

# Crawley Borough Council

## Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room B**, Town Hall, Crawley, on **Monday 18 September 2017** at **7.30pm**

Nightline Telephone No. 07881 500 227



**Head of Legal and Democratic Services**

**Membership:**

Councillors I T Irvine (Chair), C Portal Castro (Vice Chair), N J Boxall, B J Burgess, D Crow, R S Fiveash, F Guidera, K L Jaggard, S J Joyce, T Rana, A C Skudder, P C Smith, M A Stone, J Tarrant and G Thomas

Please contact Heather Girling (Legal and Democratic Services Division) if you have any queries regarding this agenda.

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**Emergency procedure for meetings will be circulated to Members and visitors attending this meeting. Please familiarise yourself with these procedures and the location of fire exits.**

## Business - Part A

**1. Apologies for Absence**

**2. Lobbying Declarations**

The Planning Code of Conduct requires Members who have been lobbied, received correspondence or been approached by an interested party with respect to any planning matter should declare this at the meeting which discusses the matter. Members should declare if they have been lobbied at this point in the agenda.

**3. Members' Disclosures of Interest**

In accordance with the Council's Code of Conduct, members of the Council are reminded that it is a requirement to declare interests where appropriate.

**4. Minutes**

To approve as a correct record the minutes of the meeting of the Committee held on 29 August 2017 (**Enclosure A**).

**5. Planning Application CR/2017/0127/ARM: Phase 4, Forge Wood (NES), Crawley**

To consider report PES/239 (a) of the Head of Economic and Environmental Services (**Enclosure B**).

**RECOMMENDATION** to APPROVE

**6. Planning Application CR/2017/0516/NCC: 2 - 3 Gatwick Road, Northgate, Crawley**

To consider report PES/239 (b) of the Head of Economic and Environmental Services (**Enclosure C**).

**RECOMMENDATION** to PERMIT

**7. Planning Application CR/2017/0527/TPO: Front Garden of 237 Ifield Road, West Green, Crawley**

To consider report PES/239 (c) of the Head of Economic and Environmental Services (**Enclosure D**).

**RECOMMENDATION** to CONSENT

**8. Planning Application CR/2017/0529/TPO: Rear of 14 Ifield Green, Ifield, Crawley**

To consider report PES/239 (d) of the Head of Economic and Environmental Services (**Enclosure E**).

**RECOMMENDATION** to CONSENT

**9. Planning Application CR/2017/0564/FUL: 83 - 87 Three Bridges Road, Three Bridges, Crawley**

To consider report PES/239 (e) of the Head of Economic and Environmental Services (**Enclosure F**).

**RECOMMENDATION** to PERMIT

**10. Planning Application CR/2017/0648/FUL: 19 Hudson Road, Tilgate, Crawley**

To consider report PES/239 (f) of the Head of Economic and Environmental Services (**Enclosure G**).

**RECOMMENDATION** to PERMIT

**11. Supplemental Agenda**

Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.

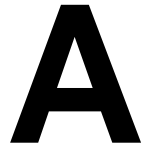
**With reference to planning applications, PLEASE NOTE:**

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Thursday 14 September 2017** at **10.00am**. . Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

**This information is available in different formats and languages. If you or someone you know would like help with understanding this document please contact the Democratic Services Team on 01293 438549 or email: [democratic.services@crawley.gov.uk](mailto:democratic.services@crawley.gov.uk)**

# Crawley Borough Council



## Minutes of Planning Committee 29 August 2017 at 7.30pm

### Present:

Councillor C Portal Castro (Vice-Chair in the Chair)

Councillors N J Boxall, B J Burgess, D Crow, R S Fiveash, F Guidera, K L Jaggard, S J Joyce, T Rana, A C Skudder, P C Smith, M A Stone, J Tarrant and G. Thomas.

### Officers Present:

Roger Brownings	Democratic Services Officer
Kevin Carr	Legal Services Manager
Jean McPherson	Group Manager (Development Management)
Clem Smith	Head of Economic and Environmental Services
Hamish Walke	Principal Planning Officer

### Also in Attendance:

Councillors: R G Burgess, M G Jones and M W Pickett

### Apology for Absence:

Councillor I T Irvine (Chair)

### 31. Lobbying Declarations

The following lobbying declarations were made by Members:

Councillors B J Burgess, Jaggard, Joyce, Portal Castro, Rana, P C Smith, Tarrant and Thomas had been lobbied regarding CR/2017/0180/FUL.

Councillors Boxall, B J Burgess, Crow, Guidera, Jaggard, Joyce, Portal Castro, Rana, Skudder, P C Smith, Tarrant and Thomas had been lobbied regarding CR/2017/0559/FUL.

### 32. Members' Disclosure of Interests

The following disclosures of interests were made by Members:-

<b>Member</b>	<b>Minute Number</b>	<b>Subject</b>	<b>Type and Nature of Disclosure</b>
Councillor Tarrant	Minute 34	CR/2017/0180/FUL: Zurich House, East Park, Southgate, Crawley.	Personal Interest – as a Ward Councillor for Southgate.
Councillor B J Burgess	Minute 38	CR/2017/0559/FUL: 10 Artel Croft, Three Bridges, Crawley.	Personal Interest – as a Ward Councillor for Three Bridges.

### 33. Minutes

Subject to the clerical correction below, the minutes of the meeting of the Committee held on 31 July 2017 were approved as a correct record and signed by the Chair.

#### Clerical Correction

Minute No.25 (Planning Application CR/2016/1053/FUL: Former Depot ADJ to SW corner of Goffs Park, Old Horsham Road, Southgate, Crawley)

In relation to the last line of the final paragraph on page 18 of the minutes of 31 July 2017, and after the word "parking,":

Insert the words: "the number of dwellings being greater than that stated in the local plan, the height of the blocks of flats which was considered overbearing especially those at the front of the site and which would be clearly seen on entering Old Horsham Road,"

### 34. Planning Application CR/2017/0180/FUL: Zurich House, East Park, Southgate, Crawley

The Committee considered report PES/238 (a) of the Head of Economic and Environmental Services which proposed as follows:

Demolition of existing building and erection of a new part 3, part 4, part 5 and part 6 storey building comprising 41 x two bedroom and 34 x one bedroom apartments together with 48 car parking spaces and landscaping. (Amended plans received).

Councillors B J Burgess, Jaggard, P C Smith, Stone, Tarrant and Thomas declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application and update. The Committee was advised:

- That confirmation had been received regarding the contribution towards Open Space which had been calculated at £15,989 (as opposed to the figure of £21,330 identified in paragraphs 5.38 and 6.2 of the report).

- That additional comments had been received from West Sussex County Council as the Highway Authority confirming that it had no objection to the proposals on highway safety, highway capacity or parking provision grounds, but that there was a requirement for a Traffic Regulation Order for the proposed Car-Club layby to secure it for that use. They also requested further information on the proposed operator which would be secured via the travel plan and as part of a Section 106 Agreement.
- The Group Manager indicated that she had been in receipt of a committee briefing sheet from the Applicant in support of the application, which had also been sent to Councillors.
- The Group Manager advised that further representations raising concerns about the parking problems and limited on street parking capacity had also been received.

Mr David Threader, Speaking on behalf of the Southgate Conservation Area Advisory Committee, County Councillor Jones, and Councillor Pickett, as a Ward Member for Southgate, addressed the Committee in objection to the application, whilst Mr Philip Allin, the Agent, addressed the Committee in support of the application.

The Committee then considered the application. The Committee discussed the issues arising, including the comments raised by the speakers and concerns raised by objectors. Members acknowledged those objections (which reflected those detailed in the report), particularly those made on the grounds of height, scale and massing, which it was considered would result in a dominant and unsympathetic form of development in the street scene and in particular when viewed from surrounding residential properties in East Park. Other Members felt the design was acceptable but had reservations about the overall height /scale of the building. Furthermore, the parking provision for the development was considered inadequate for its future residents and it was noted this was not in accordance with Council parking standards. There were concerns that the lack of on-site parking provision would have negative impacts on parking in the surrounding area generally (which had been designated a Controlled Parking Zone), and the tensions created in the community over parking places in this area. The area was already noted as experiencing considerable on-street parking pressures. Clarification was also sought on the viability appraisal undertaken for the development's proposed allocation of affordable housing.

In response to issues and concerns raised, the Group Manager:

- Indicated that the Applicant's parking survey for the proposed development was undertaken on Wednesday 14 December 2016, focussing on surrounding streets, and at a time of 4am to ensure that the majority of residents were at home.
- Confirmed that the proposed balconies would be a useable space, but indicated that even from the 6 storey block of flats, there would be no direct views from those balconies into the amenity space of surrounding residential properties in East Park.
- Explained that the proposed building would be of a similar overall layout to the permission granted in 2012 for 59 flats, but would be sited closer to the eastern boundary with the highest elements towards the eastern end of the building and the rear (north) and one storey higher than the earlier permission.
- Explained that the modern design of the building using contemporary features such as brick detail panels, extensive glazing and rendered bays interspersed by the balconies was considered by Officers to be an improvement to the character of the area when compared to the appearance of the existing office, and aesthetically better than the 2012 design.

- Acknowledged that the 11 affordable housing units proposed, represented a 15% affordable housing provision on all residential development, as opposed to the Local Plan (Policy H4) requirement of 40%. Whilst this was the case, it had been demonstrated that the development was not viable with a 40% affordable housing provision.
- Referred to comments from the Highway Authority that the site was in a highly accessible location with a wide range of services, including frequent passenger transport, within short walking distance. Residents would have realistic alternative transport choices for all day to day requirements and would not be reliant upon the use of the private car. The Highway Authority was satisfied that parking demands associated with this proposal could be accommodated without resulting in any detriment to highway safety.
- Indicated that the proposed restriction on residents applying for parking permits was intended to be controlled as part of a Section 106 Agreement. (However, in response to this issue, doubts were raised at the meeting as to whether WSCC would be prepared to limit applications for permits, from any particular address).
- Reiterated that compared to the previous use of the site as an office, there would be a likely reduction in the number of vehicle trips at peak times.
- Acknowledged that further under-croft parking could improve the number of parking spaces available although this would impact on unit numbers.
- Indicated that (although not present) a Highway's Authority Officer had been invited to this meeting.
- Advised that the Council's Refuse and Recycling Team had made no objections to the area provided for bins, and that it was for the Applicant to ensure that bins were site managed properly.
- Agreed that west facing windows on the development could improve natural surveillance serving the path to the railway platform, whilst indicating that such surveillance was not available from the current on-site offices, which were empty.
- Indicated that the Council's Contamination Officers had advised that any site contamination, such as that from an historic timber yard and ground gases could be mitigated.
- Confirmed that existing telephone cables would be closer to the new development, but that the utility company had not raised this as an issue or concern. It would be for the Applicant to deal with this matter.

With issues already raised on the matter earlier at this meeting, Members of the Committee referred to the affordable housing provision and sought clarification on the appraisal that had been provided by the Applicant. The Committee was reminded that due to the commercially sensitive nature of the viability report, discussions would need to be taken in Part B business (Exempt item).

