floor Plans, 4984 DE 07A Three bed houses - Proposed Floor Plans, 4984 DE 08 - Building 9 - Proposed Floor Plans, 4984 DE 09A - Buildings 3 and 6 - Proposed Floor Plans, 4984 DE 10 - Building 1 Proposed Floor Plans, 4984 DE 11 REV A Building 1 Elevations - Old Horsham Rd East, 4984 DE 12 REV A Building 2 Elevations - Six house terrace, 4984 DE 13 REV A Building 3 Elevations - Central flats, 4984 DE 14 REV A Building 4 Elevations - Three house terrace east, 4984 DE 15 REV A Building 5 Elevations - Facetted terrace, 4984 DE 16 REV A Building 6 Elevations - Northern flats, 4984 DE 17 REV A Building 7 Elevations - Three house terrace west, 4984 DE 18 REV A Building 8 Elevations - Five house terrace, 4984 DE 19 REV A Building 9 Elevations - Old Horsham Rd West, 4984 DE 20 Site Elevations from Goffs Park, 4984 DE 21 Proposed Street Elevations, 4984 DE 23 View of entrance perspective, 1726-3003 Detailed Planting Plans (Southern), 1726-3002 Detailed Planting Plans (Central), 1726-3001 Detailed Planting Plans (Northern), 1726-1001 Landscape strategy, 4984 DE 28 REV A Building 2 Elevations (building only), six house terrac , 4984 DE 29 REV A Building 3 Elevations (building only) - central flats , 4984 DE 29 REV A Building 3 Elevations (building only) - central flats , 4984 DE 30 REV A Building 4 Elevations (building only) - three house terrace east, 4984 DE 32 REV A Building 6 Elevations (building only) - northern flats, 4984 DE 33 REV A Building 7 Elevations (building only) - three house terrace west, 4984 DE 33 REV A Building 7 Elevations (building only) - three house terrace west, 4984 DE 34 REV A Building 8 Elevations (building only) - five house terrace , 4984 DE 35 REV A Building 9 Elevations (building only) - Old Horsham Rd West

CONSULTEE NOTIFICATIONS & RESPONSES:-

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|-----|-------------------------------------|---------------------------------------------------|
| 1. | WSCC - Surface Water Drainage (SWD) | No objection subject to conditions |
| 2. | GAL - Planning Department | No comments received |
| 3. | GAL - Aerodrome Safeguarding | No objection, subject to condition |
| 4. | Environment Agency | No objection |
| 5. | Police | Concerns over proposed link with park and fencing |
| 6. | CBC - Drainage Officer | No objection |
| 7. | CBC - Environmental Health | No objection, subject to comment |
| 8. | Cycle Forum | Comment on proposed cycle path |
| 9. | CBC - Refuse & Recycling Team | No objection |
| 10. | Southern Water | Comments on applicants requirements |
| 11. | CBC - FP - Urban Design | No objection |
| 12. | Archaeology Officer | No objection |

13.	Ecology Officer	No comments have been received
14.	WSCC – Highways	No objection subject to conditions
15.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to conditions

NEIGHBOUR NOTIFICATIONS:-

A site notice was displayed at the site on 10 January 2017. A local press notice was advertised on 24 January 2017. Neighbour notification letters were sent on the 10 January 2017

RESPONSES RECEIVED:-

Following public notification 22 letters of representation were received objecting to the proposal. The main issues raised were as follows:

- The introduction of further dwellings would have a negative impact on the capacity of the local highway network
- Impact on the highway during construction of the development
- Impact on pedestrians and users of the school during construction of the development
- There is insufficient parking being provided.
- The development is out of character with the surrounding area.
- The development will result in the loss of views.
- The development would result in loss of light.
- Unacceptable loss of trees
- Social housing is not appropriate for the area