### **35. Exclusion of public**

It was moved and seconded that the meeting be continued in Part B (Exempt item). A vote was taken, and with the Chair using his casting vote it was

#### **RESOLVED**

That in accordance with Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business: consideration of the viability appraisal report submitted as part of planning application CR/2017/0180/FUL - Zurich House, East Park, Southgate, Crawley, on the grounds

that it involves the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act.

**36. Planning Application CR/2017/0180/FUL: Zurich House, East Park, Southgate, Crawley**  
(Exempt Paragraph 3)

The Group Manager provided a brief explanation to the conclusions within the viability report, whilst it was acknowledged that this was a very complex matter. Policy H4 required a 40% affordable housing provision on all residential development unless it could be demonstrated that this would not be viable and that there was a proven need for the development. In this case, the Applicant had provided a viability appraisal which has been independently scrutinised on behalf of the Council, and which demonstrated that the development would not be able to deliver a policy compliant scheme. However, after negotiations with the Applicant, it had been agreed that 11 flats could be made available. The Committee discussed the issues arising.

**37. Re-Admission of the Public**

**The Chair declared the meeting reopen for consideration of business in public session.**

The Committee continued to consider carefully the application information and in particular the concerns raised.

At the request of Councillor Boxall, and in accordance with Council Procedure Rule 18.5, the names of the Members voting for and against the motion (to permit) and abstentions were recorded as set out below:

**For the Proposal (to permit):**

Councillors Crow, Joyce, P C Smith and Thomas (4).

**Against the Proposal (to permit):**

Councillors Boxall, B J Burgess, Fiveash, Guidera, Jaggard, Portal Castro, Rana, Skudder, Stone and Tarrant (10).

**Abstentions:**

None.

The Officer's recommendation to permit was therefore overturned.

It was then moved to refuse planning permission for the following reasons:

1. The proposed building by virtue of its height, scale and massing would result in a dominant and unsympathetic form of development in the street scene of East Park contrary to policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.
2. The proposed development fails to provide adequate on-site parking provision for its future occupants which would result in further on-street parking in the surrounding residential streets to the detriment of the amenities of nearby residents and contrary to policies CH3, IN4 in the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design Supplementary Planning Document 2016.



This was seconded, and a vote was taken.

**RESOLVED**

**Refuse** for the reasons set out above.

**38. Planning Application CR/2017/0559/FUL: 10 Artel Croft, Three Bridges, Crawley**

The Committee considered report PES/238 (c) of the Head of Economic and Environmental Services which proposed as follows:

Erection of single storey rear/side extension, first floor side/front extension over existing garage, two storey front extension and garage conversion to enable disabled person facilities, equipment and access.

Councillors Boxall, B J Burgess, Jaggard, Stone and Tarrant declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application.

Mr Don Bradley, the Agent, Mr Graham Baldock, who spoke on behalf of the Applicant, and Councillor R G Burgess, as a Ward Member for Three Bridges, addressed the Committee in support of the application.

The Committee then considered the application. In response to issues raised, the Principal Planning Officer:

- Emphasised that the disability needs of the applicant were a material consideration, but so too was the design of the dwelling and visual amenity of the street as a result of the proposed extension.
- Confirmed that extensive pre application advice had been provided to the Applicant in terms of improving the design and using alternative parts of the site where the property could be extended (to better comply with planning policy and guidance), with particular emphasis placed on extending the rear of the property which would not be visible in the street scene.
- The applicant had also been offered support in applying for a Disabled Facilities Grant and in having the scheme reviewed by specialists in the Council's Private Sector Housing Team.

The Committee considered carefully the application information and was of the view that the bulk, massing, design and scale of work undertaken would not be harmful to the character of the dwelling or the street scene. It did not accept the associated considerations in the Officer's report.

The Officer's recommendation to refuse was overturned.

It was then moved to permit the application proposed and this was seconded. A vote was taken.

**RESOLVED**

**Permit**, subject to the Conditions listed below:-

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 below save as varied by the conditions hereafter:  
10 AC - 01C Existing & Proposed Elevations, Floor Plans and Roof Plans  
CBC 0002 - Block Plan  
CBC 0001 - Location Plan  
CBC 0003 - Existing & Proposed East Elevations  
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 extension hereby permitted shall match in colour and texture those of the existing house.  
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

### **39. Closure of Meeting**

The meeting ended at 10.12 pm.

C PORTAL CASTRO  
**Chair**

REFERENCE NO: CR/2017/0127/ARM

**LOCATION:** [PHASE 4, FORGE WOOD \(NES\), CRAWLEY](#)

**PROPOSAL:** APPROVAL OF RESERVED MATTERS FOR PHASE 4 INFRASTRUCTURE PURSUANT TO PLANNING PERMISSION CR/2015/0552/NCC FOR A NEW MIXED USE NEIGHBOURHOOD FOR ROAD AND DRAINAGE INFRASTRUCTURE, NOISE FENCE, SPORTS PITCHES, CHANGING ROOM BUILDING, LEAP, CAR PARKING, INTERNAL ACCESS ROADS, FOOTPATHS, PARKING AND CIRCULATION AREAS, HARD AND SOFT LANDSCAPING AND OTHER ASSOCIATED INFRASTRUCTURE AND ENGINEERING WORKS ( AMENDED PLANS AND DOCUMENTS RECEIVED)

**TARGET DECISION DATE:** 18 May 2017

**CASE OFFICER:** Mrs V. Cheesman

**APPLICANTS NAME:** c/o Agent

**AGENTS NAME:** Pegasus Group

**PLANS & DRAWINGS CONSIDERED:**

T.0364 17 Wider Context Site Location Plan, T.0364 18 Infrastructure Programme, CSA\_667\_085 Rev E Pavilion Building Layout, CSA\_667\_261 Rev A\_Enhanced LEAP Layout, CSA/667/279 Phase 4 Sports Field Levels Plan, CSA/667/273 Hard and Soft Landscape Proposals, CSA/667/274 Hard and Soft Landscape Proposals, CSA/667/275 Rev A Hard and Soft Landscape Proposals, CSA/667/276 Rev A Hard and Soft Landscape Proposals, 7827/PH3&4/01 Tree Constraints Plan, 7827/Ph4INF/02 Tree Protection Plan, P830 01 Rev E Phase 4 Bus Swept Path, P830 02 Rev E Phase 4 Large Refuse Vehicle Swept Path, P830 03 Rev A Emergency Access, P830 05 Rev A Horizontal Geometry and Setting Out Plan (Sheet 1 of 7), P830 06 Rev A Horizontal Geometry and Setting Out Plan (Sheet 2 of 7), P830 07 Rev A Horizontal Geometry and Setting Out Plan (Sheet 3 of 7), P830 08 Rev D Horizontal Geometry and Setting Out Plan (Sheet 4 of 7) , P830 09 Rev D Horizontal Geometry and Setting Out Plan (Sheet 5 of 7), P830 10 Rev A Horizontal Geometry and Setting Out Plan (Sheet 6 of 7), P830 11 Rev A Horizontal Geometry and Setting Out Plan (Sheet 7 of 7), P830 12 Rev B Proposed Drainage, Levels and Contours Plan (Sheet 1 of 7), P830 13 Rev B Proposed Drainage, Levels and Contours Plan (Sheet 2 of 7), P830 14 Rev B Proposed Drainage, Levels and Contours Plan (Sheet 3 of 7), P830 15 Rev D Proposed Drainage, Levels and Contours Plan (Sheet 4 of 7) , P830/23 Construction Details, P830/34 Longitudinal Sections (Sheet 2 of 3), P830/38 Rev B Cellular Storage Tank Detail, P830/42 Rev B Carlow Storage Tank Detail, T255/19 Rev D Phase 4 Drainage Plan

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

- |     |                                      |  |
|-----|--------------------------------------|--|
| 1.  | GAL - Aerodrome Safeguarding         | No objection subject to a cranes informative                               |
| 2.  | GAL - Planning Department            | No comments to make  |
| 3.  | National Air Traffic Services (NATS) | No objections  |
| 4.  | WSCC – Highways                      | No objections, comments on parking and bus stops                           |
| 5.  | Highways England                     | No objections subject to conditions  |
| 6.  | Metrobus                             | No objections  |
| 7.  | Police                               | No objections  |
| 8.  | Cycle Forum                          | Welcome 3m wide shared path, comment on other connections within the phase |
| 9.  | Environment Agency                   | No comments to make  |
| 10. | WSCC - Surface Water Drainage (SWD)  | No comments received   |

11.	Thames Water	Request a Grampian style condition be imposed as They consider there is inadequate sewerage capacity to accommodate the development . However, advise that discussions are ongoing to agree a deliverable solution
12.	Southern Water	No objections
13.	Independent Water Networks Ltd	No comments received
14.	UK Power Networks	No objections
15.	Natural England	No objections
16.	Ecology Officer	No objections
17.	CBC - Drainage Officer	No objections
18.	CBC - Property Division	No objections
19.	CBC - Planning Arboricultural Officer	No objections
20.	CBC - Environmental Health	Update to be provided at the meeting
21.	CBC - Refuse & Recycling Team	No objections
22.	CBC – Amenity Services	No objections subject to revisions to the LEAP layout
23.	Sport England	No objections to amended plans, subject to maintenance of the pitches and clarification regarding car parking.
24.	NHS South East Coast Ambulance Service	No comments received
25.	Gatwick Diamond Grow Group	No comments received
26.	Homes & Communities Agency (HCA)	No comments received

### **NEIGHBOUR NOTIFICATIONS:-**

The application has been advertised by press advertisement and site notices.

### **RESPONSES RECEIVED:-**

One letter of representation expressing concern about impact on wildlife, protection of public footpaths and requiring facilities for dog walkers.

### **REASON FOR REPORTING TO COMMITTEE:-**

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

### **BACKGROUND:-**

- 1.1 Outline planning permission for the North East Sector neighbourhood, now known as Forge Wood, was originally granted by the Secretary of State on 16<sup>th</sup> February 2011 under reference CR/1998/0039/OUT.
- 1.2 The outline planning permission established the principle of a mixed use neighbourhood to include up to 1,900 dwellings, 5,000 sq m of employment floorspace, 2,500 sq m of net retail space, a local centre/community centre, a primary school, recreational open space, landscaping, the relocation of a 132KV power line adjacent to the M23 and other associated works.
- 1.3 More recently a Section 73 (variation of conditions) application CR/2015/0552/NCC was permitted on 15<sup>th</sup> November 2016, which issued a new outline planning permission for Forge Wood with updated decision notice and relates to a new Master Plan, Design Statement and revised conditions.
- 1.4 The principle of the new neighbourhood, the quantum of development, as well as the access arrangements and principal road junctions have therefore been established.

### **RELEVANT PLANNING HISTORY:-**

2.1 In respect of Phase 1:

Spine road - CR/2012/0357/ARM - approved  
Phase 1A for 204 dwellings – CR/2013/0610/ARM - approved  
Phase 1B for the local centre – CR/2014/0061/ARM - approved  
Phase 1C for 50 flats – CR/2014/0062/ARM – approved  
Phase 1D for a health centre – CR/2014/0063/ARM – to be determined.  
Primary School – CR/2016/0048/ARM - approved  
Temporary School – CR/2016/0026/ FUL – approved

2.2 In respect of Phase 2:

Spine Road and Drainage Infrastructure – CR/2015/0628/ARM – approved  
Phase 2A for 90 dwellings – CR/2015/0740//ARM - approved  
Phase 2B for 159 dwellings – CR/2015/0718/ARM – to be determined  
Phase 2C for 251 dwellings – CR/2016/0083/ARM – to be determined  
Phase 2D for 50 dwellings – CR/2016/0114/ARM – approved

2.3 In respect of Phase 3:

Employment Building – CR/2016/0858/ARM – to be determined  
Phase 3 and part Phase 4 infrastructure – CR/2016/0781/ARM - approved  
Phase 3A for 225 dwellings – CR/2016/0780/ARM – approved  
Phase 3B for 153 dwellings – CR/2016/0962/ARM – to be determined

2.4 In respect of Phase 4:

Phase 4A for 147 dwellings – CR/2017/0125/ARM – to be determined  
Phase 4B for 493 dwellings - CR/2017/1028/ARM – to be determined

**THE APPLICATION SITE:-**

- 3.1 This application site relates to Phase 4 of Forge Wood, which lies on the eastern side of Balcombe Road (B2036) with the M23 along the eastern boundary.
- 3.2 The land is relatively level and comprises arable farmland and open fields with scrub, woodland, hedgerows, bracken and trees, with hardstandings and buildings. A public footpath crosses the site east/west and goes over the M23. This forms the southern boundary of Phase 4, with Phase 3 to the south.
- 3.3 Toovies Farm land holding is located centrally within this Phase but is excluded from the application site itself. The farmhouse is a Listed Building.

**THE PROPOSED DEVELOPMENT:-**

- 4.1 This application seeks approval of reserved matters for the main link road and associated infrastructure that would serve Phase 4 of the neighbourhood. It comprises:
- the layout, alignment and specification of the access roads within Phase 4, with the main site access to this phase from Balcombe Road
  - car parking, internal access roads, footpaths, parking and circulation areas
  - the drainage infrastructure including swales, attenuation ponds, tank sewers and cellular storage
  - an additional noise attenuation fence in the north eastern corner of the site
  - sports pitches and a pavilion building, with associated car park
  - a local equipped area for play (LEAP)
  - hard and soft landscaping and other associated infrastructure and engineering works

- 4.2 The earlier approved infrastructure application CR/2016/0781/ARM related to both Phase 3 and part of Phase 4. The element within Phase 4 was the bund and acoustic fence along the boundary with the M23 and 2 pumping stations.
- 4.3 The fixing of the layout of the roads and other elements will set the framework and overarching layout which will serve the individual land parcels for the subsequent detailed 'reserved matter' applications for the various parts of the Phase 4 development. A similar approach was taken for Phases 1, 2 and 3. As set out above in the Planning History section, the applications for the two residential parcels that make up Phase 4 (sub phases 4A and 4B) have now been submitted and are currently under consideration.
- 4.4 The applicants have explained that by seeking detailed approval of the key Phase 4 infrastructure elements at this stage, this would enable the continued delivery of the mixed use neighbourhood, with an early start on the implementation of these aspects of the development. Following this, the detailed design of the individual phase 4 residential parcels can be refined to take account of the agreed infrastructure. Phase 4 is proposed to be developed in 2 residential phases (see para 2.4 above).
- 4.5 The following documents have been provided in support of the application:
- Planning, Design and Access Statement
  - Noise assessment
  - Ecology Assessment
  - Surface Water Drainage Strategy
  - Arboricultural Impact Assessment
  - Tree Protection Plan
  - Sports Pitch Specification
  - Landscaping Proposals
  - Highway design plans, road layout ,drainage features and landscaping plans
  - Programme for the Construction Phase
- 4.6 During the course of the consideration of the application revised plans and documents have been submitted to address concerns raised and issues identified. Additional publicity and reconsultation has been undertaken in respect of these revised details.

## **PLANNING POLICY:-**

### The National Planning Policy Framework 2012 (NPPF)

- 5.1 This has a golden thread running through it which seeks to ensure a presumption in favour of sustainable development. The NPPF states that there are three dimensions to sustainable development and the planning system performs an economic, social and environmental role. These roles are mutually dependent. The Framework requires applications to be determined in accordance with the development plan.
- 5.2 Relevant sections are: paragraph 14: presumption in favour of sustainable development:  
 paragraph 17: core planning principles  
 section 1: building a strong competitive economy  
 section 4: promoting sustainable transport  
 section 6: delivering a wide choice of high quality homes  
 section 7: requiring good design

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

- 5.3 The plan was adopted on 16<sup>th</sup> December 2015.
- 5.4 Overarching policy SD1 sets out the presumption in favour of sustainable development in line with 6 strategic objectives which include progress towards climate change commitments, providing a safe

and secure environment for residents and visitors and meeting the social and economic needs of the current and future population.

5.5 Policy CH1 supports development in line with the neighbourhood principle (of which this sub-phase of Forge Wood complies with).

5.6 Policy CH2 sets out the principles for good urban design and states:

*To assist in the creation, retention or enhancement of successful places in Crawley, development proposals will be required to:*

- a) respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets;*
- b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas;*
- c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people;*
- d) make places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport networks;*
- e) provide recognisable routes, intersections and landmarks to help people find their way around;*
- f) consider flexible development forms that can respond to changing social, technological and economic conditions; and*
- g) provide diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.*

*Applications must include information that demonstrates that these principles would be achieved, or not compromised, through the proposed development.*

5.7 Policy CH3 sets out the normal requirements of all development and requires proposals to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context, be of high quality in terms of landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. In addition, proposals must provide a good standard of amenity for future residents in compliance with internal space standards and not cause unreasonable harm to the amenity of the surrounding area by way of overlooking, dominance or overshadowing, traffic generation and general activity. The policy requires the retention of existing individual or groups of trees that contribute positively to the area and seeks to ensure sufficient space for trees to reach maturity particularly when located in private gardens to ensure dwellings receive adequate daylight. Development should also meet its operational needs in respect of parking, access, refuse storage etc. The policy also requires the development to incorporate 'Secure by Design principles' to reduce crime, consider community safety measures and demonstrate design quality through 'Building for life' criteria.

5.8 Policy CH4 requires the comprehensive and efficient use of land to ensure the proper phasing of development over a wider area.

5.9 Policy CH6 seeks to ensure landscape proposals for residential development contribute to the character and appearance of the town and seek to ensure 1 new tree for each dwelling and where trees are lost seek mitigation in line with the published replacement standards.

5.10 Policy CH7 identifies the landscaping along the M23 as structural landscaping and an important feature that should be protected and enhanced. Proposals should protect and/or enhance such features.

5.11 In respect of access, policy CH11 requires proposals that detract on the character of a right of way or other type of recreational route to be adequately mitigated.

5.12 Policy CH12 relates to heritage assets and requires the impact of the development to be assessed on the asset and its setting.

5.13 Listed Buildings are specifically covered under policy CH15 and require development to demonstrate how proposal will protect the value of the listed building, its setting and its key features.

- 5.14 Housing policy H1 states that the Council will consider positively proposals for the provision of housing to meet local needs.
- 5.15 Housing policy H2 identifies Forge Wood as a key deliverable housing site for up to 1,900 dwellings with the period to 2020.
- 5.16 Policy ENV1 advises that Crawley's green infrastructure should be conserved and enhanced.
- 5.17 Policy ENV2 requires all proposals to encourage biodiversity where appropriate and to refuse proposals where there would be significant harm to protected habitats or species unless harm can be appropriately mitigated.
- 5.18 Policy ENV8 seeks to ensure development proposals must avoid areas which are exposed to an unacceptable risk from flooding and must not increase the risk of flooding elsewhere.
- 5.19 Policy ENV11 seeks to protect people's quality of life from unacceptable noise impacts.
- 5.20 Policy IN4 requires development to meet its needs when assessed against the Council's car parking and cycle parking standards.

#### Supplementary Planning Guidance and Documents

- 5.21 The following Supplementary Planning Documents and Guidance Notes, adopted in October 2016, are also relevant in the consideration of this application:
  - Urban Design SPD
  - Planning and Climate Change SPD
  - Green Infrastructure SPD
  - CIL – Developer Contributions Guidance Note

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

- 6.1 The key issues in considering this application are considered to be:
  - Is the development in substantial accordance with the Masterplan?
  - Design approach and the compatibility with existing and subsequent phases of development
  - Noise considerations
  - Drainage
  - Highway considerations / specification
  - Design of the sports facilities
  - Design of the LEAP
  - Impacts on ecology / habitat

#### Is the development in substantial accordance with the Masterplan?

- 6.2 The outline planning permission (CR/2015/0552/NCC) established the principle of a mixed use neighbourhood (as described in paragraph 1.1) with all matters of detail reserved for subsequent consideration except for the main access junctions serving the site. As set out in condition 1 on the outline application all the reserved matter applications are required to be in substantial accordance with the approved Masterplan and Design Statement. This reserved matter application relates to the detail of the infrastructure elements for Phase 4 including the roads, drainage features, playing fields and changing facilities, and this will then enable the separate residential land parcels comprising Phase 4 to be considered in detail in due course.
- 6.3 The approved Masterplan shows the general arrangement of this part of the site, with residential development set either side of a main spine road which runs west to east and then north/south. This road leads from the proposed site access off Balcombe Road in the north and connects to Phase 3



to the south of the site. Cul de sacs leading off the spine road are shown and would serve the dwellings and leisure facilities.

- 6.4 The main road will be a bus route through the development, and the route for the main cycle path. The provision of the playing fields, pavilion and LEAP are also included in this application. All these features are as shown in the approved Design Statement and Master Plan.
- 6.5 In considering the application against the development of the neighbourhood as a whole and in relation to this particular phase, it should be noted that there is no change to either the overall quantum of development, the overall mix of uses, the general disposition of the uses and the location of key open spaces. The drainage features are in accordance with the overall drainage strategy that has been agreed in principle for the neighbourhood. The sports facilities follow previous discussions about the location and extent of the facilities to be provided in this part of the neighbourhood and were incorporated into the new outline permission and revised Master Plan under CR/2015/0552/NCC.
- 6.6 In these circumstances the proposed infrastructure elements are considered to be in accordance with the Masterplan.