REASON FOR REPORTING TO COMMITTEE:-

The application is major development and Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site is located to the north of Old Horsham Road, a short distance from the junction with Horsham Road (A2220). The site is owned by the Council and was previously used as a depot for the Council and as a nursery with glasshouse for the adjacent open space of Goffs Park. The site has numerous planning applications, with outline permission granted in 2009 for the redevelopment of the site for a new depot, office and vehicle storage and 4 dwellings. In 2011 prior approval was sought for the demolition of the buildings on the site, this was granted and the buildings have since been demolished, however the lawful use of the site is as a depot and nursery. The site is currently laid to hard standing with security fencing around the boundary and a gated vehicle access in the south west corner.
- 1.2 Policy H2 of the Crawley Local Plan allocates the site as a Key Housing Site. To the north of the application site is Goffs Park which is designated as a Historic Parks and Gardens (Policy CH12), and also designated an area of Structural Landscaping (Policy CH7). To the east of the application site is Goffs Manor public house and associated parking. To the west of the site is Goffs Park Social Club. The north and eastern boundary has numerous mature trees with three protected by a TPO located within the site to the western boundary. To the south of the site and on the opposite side of Old Horsham Road is a The Church of Latter Day Saints, with residential properties to the west and east. The church is set back from Old Horsham Road and Horsham Road however it is a prominent building at the junction of these two roads, as the surrounding area is open.
- 1.3 To the west of the application site along Old Horsham Road, the properties are large detached and semi-detached dwellings, set back from the highway. The dwellings located on St Aidan Close are higher density than those on Old Horsham Road and not as set back from the highway. To the north west of the site is St Wilfred Catholic School.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks full planning permission for the construction of 22 houses and 22 flats (all affordable) with associated car parking and a central access point. The 22 flats would be provided within four blocks and the 22 houses would be provided within 5x two storey terraces with private amenity areas to the rear.
- 2.2 The development largely comprises short terraces of two storey houses and small blocks of flats of two or three storeys in height. These are designed as a contemporary interpretation of the 'New Town' style with mainly brick elevations with using a palette of three colours of brick. Roof forms are simple with gable ends. The flats would provide 8x 1b2p, 4x 2b 3p, 9 x 2b4p and 1 2b4p for a wheelchair user, while the houses would provide 16x 2b4p and 6x 3b5p. The application site area is 0.98 ha, providing density of 46.8 dwellings per hectare.
- 2.3 The two block of flats that would front Old Horsham Road are three storey buildings set back from the road. The access to the site would be relocated centrally between these two blocks. This access continues to the north of the site, with the development on either side. The car parking for the flats would be located to the rear, within two courtyard areas, with visitor parking along the central road.
- 2.4 To the north of the proposed blocks of flats and to the centre of the site, there would be four terraces of houses and a block of flats parallel to the central road. To the west of the road would be two blocks of two storey terraces with a parking court in between. To the east of the central road would be a terrace of three and a terrace of six houses, both two storey, on either side of a three storey block of flats. The parking for these units would be to the front of the dwellings. At the northern end of the application site a further terrace of 5 dwellings (two storey) and a block of three storey flats, would form the end of the development, with parking to the front of the units. A footpath link to Goffs Park is proposed in the north east of the application site.
- 2.5 The application was submitted with a Design and Access Statement, Archaeological Evaluation Report, Affordable Housing Statement, Reptiles Survey, Flood Risk Assessment and Stage 1 Road Safety Audit.

PLANNING HISTORY:-

- 3.1 CR/2011/0675/DEM: PRIOR NOTIFICATION OF PROPOSED DEMOLITION- Prior Approval Not Required
- 3.2 CR/2009/0114/RG3: OUTLINE APPLICATION FOR DEMOLITION OF EXISTING DEPOT AND CONSTRUCTION OF NEW DEPOT INCORPORATING OFFICES, MAINTENANCE BAYS, VEHICLE STORAGE, CREATION OF NEW SITE ACCESS AND REVISED PARKING LAYOUT AND 4 DWELLINGS WITH ACCESS OFF OLD HORSHAM ROAD- Permitted
- 3.3 CR/2002/0350/RG3: ERECTION OF 2.4M HIGH SECURITY FENCING- Permitted
- 3.4 Prior to these application there have been a number of applications submitted in connect with the Council depot and nursery on the site for numerous building and structures.
- 3.5 CR/2017/0469/FUL: GOFFS PARK SOCIAL CLUB, OLD HORSHAM ROAD, SOUTHGATE, CRAWLEY: SINGLE STOREY EXTENSION TO EXISTING CLUB HOUSE BUILDING TO FORM ACOUSTIC LOBBY AND RE-LOCATION OF FIRE ESCAPE.: Item 1 on this agenda.

PLANNING POLICY:-

- 4.1 National Planning Policy Framework (2012)
 - Requiring Good Design- Section 7 states that Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

- Paragraph 14: Presumption in favour of sustainable development
- Paragraph 17: Core planning principles
- Part 4 Promoting sustainable transport
- Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It also promotes sustainable development within rural areas that avoids new isolated homes in the countryside
- Paragraph 50: Delivering a wide choice of high quality homes
- Paragraph 56 attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