Design approach and the compatibility with existing and subsequent phases of development:

- 6.7 The design approach that has been used for this application follows that set out in the Master Plan and Design Statement and flows from that adopted for the 3 earlier Phases, in relation to the road hierarchy and character areas (and their associated design and layout) , the drainage strategy and noise attenuation measures.
- 6.8 With regard to the road design and layout, the Main Street is the spine road and has been designed as a legible route through the development, to connect the various areas of housing and to link to Phase 3. Parking is to be set back from the main road frontage. The proposed highway is typically 6m wide (with localised widening to accommodate swept paths) with a 2m footway one side and a combined 3m footway and cycle path on the other side.
- 6.9 The Neighbourhood Housing areas are characterised by a low speed highway network where the proposed 5m width carriageway is subservient to the urban form and the objective is to provide a highly permeable development to encourage pedestrian and cycle movement within the neighbourhood.
- 6.10 The Neighbourhood Green character area seeks to provide formal recreation in a "village green" setting, with housing encircling the green to provide a backdrop and enclosure to the green space. Formal playing pitches are shown within the green with a pavilion and the LEAP adjacent. A footpath and cycleway would run around the edge of the green and link to the wider footpath network.
- 6.11 In this regard, it should be noted that the application boundary is drawn to the edge of the main infrastructure work. This is to ensure this application does not prejudice the design opportunities for the residential parcels that adjoin the road. However, the red line is drawn wider where it includes the sports pitches, pavilion, car park and LEAP within the neighbourhood green area.
- 6.12 The drainage features for the residential development of Phase 4, follow the overarching site-wide drainage strategy and SuDS principles. For this application they comprise swales, attenuation ponds, tank sewers and cellular storage, and would ensure that these are provided for at an early date. Their incorporation at this stage allows for the subsequent residential development with associated landscaping to be designed with respect to these features.
- 6.13 A noise bund and fence for both Phase 3 and Phase 4 have been approved under the earlier infrastructure application CR/2016/0781/ARM and are set within the 40m dwelling exclusion zone along the M23. This current application proposes additional measures in the form of a further noise attenuation fence (3m high) at the top north east corner of the site, following a revision to the extent of the bund and fence due to the need to accommodate the new termination tower for the power cables.

- 6.14 Illustrative context plans have been provided to demonstrate how the form of development could evolve, and Phases 4A and 4B are currently under consideration (CR/2017/0125/ARM and CR/2017/0128/ARM). However the exact access points to the side roads, driveways, lay-bys, street furniture and landscaping would need to be the subject of the detailed designs of the various reserved matters for the land parcels. The provision of the bus stops and shelters would be covered by the submission of details required under condition 58 on the outline permission.
- 6.15 It is thus considered that this is an appropriate design approach for a development of this complexity. The fixing of these infrastructural elements, comprising the road layouts and their alignment, the positioning of the drainage features, the sports and play facilities and the noise attenuation fence will set the framework and inform the detailed layout and form of the residential parcels. It is considered that this approach would not prejudice the future design or comprehensive development of Phase 4.

#### Noise considerations

- 6.16 The main noise source for these 2 phases is road noise from the M23 and aircraft noise.
- 6.17 With regard to the M23, the outline permission includes a 40m exclusion zone where no dwellings are allowed to be sited. This area is shown on the approved Master Plan and is set out in condition 64. The Master Plan also shows the use of an acoustic barrier along the eastern boundary of the site to mitigate noise across the remainder of the residential parcels, and is identified as a separate character area - 'landscape buffer' - which is to be a visual and acoustic barrier to the motorway.
- 6.18 In addition, specific measures for the construction of the dwellings themselves, including an appropriate ventilation strategy will be necessary. Condition 34 requires a scheme to demonstrate that the dwellings will have sufficient protection against noise and how such measures are to be delivered and secured. This is to be submitted in conjunction with the residential layouts.
- 6.19 For this part of the Neighbourhood, the site wide noise mitigation measures comprise the noise bund and fence approved for both Phase 3 and Phase 4 under the earlier infrastructure application CR/2016/0781/ARM. These features are to be located within the 40m dwelling exclusion zone along the M23. This current application proposes additional measures in the form of a further noise attenuation fence at the top north east corner of the site.
- 6.20 The extent of the barrier within the earlier application shows the barrier terminating just south of the most northern boundary. However, due to the position of the new overhead cables termination tower which has been installed in this northern corner, the extent of the bund and fence has had to be adjusted and an additional fence provided. The additional 3m high fence would provide a staggered overlapped barrier and the swale has also been adjusted accordingly in this north eastern corner.
- 6.21 The developers have advised that a fence has been proposed as it would not compromise safety in relation to the close proximity of the termination tower at this part of the site and allows for a greater level of tree retention than if a bund was used. Additional material has been requested to illustrate the visual appearance of the fence and how it would relate to the existing ground levels, trees and other features, including the approved arrangements for the bund and fence and the drainage features. This material is also to show the proposed soft landscaping for the acoustic fence. It is anticipated that these plans will be available for the Committee meeting. Members will be advised at the meeting if any additional conditions are necessary and if any further consultations are required in this regard.
- 6.22 Whilst the formal comments of Environmental Health have yet to be received for the additional acoustic fence now proposed, the main acoustic barrier of a bund and fence for phase 3 and 4 has been approved under the earlier application CR/2016/0781/ARM. It is anticipated that this approach could provide the necessary mitigation and would result in a generally acceptable noise environment for this phase, although it would need to be in association with an appropriate layout for the units and the specific measures required for the dwellings themselves. An update on this issue will be provided at the meeting.

- 6.23 The precise details of the layout of the dwellings in relation to the noise environment would thus be assessed as part of the Reserved Matters applications for the individual residential parcels and the specific construction details of the measures would form part of the condition 34 discharge request application.
- 6.24 The design of the fence with the proposed landscaping in conjunction with the previously approved bend and fence is considered to be satisfactory and would result in an appropriately screened and planted feature that would provide the required noise measures as well as providing opportunities for ecological enhancements and mitigation. By agreeing the form and location of these noise mitigation measures at this stage, this sets an important aspect of the framework for these phases, which will then inform the wider layouts of the residential parcels.
- 6.25 With regard to aircraft noise, the principle of residential development in this area was considered acceptable by the appeal Inspector, subject to appropriate mitigation. This higher level of detail will thus be assessed in due course as part of the analysis of the layouts of the Reserved Matters applications for the residential parcels in association with the specific measures that are required to be submitted pursuant to condition 34.

## Drainage

### Surface Water Drainage

- 6.26 There is a need to ensure that there is an effective drainage strategy for the infrastructure elements of this phase and to serve the development as a whole. The site wide drainage strategy as originally submitted pursuant to condition 16 (and as submitted under CR/2015/0552/NCC) assumed that sewer alignments would be under the main roads and this is shown in the submitted plans for this application. In addition, other drainage features for this Phase comprise the use of SuDS to manage the disposal of surface water run-off from the developed parts of the site.
- 6.27 For drainage purposes, this Phase has been split into 3 catchments, each with SuDS features which will act to balance surface water outflows prior to discharge. These features include a system of grassed detention basins, swales, tank sewers, and offline cellular and concrete storage tanks. Surface water from this Phase will then be directed towards the sewer along Balcombe Road and the local watercourse and ditch system along the M23. The proposed system incorporates a 40% climate change allowance as per current guidance.
- 6.28 Highways England have commented that the bunds and fences should be designed to ensure there is no risk of impact on the M23 and recommend a number of conditions in this regard and to prevent vehicular access from/to the M23. In addition, part of the surface water drainage from the development site is proposed to drain into a M23 drainage ditch and a further condition has been recommended to protect this drainage asset to ensure that the outfall from the proposed development does not result in scour or erosion of Highways England's drainage ditch.
- 6.29 The applicants consider that these conditions are unnecessary as they are covered by the conditions on the Phase 3 and 4 Infrastructure application, the outline planning conditions and also by the technical drainage strategy submitted with the application. Your Officers are of the view that the conditions related to the bund and fence are required as the overall bund and fence are different to the Phase 3 and 4 infrastructure application (CR/2016/0781/ARM) and the additional fence is on land outside that application, so without this condition there would be no way of securing the comprehensive details as a whole. These could then be submitted as a package for discharge under both references. The condition preventing access from/to the M23 is considered to be reasonable and necessary and was accepted by the applicants in respect of the Phase 3 and 4 Infrastructure application.
- 6.30 With regards to the condition to protect the drainage ditch, Officers have been actively liaising with Highways England, to try and find a way forward. It is considered that it should be applied as, if the Committee are minded to approve the application without this particular condition, it should be noted that the Town and Country Planning (Development Affecting Truck Roads) Direction 2015 means that if the recommended conditions are not imposed then the application will have to be referred to

the Secretary of State for Transport before a decision is made. It is hoped that an update will be available in time for the Committee meeting.

- 6.31 The drainage strategy also includes the incorporation of 3 pumping stations, which were agreed under the earlier infrastructure application CR/2016/0781/ARM – one in Phase 3 and two in phase 4. These installations are mainly underground with a small control kiosk above ground and the compound is to be secured by 2m high palisade fencing and hedging. In addition to meeting the various technical criteria for such infrastructure, the visual impact of these installations needs careful consideration to ensure that they are assimilated sympathetically into the streetscapes of the neighbourhood.
- 6.32 The details of the landscaping for the Phase 3 pumping station, which is to the immediate north of the main entrance into Phase 3 from the Balcombe Road, has been agreed as part of the Phase 3A proposals.
- 6.33 With regard to the two pumping stations that are in this Phase, the comprehensive landscaping plans that have been submitted for this application show them set within grassed and landscaped areas and this approach is considered to be acceptable. Further plans have been requested to show the detail of this planting and it is anticipated that these plans will be available for the Committee meeting. Members will be advised if any additional condition is necessary at the meeting.
- 6.34 The outstanding matter regarding surface water drainage is the future long term maintenance and management of the drainage features and this is the subject of ongoing discussions in respect of the site wide drainage strategy required under condition 16. The approach is that the drainage would be the responsibility of a private management company and finalised details of the arrangements and financial safeguards are under consideration under the condition 16 submission CR/2015/0552/CC3.

#### Foul drainage

- 6.35 Thames Water has consistently commented that the existing waste water infrastructure is unable to accommodate the needs of the development and have recommended that a 'Grampian Style' condition be imposed requiring an on and off-site drainage strategy for the proposed works. It is not appropriate to impose a condition relating to strategic infrastructure to a reserved matter application as such issues should have been conditioned at outline stage. The appeal Inspector did not impose a specific condition in respect of foul water drainage. The applicants are in any event required to make satisfactory provision for waste water and will have to reach agreement with Thames Water. This can be achieved outside of this reserved matters application.
- 6.36 The applicants have previously confirmed that they already have a foul drainage strategy and agreement with Thames Water which covers the whole development including Phase 4. More recently they have also advised that that under S106 of the Water Industry Act (WIA), Thames Water have previously granted the right to connect to the public foul sewer network in two locations, namely Radford Rd and the junction of Balcombe Rd/Steers Lane. Subsequent to that agreed position, GTC, the appointed drainage adopting body for this development have developed matters further with Thames Water including a potential new sewer to the sewage treatment works, all under the WIA.
- 6.37 Thames Water have subsequently confirmed that discussions are ongoing with the developers to agree a deliverable solution, with the preferred option being the construction of a rising main to discharge flows to Crawley Sewage Treatment Works.

#### Highway considerations / specification

- 6.38 The roads which form the key infrastructure though this part of Forge Wood form a more extensive road network than previous infrastructure applications, because the drainage strategy for this phase involves a series of pipes under the road. Thus the application includes not only the layout and design of the main spine road, but also the roads associated with the neighbourhood housing and neighbourhood green character areas.

- 6.39 WSCC Highways have no objection to the amended plans, relating to the main access and the proposed road layout. They do comment that the private parking spaces and courtyards shown on this layout would not be adopted. The applicant has confirmed that the maintenance of these areas would be covered by the private management company. The exact location of the individual vehicle crossovers, laybys, and speed reducing measures would be finalised as part of the considerations for the housing parcels.
- 6.40 The main street is the main residential collector road through this phase and has been designed to accommodate a bus route in accordance with the requirements of the outline planning application. The application shows the location of 2 bus stop positions. The precise details of the bus stops and shelters can be covered under the condition discharge request application for condition 58 and would also be covered under WSCC's s38 road adoption process.
- 6.41 The cycle way elements in the application site accord with the transport links shown in the approved Design Statement. It is necessary however to ensure that they will provide for appropriate connections to the cycle routes within the other phases and the wider vicinity of the site.
- 6.42 In this respect the cycleway route along Main Street at the entrance to the site is shown to connect up to the crossing over the Balcombe Road (by Steers Lane) as well as with the footpath/cycle path that runs west/east and so would provide an attractive and user-friendly route connecting to other parts of the neighbourhood and the wider area.
- 6.43 The cycle path encircling the sports pitches would connect to a cycle path leading north (to the west of Toovies Farm) leading to the cycle path along Main Street. It also connects to the footpath/cycle path that runs west/east. Cycle access from Phase 4 to phase 3 would be achieved (on the east side of this phase) via the main street cycle path and in the west of the phase via the emergency access route. The emergency access was approved as part of the earlier Phase 3 and 4 infrastructure application CR/2016/0781/ARM.

#### Design of the sports facilities

- 6.44 The revised proposals show 4 mini soccer ( up to age 8) pitches and a central cricket square, comprising 1.5ha of useable playing surface, all set within a circular grassed area, plus land for cricket nets. A pavilion with changing facilities and car park is set to the south east.
- 6.45 The facilities are shown in this location on the Master Plan and are specifically required to be provided as part of condition 29 on the outline permission, with the trigger point being the occupation of the 1000<sup>th</sup> dwelling.
- 6.46 A 3m wide cycle path/footway would run round the perimeter of the sports field. Between this and the cricket pitch boundary to the outfield, would be a 5m gap, comprising a 3m wide bund and a 2m wide buffer. The bund would be 0.5m in height with tree planting, with gaps for access and in front of the pavilion building.
- 6.47 The pavilion is single storey, of a traditional design and is to be constructed of brick walls under a tiled pitched roof. It would incorporate 2 changing rooms and one for officials, storage areas, including one with external access for the pitch maintenance machinery, a kitchen and main hall. The size of the building is 297.8sq m. The front (east) elevation incorporates a small entrance porch and the rear (west) elevation would have window and bifold doors, with covered canopy above, that would look onto the sports pitches.
- 6.48 The car park is to be accessed from by a cul de sac running from the main street and incorporates 25 spaces, of which 2 are to accessible standards, with an overflow parking area (7 spaces) indicated to the south, giving a total of 31 spaces. The car park provides the appropriate number of spaces in accordance with the standards in the Urban Design SPD relating to the size of the pavilion and the playing field area, being 1 space per 22 sqm of floorspace and 12 spaces per ha of playing fields.

- 6.49 The design, layout and construction specification of the pitches and pavilion have been revised following consultation responses, including those from Sport England, Amenity Services and the Cycle Forum. It is considered that the submitted details are acceptable and has addressed the issues raised, subject to clarification regarding Sport England's comments regards maintenance of the pitches and car parking arrangements. An update will be provided at the meeting.

#### Design of the LEAP

- 6.50 The LEAP is adjacent to the pavilion and incorporates 9 pieces of play equipment, including swings, a tree house, seesaw and carousel. There are also picnic benches, seats, refuse bins and cycle stands. It includes a dedicated fenced area for younger children/toddlers.
- 6.51 Access to the LEAP is via paths from the footpath/cycle way surrounding the cricket pitch, from the footpath/cycle way to the south, and a further path has been added running from the pavilion through the LEAP to the footpath/cycle way to the south.
- 6.52 It is considered that the general layout and range of equipment is appropriate, but the applicants have been asked to provide an additional path through the area to give a more inclusive layout, use of covered bike stands and appropriate surfacing. It is anticipated that these plans will be available for the Committee meeting. Members will be advised if any additional condition is necessary at the meeting.

#### Impacts on Ecology / Habitat

##### Trees and Landscaping

- 6.53 The construction of the various infrastructure elements would require the removal of a number of trees. This approach in the main has already been established in order to accommodate the new neighbourhood and is implicit in the approval of the Master Plan layout. This has been developed further with the site wide drainage strategy.
- 6.54 The submitted Arboricultural Impact Assessment includes a survey of the trees in relation to this application and has identified that some 32 specimens would need to be removed. These are predominantly oaks, with other individual specimens of ash, hawthorn, holly, birch, silver birch, goat willow and lawson cypress, hedgerow and scrub. Their removal is due to their condition being unsuitable for retention or that they are of moderate/ low quality and it is necessary to accommodate the proposed layout. All other trees are shown to be retained although it should be noted that further specimens may require removal in the future as the various phasing parcels are developed and will be considered in detail when those layouts are submitted. It is considered appropriate to impose a condition to ensure that the tree protection measures specified in the report are in place prior to any development commencing on this part of the site.
- 6.55 In this case it is not considered that the policy requirements of CH6 are appropriate in respect to the level of tree replacement given the nature of the development in this case. As part of the overall layout for these Phases and across the development as a whole the applicants are proposing to mitigate tree loss as part of the overall landscaping proposals and replacement and significant additional planting is proposed. In particular, on this phase the drainage features and their surrounding areas are to be landscaped as are the areas of land either side of the site entrance onto Balcombe Road and the landscape buffer along the M23.
- 6.56 In addition, new planting and replacement trees within the residential parcels is proposed and these will be covered in more detail as part of those individual parcels under the relevant residential Reserved Matters applications.

##### Protected Species

- 6.57 The submitted ecological survey advises that the application site and wider site were originally surveyed in May 2006 based around the extended Phase 1 survey methodology, as recommended by Natural England. Updated walk-over surveys were carried out between 2009 and 2016. In

addition, specific surveys were undertaken within the application site and wider site for bats, badgers, birds, dormice, reptiles and great crested newts.

- 6.58 There are no statutory or non-statutory designated sites of nature conservation interest within the application site and there are not considered to be any significant adverse effects on any other statutory and non-statutory sites of nature conservation interest in the vicinity of the development from the development proposals.
- 6.59 The habitats within the application site are generally not considered to be any particular ecological importance as they are principally arable fields. The habitats of great value in the context of the application site are the hedgerows, trees and woodland areas. Small areas of these are to be lost to the proposed development, although the majority is to be retained and significant landscaping features are also proposed throughout the development, including the phase 3 / 4 bund.
- 6.60 With regards to bats, there was no direct evidence of roosting bats or bat droppings in the buildings and the surveys did not record any bats entering or leaving the buildings. Some hedgerows and trees will be lost as part of the development, although it is considered that this will not be of any significance to foraging or commuting bats, due to the limited activity that has been recorded within the site and the retained hedgerows. The landscaping proposals for both the application site and the wider site includes new areas of hedgerow and tree planting will compensate for any losses that occur, will help to increase biodiversity and will assist in maintaining and enhancing habitat connectivity. In particular, the enhancement of the retained woodland and the creation of the attenuation features along the eastern boundary will provide foraging opportunities for bats. A sympathetic lighting strategy will be required to minimise light spillage into key areas. This can be achieved via a suitable condition.
- 6.61 No evidence of badgers such as any setts, foraging signs, latrines, snagged hairs, snuffle holes or footprints were recorded within the application site during the surveys.
- 6.62 In respect of birds, the development will result in minor losses to habitat, however it is not considered that these small losses would have any significant impact upon bird species. The landscape scheme for the wider site includes new areas of hedgerow and tree planting. Furthermore, the management of the wider site as a whole and in particular the woodlands, such as the removal of the invasive species, and areas of new native species planting will help to significantly increase biodiversity and will help to enhance the foraging opportunities available for birds.
- 6.63 The habitats within the application site are considered generally sub- optimal for reptiles, comprising regularly managed improved grassland and hedgerows. Habitat works will be undertaken during appropriate weather conditions to remove suitable vegetation and ensure that reptiles are not present within the application site.
- 6.64 Before the removal of suitable dormouse habitat including scrub, hedgerow and woodland takes place a Natural England licence will be obtained and suitable mitigation strategy implemented.
- 6.65 The Ecologist has no objections to these proposals and recommends that the actions detailed in the report are secured by a suitable condition.

## **CONCLUSIONS:-**

- 7.1 The overall arrangements of the proposed access roads, drainage features, sports facilities and nose fence are considered to be in substantial accordance with the Masterplan as required by Condition 1 on the outline planning application.
- 7.2 The layout of these features does not prejudice the future design and comprehensive development of the wider residential land parcels within Phase 4. The applicants have that demonstrated the drainage approach is acceptable, that the ecological impacts have been fully considered and suitably mitigated; and that subject to receipt of further details that the sports facilities are suitable and that appropriate noise mitigation measures are proposed in respect of the acoustic fence.

## **RECOMMENDATION RE: CR/2017/0127/ARM**

The recommended is to **APPROVE** this Reserved Matters application, subject to the expiry of any further consultation period that may be required as set out above, and subject to the imposition of conditions, including but not limited to:

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
2. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence erected in accordance with the Arboricultural Impact Assessment (February 2017) and as shown on the Tree Protection Plan drawing number 7827/Ph4 INF/02 .  
Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.  
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2030.
3. No removal of hedgerows or trees shall be carried out on site between 1st of March and the 31st July inclusive in any year, unless proved to be clear of breeding birds by a suitably qualified ecologist and approved in writing by the Local Planning Authority.  
REASON: To protect breeding birds in accordance with the Wildlife and Countryside Act 1981
4. The development hereby permitted shall be undertaken in accordance with the recommendations set out in the Ecological Assessment report (February 2017).  
REASON: To ensure that the ecology of the site is protected and enhanced in accordance with policy ENV2 of the Crawley Borough Local Plan 2015-2030 and Para 118 of the NPPF 2012.
5. The development hereby approved shall be carried out in accordance with the overarching drainage principles set out in the documents required to be submitted under condition 16 of the outline approval CR/2015/0552/NCC and the Phase 3 - Sustainable Surface Water Drainage Strategy Report – ref P804-FN01 Rev C September 2016 (updated November 2016) or as otherwise agreed in writing by the Local Planning Authority.  
REASON: to ensure that the proposed development is satisfactorily drained in accordance with Policy ENV8 of the Crawley Borough Local Plan 2030.
6. All landscaping works shall be carried out in accordance with the approved drawings and details. No alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.  
REASON: In the interests of visual amenity and because the scheme has been designed to mitigate bird hazard and avoid endangering the safe movements off aircraft and the operation of Gatwick Airport through the attraction of birds.
7. All planting, seeding or turfing comprised in the approved details of landscaping within the application site shall be carried out in the first planting and seeding seasons following the occupation of the dwelling 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.