4.2 Local Plan (2015-2030)

- Policy SD1 (Presumption in Favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1: Neighbourhood Principles states that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2: Principles of Good Urban Design States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: Normal requirements of all New Development- All proposals for development in Crawley will be required to:
 - a. Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context.
 - b. Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale density height, massing, orientation, views, landscape, layout, details and materials.
 - c. Provide or retain a good standard of amenity for all existing and future occupants of land and buildings.
 - d. Retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity. Sufficient space should also be provided in private gardens that would not be overshadowed by tree canopies and proposals should ensure that rooms within buildings would receive adequate daylight.
 - e. Demonstrate how “Secure by Design” principles and guidance set out in the “secured by Design” design guidance have been incorporated into the development.
 - f. Meet the requirements necessary for their safe and proper use, in particular with regard to access circulation and manoeuvring, vehicle and cycle parking loading and unloading, and the storage and collection of waste.
 - g. In respect of residential schemes, demonstrate how the Building for Life 12 criteria (as amended) for the evaluation of the design quality of residential proposals have been taken into account and would be delivered through the scheme.
- Policy CH4: Comprehensive Development and Efficient Use of Land states that development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5: Standards for All New Dwellings states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents.
- Policy CH6: Tree Planting and Replacement Standards: States that trees make an important contribution to the character and appearance of the borough and that Landscape proposals for residential development should contribute to the character and appearance of the town including at least one new tree for each new dwelling.

- Policy CH7: Structural Landscaping: Areas of soft landscape that make an important contribution to the town and its neighbourhoods, in terms of character and appearance, structure, screening or softening, have been identified on the Local Plan Map Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping, where appropriate.
- Policy CH8: Important Views states that protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views.
- Policy CH12: Heritage Assets states that all development should ensure that Crawley's designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development.
- Policy CH17: Historic Parks and Gardens: Supports development unless it will have a negative impact upon the histories setting and character of the designed Historic Park or Garden.
- Policy H1: Housing Provision states the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H3: Future Housing Mix states that all housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand.
- Policy H4: Affordable and Low Cost Housing:40% affordable housing will be required from all residential developments. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent, or Social Rent where other forms of subsidy exist, and up to 30% Intermediate tenure. For sites of 5 dwellings or less, or less than 0.2ha in size, a commuted sum towards off-site affordable housing provision will be sought. 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 ENV6: Sustainable Design and Construction states that in order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations.
- Policy ENV9: Tackling Water Stress requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV11: Development and Noise states that people's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.
- Policy ENV12: Air Quality- states that development proposals that do not result in a material negative impact on air quality will normally be permitted. In determining whether or not a development will have a material negative air quality impact, the local planning authority will refer to the criteria set out in Air Quality and Emissions Mitigation Guidance for Sussex.
- Policy IN3: Development and Requirements for Sustainable. Transport Development should be located in locations where sustainable travel patterns can be achieved through the use of the existing transport network including public transport and the cycling and walking network.
- Policy IN4: Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is being assessed against the borough council's car and cycle parking standards

4.3 Supplementary Planning Document (SPD)

- Urban Design Guide (2016)
 - Residential Development- Design principles for new residential developments.
 - Amenity space and parking areas
- Green Infrastructure (2016)
 - Part 3: Trees
 - Part 4 Open Space
 - Part 5: Biodiversity
- Planning and Climate Change (2016)
 - Provides further guidance for the sustainability policies in the Local Plan.

PLANNING CONSIDERATIONS:-

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

- Principle of development
- Design, appearance, layout & impact on the street scene and the locality
- The acceptability of the proposed development for future occupiers
- Impact on the amenities of the occupiers of existing neighbouring properties.
- Parking and highway safety
- Affordable Housing
- Trees and landscaping
- Infrastructure Contributions
- Other matters

Principle of development

5.2 Policy H1 of Crawley's Local Plan states that 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 and residential amenity. Policy H2 of Crawley's Local Plan identifies key housing sites to ensure the delivery of the overall minimum housing figure set out within Policy H1.

5.3 Policy H2 allocates the site as 'developable' within the first five years of the Local Plan, with an indicative capacity of 30 dwellings. As the site is allocated within Policy H2 for housing the principle of residential development is considered acceptable.

Design, appearance, layout & impact on the street scene

5.4 The proposed flats would be provided within four buildings, Building 9 and Building 1 would front Old Horsham Road, with Building 3 to the east of the access road and Building 6 to the north. The 22 houses would be provided within 5x two storey terraces across the site, and each dwelling would have a private amenity area to the rear. The main access road off Old Horsham Road would be located centrally and would run south to north through the middle of the application site.

Layout and Design

5.5 The proposed development comprises short terraces of two storey houses and small blocks of flats of two or three storeys in height. At the northern end of the application site there is a tapered space, with the faceted terrace of houses that would curve towards the new path into Goffs Park. To the south of this area would be terraces of dwellings either side of the access road and a three storey building comprising of three flats. The end elevations of Building 7 and 8 face north and south onto the parking areas which results in surveillance and active frontages. There is also parking either side of the main road positioned off street and on street, giving variation in the street frontage. The variety of the street is enhanced by the west terraces of wide frontage houses and the east terraces of narrow frontage houses. At the entrance to the site off Old Horsham Road are a pair of similar sized blocks of flats three storey in height to match the church opposite the site.