8. No development, including site works of any description shall take place on the site unless and until full details of the materials and specification for the acoustic fencing and details of future maintenance and management arrangements have been first submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details and retained thereafter and no dwelling shall be occupied until the bunding and acoustic fencing has been provided in accordance with the details so approved.  
REASON: To safeguard the appearance of the development and the amenities of the occupiers of the proposed dwellings and to ensure a satisfactory visual appearance area and to ensure the operational requirements of the development in accordance with Policies GD2 and CH3 of the Crawley Borough Local Plan 2015 -2030.
9. No works to develop the noise barrier (comprising fence & bund) shall commence until a Key Stage 2 Preliminary Assessment including Preliminary Certification which is undertaken in line with the requirements of the Design Manual for Roads and Bridges volume 4, section 1, part 2 HD22/08, has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England).  
REASON: To ensure that the bund is designed and constructed in a way which protects the integrity of the M23 motorway and its drainage, to ensure that the M23 motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
10. No works to develop the noise barrier (comprising fence & bund) shall commence until Key Stage 3 Geotechnical Design and Construction Certification which is undertaken in line with the requirements of the Design Manual for Roads and Bridges volume 4, section 1, part 2 HD22/08, has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England).  
REASON: To ensure that the bund is designed and constructed in a way which protects the integrity of the M23 motorway and its drainage, to ensure that the M23 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
11. The noise barrier (comprising fence & bund) shall be constructed in accordance with the Geotechnical Design Report approved within the Key Stage 3, unless otherwise agreed in writing by the Local Planning Authority (who shall consult with Highways England). Once constructed the bund shall, thereafter, be maintained in good order in perpetuity.  
REASON: To ensure that the bund is designed and constructed in a way which protects the integrity of the M23 motorway and its drainage, to ensure that the M23 motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
12. No works to the noise barrier (comprising fence & bund) shall commence on site until a Construction Management Plan, to include details of numbers and routeing of construction vehicles and provision to control and manage construction traffic and measures to prevent dust and debris from being blown or otherwise deposited onto the M23 motorway, has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England). The construction of the development shall be carried out in accordance with the approved Construction Management Plan unless otherwise agreed in writing by the Local Planning Authority (who shall consult with Highways England).  
REASON: To ensure that construction of the noise barrier does not result in avoidable congestion on the M23 motorway, to prevent extraneous material being deposited on the highway, to ensure that the M23 motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
13. No works to the noise attenuation fencing shall commence until a design in accordance with the guidance in Design Manual for Roads and Bridges volume 10, section 5, part 1 HA 65/94 and Design Manual for Roads and Bridges volume 10, section 5, part 2 HA 66/95 has been submitted to and approved in writing by the Local Planning Authority (who shall consult with Highways England). The construction of the attenuation fencing shall be carried out in accordance with the approved design.  
REASON: To ensure that the fencing is designed and constructed in a way which protects the integrity of the M23 motorway, to ensure that the M23 motorway continues to be an effective part of the

national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

14. No part of the development hereby permitted shall be provided with access (either temporary or permanently) from or to the M23 motorway.  
REASON: To ensure that the M23 motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.
15. No part of the development hereby permitted shall be occupied until measures to prevent scour or erosion of Highways England's drainage ditch resulting from surface water outfall from the development site have been approved in writing by the local planning authority (who shall consult with Highways England) and implemented in full. The agreed measures shall be maintained in good order in perpetuity.  
REASON : To protect the M23 motorway drainage asset from damage resulting from water outfall from the development site , to ensure that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

## 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](mailto: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/](http://www.aoa.org.uk/policy-campaigns/operations-safety/)
  2. The applicant is advised that the management and maintenance of the drainage proposals for this site and Forge Wood as a whole must be included in an application to discharge condition 16 of the outline planning permission.
  3. The applicant should ensure they check with Thames Water, and CBC, as to whether the receiving sewers/watercourse have sufficient capacity, as the proposal should not result in an increase in flood risk at the site, or elsewhere.
  4. The prior permission from the Lead Local Flood Authority for any works within the channel of an ordinary watercourse may be required, and the applicant should contact West Sussex County Council for further guidance.
  5. The applicant may be required to apply for other consents directly from the Environment Agency. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and the EA has a regulatory role in issuing and monitoring them. The applicant should contact 03708 506 506 or consult the website to establish whether a consent will be required. <https://www.gov.uk/environmental-permit-check-if-you-need-one>
1. NPPF Statement  
In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:
    - Providing advice in a timely and manner through pre-application discussions/correspondence.
    - Liaising with consultees/respondents/applicant/agent and discussing the proposal where considered appropriate and necessary during the course of the determination of the application.
    - Seeking amended plans/additional information to address identified issues during the course of the application.

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



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

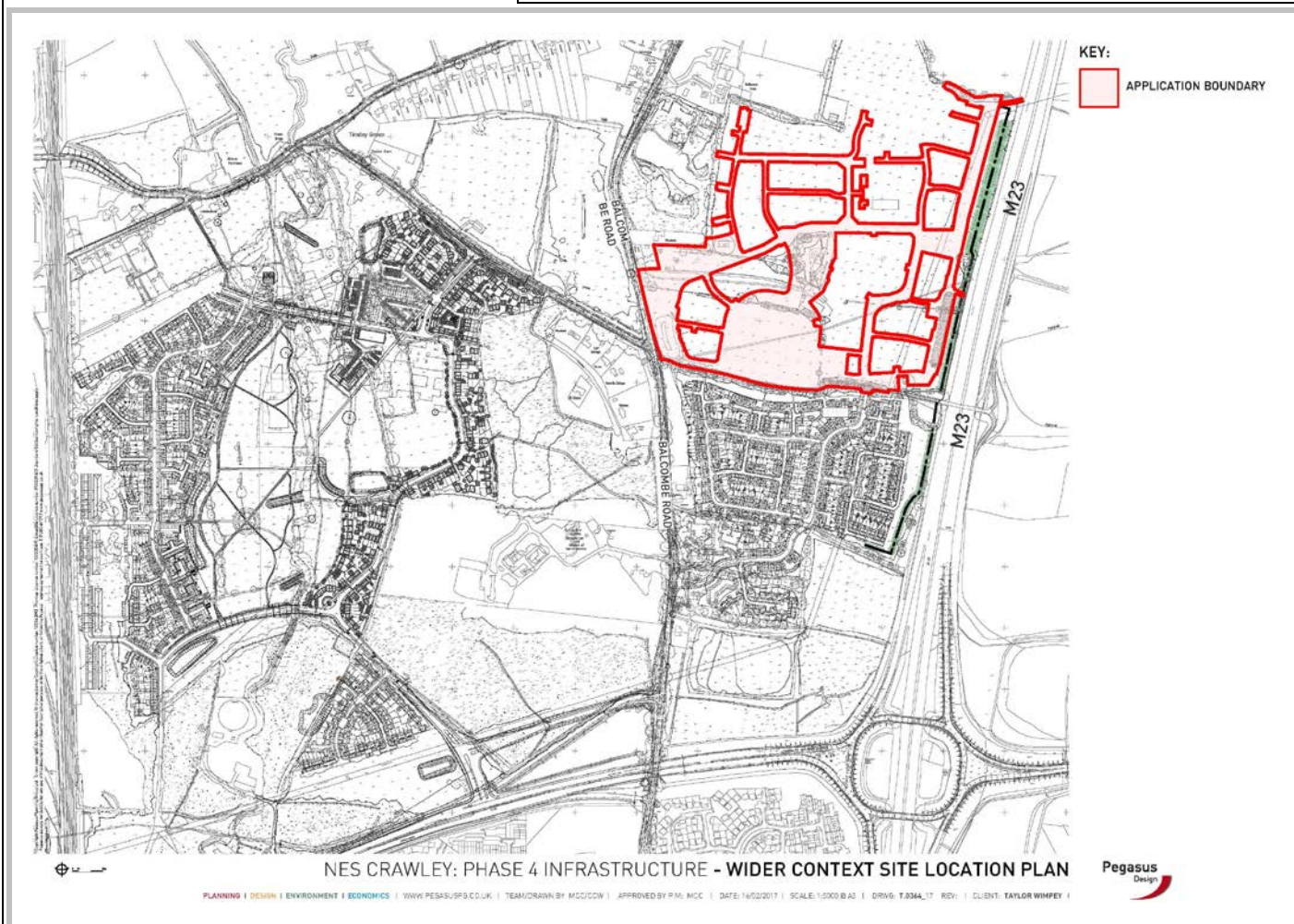
Tel: 01293 438000  
Fax: 01293 438603

**CR/2017/0127/ARM**

Date 5 September 2017

Approx. Scale 1:1,250

**PHASE 4, FORGE WOOD (NES), CRAWLEY**



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**REFERENCE NO: CR/2017/0516/NCC**

**LOCATION:** [2 - 3 GATWICK ROAD, NORTHGATE, CRAWLEY](#)  
**PROPOSAL:** VARIATION OF CONDITION 2 (APPROVED PLANS) FOR MINOR MATERIAL AMENDMENT TO BUILDING ELEVATIONS AND FLOORPLANS INCLUDING LOSS OF ROOF OVERHANG ON BOTH BUILDINGS, REDUCTION IN ELEMENTS OF GLAZING AND ALTERATIONS TO FENESTRATION PATTERN, ALTERATIONS TO RED FIN DETAIL, ALTERATION TO LOADING DOORS, INTERNAL LAYOUT CHANGES, CURTAIN WALLING REDUCED & REPLACED WITH CLADDING, BRISE SOLEIL AMENDED OR REMOVED AND MINOR INCREASE IN BUILDING HEIGHT - PURSUANT TO CR/2016/1020/FUL FOR ERECTION OF ONE B1 OPERATIONS BUILDING AND ONE B1/D1 TRAINING AND OFFICE BUILDING, BOTH WITH ANCILLARY USES AND ASSOCIATED LANDSCAPING AND CAR PARKING

**TARGET DECISION DATE:** 27 September 2017

**CASE OFFICER:** Mrs J. McPherson

**APPLICANTS NAME:** Surrey County Council  
**AGENTS NAME:** Vail Williams LLP

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**PLANS & DRAWINGS CONSIDERED:**