5.6 The proposed development is a contemporary interpretation of the 'New Town' style with using a palette of primarily three colours of brick. Some of the houses would have wide frontages and some of these would be positioned at the end of terraces at right angles to their neighbours to provide overlooking of parking areas. These active frontages would provide natural surveillance of all public areas, as there are no blank gables facing public spaces. The variety in scale provided by wide and narrow frontage houses, straight and faceted terraces and blocks of flats of different heights, with different car parking arrangements provides a variety in the layout while the contemporary design retains the uniformity of the development.

5.7 The flats at the front of the site either side of the central road, define the entrance to the development. These blocks of flats are taller at three storeys high to reflect the scale of the Church

opposite. The elevations of these blocks facing Old Horsham Road and the new access road include windows with reconstituted stone surrounds, a 'new town style' motif appropriate for the buildings at the entrance to the site.

- 5.8 The application proposes a footpath link to Goffs Park at the north east corner of the application site. The dwellings in this location have been located in a way that retain views long this link, while allowing occupiers of the dwellings to gain access to the park.

Street Scene – Old Horsham Road

- 5.9 The church opposite the application site is the dominant building in the area, as it is located on the corner of Old Horsham Road and Horsham Road, and set back from the highway with open grass land to the front and sides. Further to the west along Old Horsham Road the dwellings are set back from the road with hedges, trees and grass between the dwellings and the road. The new entrance would be centrally located and the existing hedge facing onto Old Horsham Road would be removed and a new hedge planted enclosed with black railings. The two buildings to be located either side of the entrance road would be three storeys, comprising 12 flats. These buildings mimic the pattern of development along Old Horsham Road, retaining the character of the area. While three storeys in height they would not dominate the street scene as they are set back from the road, with landscaping between and the church would remain the dominant building in the area. The area to the north of the application site is Goffs Park which is designated as a Historic Parks and Gardens and also an area of Structural Landscaping. Given the distance of the proposal it is considered that the development would not have a detrimental impact on the Historic Park or Structural Landscaping.
- 5.10 The scale and pattern of the proposed development then changes within the site, with terraced properties. This is similar to St Aidan Close, which retains the existing character of development fronting Old Horsham Road, but with a higher density to the rear. Viewing the application from along Old Horsham Road the terraces of dwellings are set back within the site and so would not be readily apparent. This is considered to be as appropriate design solution to reflect the character of the existing frontage, while ensuring an effective and efficient use of land in the built up area. No car parking is to be provided along Old Horsham Road (except for one flat for wheelchair users) in order to retain the existing landscaped frontage character and to provide a setting for the entrance to the development.
- 5.11 To conclude, it is considered the design, appearance and layout is acceptable and would be sympathetic and respect the design, appearance and pattern of development in the area in accordance with the policies CH1, CH2 and CH3 of the Local Plan.

The acceptability of the proposed development for future occupiers

Space standards & Layout

- 5.12 Policy CH5 (Standards for All New Dwellings (including conversions) of the Crawley Borough Local Plan 2015-2030 advises that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents through the application of Building Regulations. Having reviewed the accompanying floor plans of the application, all the proposed dwellings and flats would meet the minimum room and floorspace requirements set out in Policy CH5 and would meet the Lifetime Homes standard. The separation distances between the habitable rooms are greater than 21 metres, and the positioning and orientation of the dwelling are such that it is considered the development would not cause any harmful or direct overlooking into neighbouring units.

Amenity Areas

- 5.13 The size of the amenity areas for the proposed houses comply with the guidance within the Urban Design SPD, while communal outdoor space has been provided for the flats. These areas would be provided with sufficient daylight and sunlight and the outdoor space for the flats would be 'private' and enclosed for residential use but overlooked by units providing natural surveillance. It is

considered the amenity areas provided would create a usable, private outdoor amenity space for the future occupiers in accordance with the principles of the Urban Design SPD.

Noise

- 5.14 The application was initially submitted with a noise report, but following an objection from Environmental Health, further noise assessments were carried out. The updated report identifies a harmful outbreak of noise from the rear door of the adjoining Social Club. The club stage is next to this exit which leads to the beer garden/smoking area and is regularly used. There is no other safe access to the beer garden from the club.
- 5.15 Environmental Health consider that the noise breakout is substantial and unacceptable and that without mitigation the noise breakout would cause a statutory noise nuisance to future residents of this proposed development.
- 5.16 Thus Environmental Health initially objected to the introduction of noise sensitive development (housing) adjacent to this existing noise source (and the scheme would have been contrary to policy CH3 and ENV11 of the Local Plan).
- 5.17 The Council has a statutory duty to ensure that all noise nuisances are abated and so if the residential development was granted permission and the club continued to operate, this would result in action having to be taken against the Social Club to limit the hours of amplified music, which would have implications for the future viability of the Club. Alternatively noise mitigation measures would be required and these would have to be undertaken at the club premises, even though the issues would arise from the erection of dwellings on the current application site which is in separate ownership to the Club.
- 5.18 Since then Officers, the applicant and the Social Club have worked together to find a solution to ensure that the amenities of the residents of the new development would be protected and also that the operation of the club would not be unduly or unfairly prejudiced or penalised if this housing application was to be approved.
- 5.19 The revised noise report therefore identifies that an extension to the club to prevent noise breakout from the existing building would address this issue. A scheme to achieve this is the subject of the associated application CR/29017/0469/FUL (item 1 on this agenda).
- 5.20 In addition to the noise report, the applicant for this residential proposal and the owners of the Social Club have entered into a legal private land agreement that requires, if both applications are approved, that the extension to the club is completed prior to the occupation of the dwellings and that the Council will undertake and pay for this extension. It also requires a further noise survey to be carried out post-construction of the extension and sets out a maximum acceptable level of noise that can escape from the building. If the level of noise escaping from the club exceeds the agreed level then the Council will arrange at their own cost for additional measures to reduce the sound level to below the maximum figure.
- 5.21 Environmental Health have confirmed that the erection of the extension in accordance with the construction details as approved prior to occupation of the dwellings should address the noise objection. The noise report also details the sound insulation properties of the dwellings and it is considered that this is acceptable with regard to road noise and would ensure a suitable internal noise environment for future residents.
- 5.22 In order to formally link the extension development to the implementation of this residential application, and to ensure that the dwellings are not occupied until the extension to the club is completed to the required standard, it will be necessary for a planning s106 legal agreement to be completed.

Impact on the amenities of occupiers of existing neighbouring properties

- 5.23 The nearest residential properties are to the south west, on the opposite side of Old Horsham Road and to the west of Goffs Park Social Club. Given distance of the development from these properties

it is not considered that the development would have a detrimental impact on their amenity in terms of overlooking or overbearing. The proposal therefore complies with CH3 of Crawley's Local Plan.

Parking and highway safety

Parking

- 5.24 Crawley Urban Design SPD sets parking standards for residential developments, and this scheme would require 66 car parking spaces. The application proposes 68 car parking spaces, 16 of which would be visitor spaces and 6 motorcycle spaces, which would be provided across the application site with a mixture of curtilage parking, parking courts and on street visitor parking. The overall level of parking provision would meet the adopted parking standards, therefore the proposed development would accord with policies CH3 and IN4 of the Crawley Borough Plan 2015-2030, the Urban Design SPD and the objectives of the NPPF.

Highway Safety

- 5.25 The site has previously been used as a depot by Crawley Borough Council and as a nursery serving the adjacent Goffs Park. All previous structures have now been removed leaving a relatively level site with large areas of hardstanding. A Transport Statement and Stage 1 Road Safety Audit has been submitted in support of the application and WSCC Highways were consulted. The application site is located within the established built up area and therefore a number of sustainable transport choices are available to access local shops, services and employment opportunities. Vehicular access is onto Old Horsham Road which was part of the former main Crawley-Horsham road but is now a cul-de-sac serving a number of residential properties, St.Wilfrids School, a church and Goffs Park House.
- 5.26 WSCC Highways have considered the Transport Statement and Stage 1 Road Safety Audit submitted and commented on the history of the area in terms of previous applications, and the previous improvements to the junctions at Old Horsham Road and Horsham Road with the introduction of a mini roundabout. WSCC commented that they have no objections to the proposed access and parking layout. WSCC also stated that the guidance for the number of dwellings served by a cul-de-sac has been relaxed by Manual for Streets which now sets no upper limit.
- 5.27 In terms of highway capacity, on street parking and the submitted traffic survey, WSCC Highways stated that whilst no significant queues were noted at the Old Horsham Road roundabout, there was some slight queuing on Old Horsham Road whilst westbound traffic had to give way to eastbound traffic due to parked cars on the southern side of the road. Furthermore they stated that 5 school buses went down Old Horsham Road to drop off children at St.Wilfrids School before returning along the same route. They considered that the highway improvements carried out at when St.Wilfrid's school was redeveloped in their opinion seem to have resolved most of the traffic queuing and parking issues previously experienced.
- 5.28 WSCC Highways have also commented on the submitted parking surveys. According to the surveys, approximately 35 cars were noted as dropping off children in the vicinity of the church in the morning peak period, but not at the same time and there was no queuing. Most traffic headed eastwards to drop off at St.Wilfrid's Way. Therefore as expected, Old Horsham Road was busy at school arrival and departure times, but they considered that no major congestion was apparent.
- 5.29 WSCC Highways have used the national TRICS database of traffic surveys on similar sized and located developments, which predicts the proposed development would generate around 20 vehicle movements in the AM and PM peak periods. WSCC consider this is well within the capacity of Old Horsham Road and its roundabout junction. In addition, the net increase would be small when compared with the vehicle movements for the former maintenance depot which generated traffic in its own right. A Construction Environment Management Plan (CEMP) was submitted with the application and was considered acceptable by WSCC in terms of their requirements. A condition can be imposed to control the impact of the development during construction.
- 5.30 Comments have been received from the Police expressing concerns with regard to the proposed cycle/footpath link to the park, while the Cycle Forum are in support of this feature. The link would