16.045.A(00) 02 Rev B Site Survey, 16.045.A(00) 07 Rev C Proposed Street Scenes, 16.045.A(00) 10 Rev D Training Facility Ground Floor Plan, 16.045.A(00) 11 Rev E Training Facility First Floor Plan, 16.045.A(00) 12 Rev D Training Facility Second Floor Plan, 16.045.A(00) 13 Rev D Training Facility Roof Plan, 16.045.A(00) 14 Rev D Training Facility Elevations - Sheet 1 (North & South), 16.045.A(00) 15 Rev D Training Facility Elevations - Sheet 2 (East & West), 16.045.A(00) 16 Rev E Training Facility Sections - Sheet 1, 16.045.A(00) 17 Rev E Training Facility Sections - Sheet 2, 16.045.A(00) 18 Rev P04 Operations Building Ground Floor Plan, 16.045.A(00) 19 Rev D Operations Building First Floor Plan, 16.045.A(00) 20 Rev D Operations Building Second Floor Plan, 16.045.A(00) 21 Rev C Operations Building Roof Plan, 16.045.A(00) 22 Rev D Operations Building Elevations - Sheet 1 (North & South), 16.045.A(00) 23 Rev D Operations Building Elevations - Sheet 2 (East & West), 16.045.A(00) 24 Rev P05 Operations Building Sections - Sheet 1, 16.045.A(00) 25 Rev P05 Operations Building Sections - Sheet 2, 16.045.A(00) 26 Rev B Computer Generated Image 1, 16.045.A(00) 27 Rev B Computer Generated Image 2, 16.045.A(00) 28 Rev B Computer Generated Image 3

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

- |  |   |
|--|---|
| 1. GAL - Aerodrome Safeguarding                  | No objection subject to condition and informative   |
| 2. WSCC Highways                                 | No objection  |
| 3. Police  | No specific crime prevention comments regarding the design.   |
| 4. CBC - FP - Energy Efficiency & Sustainability | No objection.   |
| 5. Gatwick Diamond Grow Group                    | No comments received  |
| 6. CBC - Economic Development                    | Supportive of application provided principles of MRSPD followed. Requested developer is encouraged to sign up to Developer and Partner Charter. |

**NEIGHBOUR NOTIFICATIONS:-**

The application was publicised by press notice and site notices.

### **RESPONSES RECEIVED:-**

No responses received.

### **REASON FOR REPORTING TO COMMITTEE:-**

The application is 'major' development.

### **THE APPLICATION SITE:-**

- 1.1 The application site is a broadly rectangular 2.18 hectare parcel of brownfield land located on the northern side of Gatwick Road. It is the western portion of a larger site formerly occupied by Thales, the former building having been cleared and now subject to redevelopment. To the northeast of the site is a newly constructed 4 storey office building, to the north industrial units in the Sussex Manor Business Park, to the west Crawters Park (which includes the watercourse Crawters Brook) and to the south is Gatwick Road.
- 1.2 The site has vehicular access via 2 points onto Gatwick Road. Work has now commenced on the site to implement the training facility and operations building granted planning permission under CR/2016/1020/FUL. At the time of the site visit the groundworks were underway with various construction compounds and equipment in situ. Due to the size of the site it appears relatively level however, the land slopes gently away to the west towards the watercourse and north towards the industrial estate from its highest point adjacent to Gatwick Road.
- 1.3 The (south)western edge of the site is bounded by a retaining wall and fence, beyond the boundary is woodland and the land falls toward Crawters Park which is identified in the Local Plan as Structural Landscaping. The southernmost corner of the site at the location of existing access is just on the northern boundary of the Air Quality Management Area which affects Hazelwick roundabout a further 430m to the south.

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

- 2.1 This application is a Minor Material Amendment (under Section 73 of the Town and Country Planning Act 1990) to condition 2 of planning permission CR/2016/1020/FUL to vary the building elevations and internal floor layout of the development. The building footprints and siting, site levels, level of parking provision and means of access all remain unchanged.
- 2.2 The proposed changes relate to both buildings proposed for the site and are as follows:

#### **Training building 'Building 1'– located on the southern portion of the site**

- 2.3 The key changes to the building are as follows:
  - Roof overhang detail removed from all elevations;
  - Red fins reduced in projection by from 0.8m to 0.4m and the spacing between the fins increased. The glazing behind the red fins is proposed to be replaced with horizontal cladding;
  - The fenestration pattern on the building would be altered and the level of glazing reduced overall;
  - The cladding pattern for the building is proposed to be altered;
  - The building height on lower sections of roof has increased from 14.4m to 15.2m. The highest part of the roof and height of roof plant enclosure remains the same. There is proposed a reduction in the width of the plant enclosure by 4.2m and removal of handrail from the roof edge. The roof profile has also been altered with the introduction of a shallow pitch to the design and an introduction in the number of rooflights.

#### **Front elevation**

- Main entrance door widened 0.5m;

- Number of fins around top of building reduced with cladding replacing glazing behind the fins and removal of brise soleil;
- Fenestration pattern altered on full glazing either side of entrance to building (wider window panels);
- Reduction in brise soleil feature over entrance.

#### Rear elevation

- Alteration to fenestration pattern in centrally glazed part of the building and reduction in glazing;
- Reduction in height of vertical glazing in stairwells (either side of entrance);
- Alteration to glazing pattern to side of building (beyond stairwells) reduction in amount of glazing.

#### East elevation

- Extension of clad wall at northern end of building by 10.5m (replacing full glazing to north of second (northernmost) maintenance door);
- Number of fins around top of building reduced with cladding replacing glazing behind the fins;
- Change of fenestration pattern for all windows in elevation;
- Reduction in width of maintenance doors by 1m and alteration to fenestration pattern on the doors.

#### West elevation

- Extension of clad wall at northern end of building by 10.5m (replacing full glazing to north of second (northernmost) maintenance door);
- Number of fins around top of building reduced with cladding replacing glazing behind the fins;
- Change of fenestration pattern for all windows in elevation;
- Reduction in width of loading doors and alteration to fenestration pattern. One loading door to be solid rather than glazed.

#### Internally

- Stairs from simulator areas to upper floors would be re-aligned;
- The layout of internal office / ancillary facilities would be re-arranged but remain within core on all floors;
- The ground floor area of the building would be increased by 41 sq m however there is no increase in the footprint of the building;
- Overall increase in floorspace from 6932 sq m to 6980 sq m.

#### Operations Building 'Building 2' – located on northern part of site

2.4 The key changes to the building are as follows:

- Roof overhang detail deleted from building design;
- Red fins reduced in projection from 0.8m to 0.4m. The glazing behind the red fins is proposed to be replaced with horizontal cladding other than where used on a section of full height glazing;
- Brise soleil removed from building;
- Building height increased from 14.1m to 15.3m;
- Tallest section of building increased from 17.6m to 18.1m;
- The fenestration pattern on the building would be altered and the level of glazing reduced overall;
- The cladding pattern for the building is proposed to be altered;
- Introduction of a shallow pitch roof behind a parapet wall and number of rooflights reduced / positions altered.

#### Front elevation

- Removal of full height glazing, brise soleil and decorative fins either side of loading door and removal of overhang roof detail framing these windows. Replacement of windows with revised fenestration pattern (each feature 1m narrower and 5.8m shorter);
- Increase in height of main loading door in elevation to same height as revised glazing;
- The glazing over main pedestrian entrance brise soleil with glazing behind removed and replaced with cladding, fins reduced in depth and repositioned and number of fins increased. The overall height of glazing has been reduced;
- Full height vertical window adjacent to pedestrian entrance has been reduced in height and widened.



### Rear elevation

- 2 sections of full height glazing removed, 2 vertical feature windows removed;
- 2 remaining vertical windows reduced in height and one repositioned over ground floor door.

### East elevation

- Entrance corner feature narrowed by 1.2m and full height glazing reduced;
- Floor to ceiling glazed feature reduced in width from 15m to 6m and surround detail removed position of fins revised to reflect extent of full glazing;
- Double width windows in elevation altered in proportions.

### West elevation

- 31 Single width pane vertical windows ( 10m high x 0.7m width ) replaced by 11 double pane 7.9m high x 2.9m width) windows;
- Removal of 2 windows serving stairwells at each end of the elevation.

### Internally

- Stairs from simulator areas to upper floors would be re-aligned;
- The layout internal facilities within the building slightly rearranged but remain on outer walls of the building;
- Second floor accommodation facing Crawters Brook replaces offices with storage;
- The ground floor area of the building would be increased by 40 sq m however there is no increase in the footprint of the building;
- A further 60 sq m of floorspace is provided within the first and second floors of the building.
- Overall increase in floorspace from 7,898 sq m to 7,979 sq m

## **PLANNING HISTORY:-**

- 3.1 Application CR/2016/1020/FUL was granted planning permission on 19<sup>th</sup> May 2017 for redevelopment of this site for "Erection of one B1 operations building and one B1/D1 training & office building, both with ancillary uses and associated landscaping and car parking". The permission was subject to compliance with various obligations in a related S106 Agreement and 26 planning conditions.
- 3.2 In May 2017 the applicant submitted a request under reference CR/2016/1020/CC1 to discharge the pre-commencement conditions on the planning permission. These have allowed discharge or partial discharge of these conditions to enable the works to commence.
- 3.3 In June 2017 a report was considered by the Planning Committee for a proposed Deed of Variation to two Section 106 Agreements entered into under CR/2016/1020/FUL and CR/2014/0764/OUT (the latter of which also related to the site and was a hybrid planning application for redevelopment of the wider Thales site). The variation altered the triggers for the delivery of the highway works associated with parcel 1 (the application site) and parcel 2 (the new office headquarters building to the north) and also swapped over the delivery of the roundabout junctions associated with each land parcel. It was also agreed to add a form of wording to the legal agreement to allow minor changes to the development which may arise as a result of subsequent applications under Section 73 of the Town and Country Planning Act 1990 to be accommodated without the need for a further Deed of Variation, this was completed on the 6<sup>th</sup> September 2017.
- 3.4 A Screening Opinion was submitted for the application CR/2016/1020/FUL in December 2016 (reference CR/2016/3005/EIA) when it was determined that the development did not require an Environmental Impact Assessment. It is not considered that the proposed changes in this current application would trigger the need for an Environmental Impact Assessment.

## **PLANNING POLICY:-**

### National Planning Policy Framework

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies

are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.

- 4.2 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.

#### The Development Plan – Crawley Borough Local Plan 2015-2030 (adopted December 2015)

- 4.5 Policy SD1 states that in line with the planned approach to Crawley 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.
- 4.6 Policy CH2 sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley. Amongst other things development will be required to: "create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas" and provide information to demonstrate how the policy principles are achieved through the development.
- 4.7 Policy CH3 requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how 'Secure by Design' principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access, circulation, manoeuvring, loading etc. and to comply with all relevant Supplementary Planning Guidance (such as the Manor Royal SPD).
- 4.8 Policy CH6 deals with tree planting and replacement standards and refers to the Manor Royal SPD for the relevant tree planting standards in Manor Royal.
- 4.9 Policy CH7 'Structural Landscaping' seeks to protect areas of soft landscape that make an important contribution to the town and its neighbourhoods. Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping, where appropriate.
- 4.10 Policy EC1 states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The policy seeks to build and protect the established role of Manor Royal as the key business location (for B Use Classes) and encourage main employment areas as the focus for sustainable economic growth.
- 4.11 Policy EC2 identifies Manor Royal as a main employment area and states proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area.
- 4.12 Policy EC3 deals specifically with Manor Royal and states that development compatible with the area's economic function and role will be permitted if it falls within a 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 if it can be demonstrated that are of a scale and function that enhances the established role and function of Manor Royal and would not undermine the business district. All development should contribute positively to the overall setting and environment of the Main Employment area as a business district through high quality design and landscaping in accordance with the Manor Royal SPD (MRSPD).