allow the future occupiers of the development easy access to Goffs Park, which has footpath and cycle paths linking to the town centre and around Crawley. The path has been designed to reduce the potential for anti-social behaviour, will be lit and would enable the occupiers of the development to access more sustainable means of travel.

- 5.31 In conclusion given the existing use of the site and the comments from WSCC Highways it is considered that the proposal would not result in a negative impact on highway safety or a significant adverse impact on the operation of the local highway network. Furthermore access to more sustainable forms of transport will also be possible. Therefore the proposed development would accord with policy CH3 and IN3 of the Crawley Borough Plan 2015-2030 and the objectives of the NPPF.

Affordable Housing and Housing Mix

- 5.32 Policy H4 states that 40% affordable housing will be required from all residential developments. The Council will expect a minimum of 70% of the affordable housing to be for affordable rent, or social rent, and up to 30% Intermediate tenure. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. The affordable housing will be secured by means of a Section 106 legal agreement.
- 5.33 The application has been submitted by the Crawley Council and will be owned and managed by Crawley Homes. The mixture of unit sizes is in response to Crawley's affordable housing needs. The application proposes 100% affordable, which exceeds the policy requirement of 40%. The split between rent and intermediate tenure will be finalised as part of the section 106 agreement. The application is therefore considered to comply with policy H4 of the Crawley Borough Plan 2015-2030 and the objectives of the NPPF.

Trees and landscaping

- 5.34 There are a number of trees within the site mainly in the north, with three of these being protected by a Tree Preservation Order (TPO), (2x Scots Pine and 1 Oak). The application was submitted with a tree report which identifies a number of trees to be removed either because the development would be affected by them or due to their current poor condition. The three TPO trees would be retained and the report makes a number of recommendations to ensure they are not damaged during the construction of the development. The tree report states that the development would result in the removal of 18 trees and proposes to replant 55 trees within the application site.
- 5.35 The tree report was considered by Council Tree officer who has no objection, subject to a condition requiring the works to be carried out in accordance with this report, it is therefore considered that the development would not have detrimental impact on the protected trees.
- 5.36 Policy CH6 states that trees make an important contribution to the character and appearance of the Borough and that landscape proposals for residential development should contribute to the character and appearance of the town including at least one new tree for each new dwelling. Where development proposals would result in the loss of a tree the policy requires a replacement based on the trunk diameter of the lost tree. The application would result in the removal of 18 trees and proposes to replant 55 trees, this would result in a short fall of 47 trees based on the requirements of the policy. It is considered that no further trees could be planted on site and therefore this shortfall will be sought as a financial contribution as set out within the Councils Urban Design SPD and will be secured as part of the Section 106 agreement. A landscaping plan was submitted with the application. The details include frontage hedging, block paving details, road surface details and tree species. The hard surfacing and soft landscaping details are considered acceptable and a condition is recommended ensuring the submitted details are carried out.
- 5.37 It is therefore considered that the development would accord with the requirements of policy CH6 of the Crawley Borough Plan 2015-2030, the Urban Design SPD and the objectives of the NPPF.

Infrastructure Contributions/ Section 106

- 5.38 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016. As the development proposes 100% affordable housing the proposal would be exempt from paying CIL.
- 5.39 A section 106 agreement will be required to secure the affordable housing, a financial contribution of £32,900 for the planting of trees off-site and to secure the implementation of the extension to the Social Club.

Other matters

Flooding and drainage

- 5.40 Due to the site area of the application site, a Flood Risk Assessment (FRA) was submitted. The site is located within Flood Zone 1, The Environment Agency assessed the application, commenting that it has a low environmental risk and therefore it had no objections.
- 5.41 The FRA also states that the application proposes Sustainable Drainage Systems (SuDS). This comprises of attenuation tanks and storage crates. The Councils Drainage Officer has commented on the application and following the submission of further information he has no objection to the proposal subject to confirmation of future maintenance responsibilities. This can be controlled by condition.

Archaeology

- 5.42 A desk top based assessment of the presence of archaeological features on the site has been carried out and submitted as part of the application. The Councils archaeological advisor has considered the report and has no objection.

Sustainable Construction

- 5.43 The proposed dwellings will be designed with a fabric first approach to energy efficiency. The terraced form of housing aids thermal efficiency and the good levels of insulation, reduced air leakage and the use of high quality windows would reduce the energy bill for future occupiers. The measures include triple glazed windows, minimal thermal bridging, reduced air leakage and efficient continuous ventilation.
- 5.44 The Councils Sustainability Officer has considered the submitted Design Statement which states that the dwellings are targeting a reduction in CO2 emission of at least 25% over and above the limits set out in 2010 edition of Building Regulations approved document L. This would be equivalent to level 4 of the now defunct Code for Sustainable Home, which is considered to represent a significant improvement on the current Building Regulations requirements and therefore acceptable in accordance with Local Plan Policies. The detailed requirements of policy ENV6 (Sustainable Design and Construction), and ENV9 (Tackling Water Stress) can be addressed by condition.

CONCLUSIONS:-

- 6.1 The application site has been allocated for residential development in the Crawley Local Plan 2015-2030 and therefore the principle is considered acceptable. The proposal accords with the policy requirements and would provide a significant number of new affordable residential units in a sustainable location. The proposal is considered to achieve a high standard of urban design and would be an attractive addition to this area. The proposed development is policy compliant in terms of its use, design and residential standards and, subject to measures to address noise impacts, would create a satisfactory residential environment. The proposal, subject to appropriate controls, is also acceptable in highways and parking terms. It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure:
- On site affordable housing;

- Tree mitigation (£32,900) infrastructure contributions;
- The implementation of the extension to the Social Club to address noise issues (CR/2017/0469/FUL)

RECOMMENDATION RE: CR/2016/1053/FUL

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

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.

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

4. No building or structure associated with the development hereby permitted shall exceed 104.35m AOD.
REASON: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Gatwick Airport and endanger aircraft movements and the safe operation of the aerodrome.

See Advice Note 1 'Safeguarding of Aerodromes' for further information, available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>

5. The development hereby permitted shall not be occupied unless and until the access to the site from Old Horsham Road has been designed, laid out and constructed in accordance with plans and details to be approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
REASON: In the interests of highway safety and in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

6. The development hereby permitted shall not be occupied unless and until the internal access roads and parking spaces serving the development have been designed, laid and constructed in accordance with details to be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
REASON: To ensure an adequate standard of access and parking for the development and in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

7. 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 and thereafter the Management Plan shall be adhered to. The CEMP shall include details of the following:

- Location of site offices
- Location of plant and materials storage
- Area for unloading/loading of materials and plant
- Location of hoardings
- Location of wheel washing equipment
- HGV ban between 0800-0900 and 1500-1600

REASON: To protect the amenity of local residents and businesses and to ensure the safe, free flow and operation of the highway network in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

8. The cycle storage areas as shown on the approved plans shall be provided prior to the occupation of the dwellings hereby approved. The cycle storage areas shall be retained for the life of the development.
REASON: To ensure adequate provision of cycle storage in accordance with policy CH3 of the Crawley Local Plan 2015-2030.
9. Development shall not commence until detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, have been submitted to and approved in writing by the Local Planning Authority. The approved detailed surface water drainage shall be provided prior to the occupation of any units and therefore after maintained. 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.
REASON: To safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
10. Development shall not commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be maintained and managed in accordance with the approved details.
REASON: To safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
11. The dwellings hereby approved shall be constructed in accordance with the requirements as set out within part 9 of the Environmental and Entertainment Noise Assessment, Reference J1966, dated 10/04/2017, unless otherwise agreed with in writing with the Local Planning Authority.
REASON: To safeguard future occupants of the site in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
12. No construction of the dwellings hereby approved shall take place until details of the energy strategy and sustainability measures for the new development which are referred to in the Design Statement have been submitted to and agreed in writing by the Local Planning Authority. The dwellings shall not be occupied until the agreed measures have been implemented.
REASON: To address sustainability measures required under policies ENV6 and ENV7 in the Crawley Borough Local Plan 2015.
13. All planting, seeding or turfing comprised in the approved details of the hard and soft landscaping and boundary treatments shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
14. The residential units shall not be occupied until details have been submitted to and approved by the Local Planning authority to demonstrate that each unit shall achieve a water efficiency standards by consuming not more than 110 litres per person per day maximum water consumption. The development shall be implemented in accordance with the approved details and thereafter retained.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.
15. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking and re-enacting that Order), no development falling within

Classes A and B of Part 1 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.

REASON: To control the development in detail and safeguard future occupants of the site in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

16. Any excavations carried out in the root protection area of any trees shall be carried out in accordance with the provisions laid out in BS 5837: 2012 - Trees in relation to design, demolition and construction. The development shall be carried out in accordance with the submitted Arboricultural Report and Statement ref: 140775/PRO including tree protection fencing, space for storage of materials outside of the RPA, construction of the dwellings, drives and footpath and the identified "no dig" areas unless the Local Planning Authority gives written consent to any variation.
REASON: To ensure the retention of trees important to the visual amenity / the ecological quality / and for the environment of the development in accordance with policy CH3 of Crawley Borough Local Plan 2015-2030.
17. The refuse and recycling facilities provision shall be implemented in accordance with the approved details prior to occupation of any unit and shall thereafter be retained for this use.
REASON: To meet its operational requirements in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
REASON: To ensure the operational requirements of the site can be met in accordance with Policy CH3 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. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
2. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

NPPF Statement

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

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



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

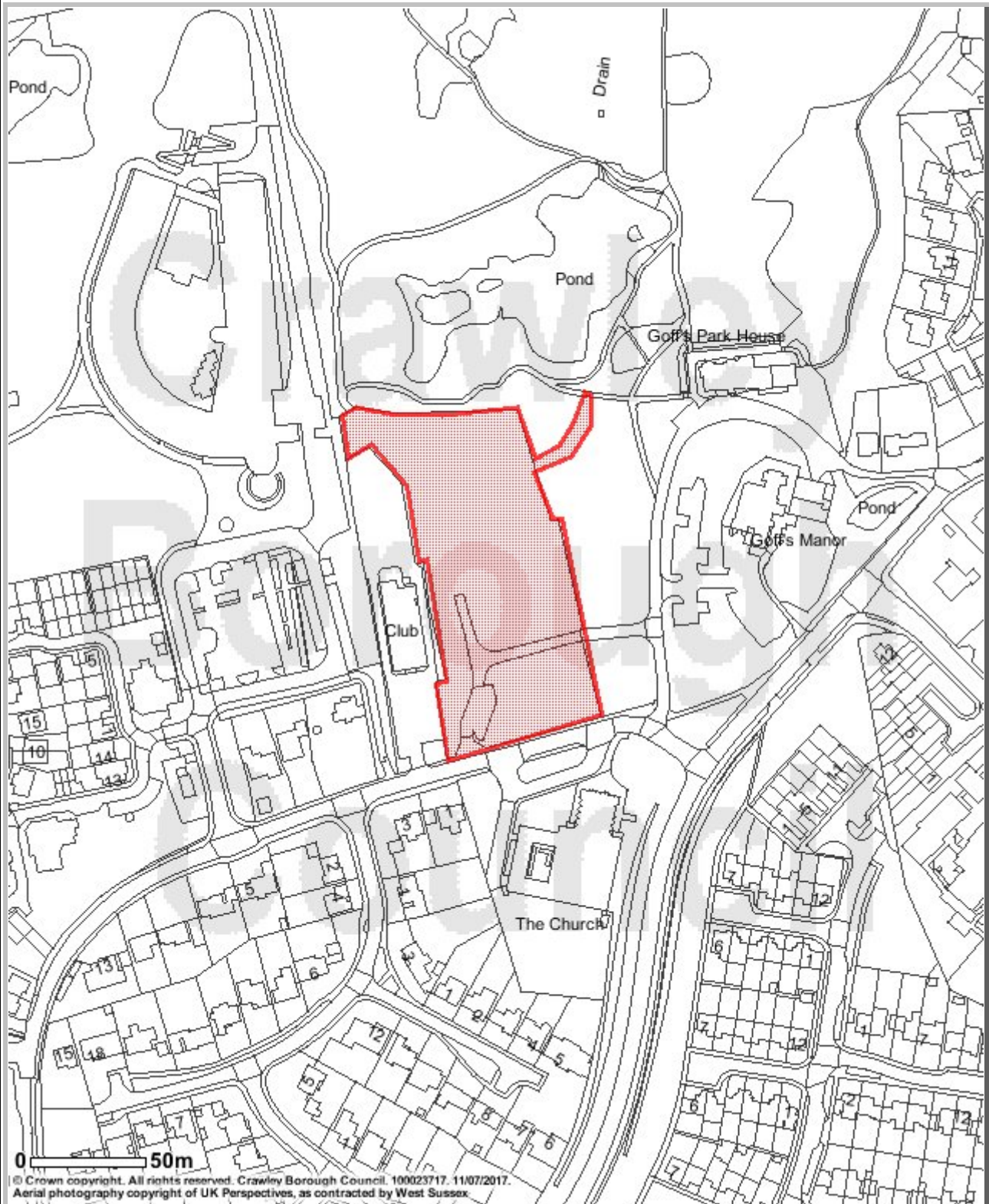
Tel: 01293 438000
Fax: 01293 438603

CR/2016/1053/FUL

Date 22 February 2017

Approx. Scale 1:1,250

**FORMER DEPOT ADJ TO SW CORNER OF GOFFS
PARK, OLD HORSHAM ROAD, SOUTHGATE,
CRAWLEY**



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