- 4.13 Policy ENV1 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. Proposals which reduce, block or harm the functions of green infrastructure will need to be adequately justified or mitigated.
- 4.14 ENV2 requires all development proposals to incorporate features to encourage biodiversity where appropriate.
- 4.15 ENV6 states proposals for new non-domestic buildings should achieve BREEAM Excellent (for energy and water credits) where technically and financially viable. All development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.
- 4.16 ENV7 identifies Manor Royal as a priority area for the delivery of a District Energy Network and requires any major development to demonstrate they have considered this technology though a)- considering developing its own system, or b) – consider how it may include site-wide communal energy systems or be 'network ready' to connect to a future system.
- 4.17 ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk and must not increase the risk of flooding elsewhere.
- 4.18 ENV9 identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 4.19 ENV10 seeks to prevent unacceptable risks from environmental pollution and land contamination. Uses must not lead to a significant increase in levels of pollution or hazards and any impacts must be appropriately mitigated and must be located to avoid unacceptable disturbance or nuisance to the amenities of adjoining land uses and occupiers.
- 4.20 ENV11 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.
- 4.21 Policy ENV12 – Air Quality states that development proposals that do not result in a material negative impact on air quality will normally be permitted.
- 4.22 Policy IN1 deals with infrastructure provision and states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- 4.23 Policy IN2 requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.
- 4.24 Policy IN3 advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- 4.25 Policy IN4 states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.

## Supplementary Planning Documents

### Manor Royal SPD July 2013

- 4.26 This document aims to support economic growth in Manor Royal, providing guidance to ensure 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.
- 4.27 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 this 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.
- 4.28 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 and is considered visually dominant and detrimental to the street scene, furthermore the quality of the public realm is poor. To mitigate this impact the SPD requires the *'creation of a higher quality streetscene, the minimum depth of on-site frontage planting requirement on the western side of Gatwick Road is for 10m of planting along the entire primary route. The planting scheme should include a row of large-scale trees at 15m spacing.'*
- 4.29 The site is also identified as being within area D2 – 'Thales Gatwick Road' and specific guidance for the area requires that any development proposals should be of high quality design with high quality spaces and open spaces to meet the needs of employees. The development must also contribute towards creating a step change in the appearance of the area and a positive sense of place. Development should provide active frontages and robust landscaping along Gatwick Road and particular attention should be paid to the southwest corner of the site with is visible from the Manor Royal roundabout and forms a gateway corner to the site. With regard to Crawters Brook to the west, the SPD identifies the potential to create improvements and linkages into Crawters Brook, requires redevelopment proposals to enhance the area by increasing natural surveillance over the brook and through the creation of active frontages and demonstrate how they will deliver a significant net gain in biodiversity. Any proposals must not impact upon the ecology or the quality of the watercourse and must work towards the its improvement.

### Urban Design SPD – October 2016

- 4.30 This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, the public realm, street design and parking, and, sustainable design.
- 4.31 In respect of non-residential development para 3.62 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"*.

- 4.32 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.
- 4.33 Annex 1 contains the Borough's indicative minimum parking standards. For B1 offices the requirements are:
- Car parking – 1 space per 31 sq m
  - Disabled parking 1 space or 5% total provision
  - Cycle parking – 1 space per 150 sq m for staff and 1 space per 500 sq m for visitors
  - Motorcycle parking – 1 space per 10 parking spaces
- There are no minimum standards for Class D1 uses, these are assessed on a case by case basis.

#### Planning and Climate Change SPD

- 4.34 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)

- 4.35 This sets out the Council's approach to developer contributions post the introduction of CIL by providing details about this charge 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 principle of the development has already been established and this application seeks approval as a minor material amendment for the changes to the exterior appearance of the buildings and floor layouts as described in Section 2 of this report. The key issues are
- the acceptability of the design changes on the appearance of the development;
  - the impact of internal layout changes and increase in floorspace;
  - the impact of the design changes on neighbouring properties and the street scene;
  - the impact of any additional floorspace on operational requirements such as parking.

#### Design and appearance of the development

- 5.2 It is considered the main proposed change to the buildings is the removal of the roof overhang which is a key feature on the original design. The simpler roof form has made both buildings more 'box shaped' and removed some of the three dimensional definition from the original design, with the knock-on effect that the red fin design has also had to be reconsidered. The removal of the roof overhang and reduction in the size and number of red fins has removed the visual detailing from these buildings and simplified its articulation. The fins also no longer line up with the glazing frames on the lower floors. In addition, the floor to ceiling glazing from behind the fins has been replaced by cladding and the removal of the brise soleil has given the operations building in particular a more horizontal emphasis. It is considered that the revised fin detail and cladding behind would need to be carefully designed to ensure this results in a quality feature on the buildings. A condition to ensure the design approach is appropriate in terms of material and detail is therefore considered expedient.
- 5.3 There has been a reduction in glazing on many of the elevations of the building and a more standardised approach to the fenestration style has been adopted. On the operations building in particular this has had a negative impact on the design detail and visual articulation originally agreed for the building with this now appearing to be a design and style typical of a more standard B1 light industrial construction. Notwithstanding these changes, the building is still considered to be of an appropriate design given its less prominent position at the rear of the site with adequate detail on the most visible elevations.
- 5.4 The originally designed development was considered of a high quality design and resulted in 2 well articulated buildings which related well to each other in terms of their appearance and detailing.

The proposed changes are considered to erode the design connectively between the buildings to some extent through the reduction in the glazing, in particular on the eastern elevation. However, it is still considered that the buildings read as a pair and relate well to each other and there is sufficient architectural articulation between them especially at the entrances and along the more visible east elevation. The key design feature which are the views into the training building of the simulators are retained.

- 5.5 In terms of the building height, the changes would not materially alter the appearance of the buildings, the alterations to the roof design would also not be readily noticeable from street level and on this basis are considered acceptable.
- 5.6 Overall, the design changes are considered to be acceptable design which would still address the requirements of the MRSPD for buildings of a modern style that would positively contribute to the identity of Manor Royal. The proposal is considered to comply with policies CH2 and CH3 in the Crawley Borough Local Plan and the requirements of the MRSPD.

#### Impact of internal layout changes and increase in floorspace

- 5.7 The internal floorspace within training building has increased by 48 sq m and the operational building by 81 sq m while the overall footprint of the buildings are unchanged. The applicants have confirmed the floorspace has increased as the design evolution of the building has progressed resulting in alterations such as changes to the thickness of internal walls and evolution of accommodation requirements. The additional floorspace is acceptable and is minor in relation to the overall floor area provided by the development.
- 5.8 Overall the changes to the accommodation layout are considered acceptable however, the changes of the 2<sup>nd</sup> floor of the operations building from offices to storage facing Crawters Brook would reduce the level of natural surveillance over the adjoining park. It is noted that offices are still proposed on this side of the building at first floor level and this is a requirement of the MRSPD. The level of glazing in the elevation facing the park while reduced also is considered adequate to maintain natural surveillance.

#### Impact on street scene and neighbouring properties

- 5.9 When the buildings were originally designed it was considered that the applicants had carefully considered the site context and surroundings in determining their design and have orientated both buildings to sit on an axis similar to the newly completed office development on parcel 2 to the north east which accorded with the masterplan for the site. There were also some similarities in the architectural language of this development and the adjoining office building however this visual connection is considered to have been weakened by the proposed changes in particular with the revisions to the roof form. The revised design however, does not appear out of character in the street context to such a degree that it would be deemed detrimental to the character of the street scene. A visually interesting and active frontage to Gatwick Road is still maintained as required in the MRSPD.
- 5.10 The levels and siting of the buildings would remain unaltered and there is not considered to be any detrimental impact from the design changes on neighbouring properties (either the office building to the north east or the industrial units beyond the northern boundary). There is no harm from the slight increase to the overall height of the buildings.

#### Operational Considerations

- 5.11 The parking layout, cycle arrangements and site access remain unchanged. The design alterations would result in 129 sq m of additional floorspace being created on the site which, based on the B1 parking standard, would result in a requirement for an additional 4 parking spaces. The development has been laid out with 286 parking spaces. Based on the total floor area within the building the parking standard based on the B1 requirements is significantly short on spaces however, the applicants as part of the original planning application set out further information on their specific business model, number of employees and nature of the training facility. While the training building is

of significant scale, the capacity for training is a maximum of 32 people (trainers and trainees) at any one time. The internal revisions to the floorspace have not increased the capacity for training or number of simulators. An allowance has been made of 64 parking spaces for the use at cross-over time and a further 31 spaces for other staff in the office. The operations building proposes 192 spaces and includes assembly hall and storage uses alongside offices. The applicants state that around 256 people would be employed on site and based on this information, it is considered the parking is adequate to meet the operational needs of the use and that the additional shortfall of 4 parking spaces as result of these proposed changes is not harmful to the level of parking provision on site.

#### Other

- 5.12 The applicants have confirmed that the design changes proposed have not adversely impacted upon the sustainability targets for the building which at the original design stage sought to achieve BREEAM 'very good' for both buildings and BREEAM 'Excellent' for energy and water credits in line with policy ENV6 which seeks this standard where technically and financially viable.
- 5.13 The effect of an application under S73 of the Town and Country Planning Act 1990 is in effect a new planning permission and therefore all relevant conditions from the original permission need to be reapplied. These cover off all other planning considerations and impacts considered as part of the original planning permission.
- 5.14 The provisions secured by the S106 Agreement also remain valid to this application and secured via the wording in the Deed of Variation signed on 6<sup>th</sup> September 2017.

#### **CONCLUSIONS:-**

- 6.1 The revisions are acceptable in design terms although the quality of the design has been negatively impacted when compared to the originally permitted scheme. The proposed alterations have reduced the visual quality of the building however, it is considered still acceptable within the streetscene and the changes have no negative impact on neighbouring occupiers or the operational requirements of the site. They are therefore considered acceptable as a minor material amendment to the previously approved scheme.

#### **RECOMMENDATION RE: CR/2017/0516/NCC**

Permit subject to the following conditions.

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter. The approved plans consist of:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
2. The proposed finished land levels and building floor levels of the development hereby permitted shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 3) unless otherwise agreed 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 in accordance with Policy CH3 of the Crawley Borough Plan 2015-2030.
3. The surface water drainage design for the development shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 5) unless otherwise approved in writing by the Local Planning Authority.  
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.

4. The maintenance and management of the surface water drainage design / SUDS system for the development shall be implemented, managed and maintained in strict accordance with the report titled 'Discharge of Planning Condition – dated April 2017' agreed on 7th July 2017 under planning reference CR/2016/1020/CC1.  
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.
5. 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 in consultation with the Environment Agency.  
REASON: There is always the potential for unexpected contamination to be identified during development ground works in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.
6. The drainage systems for the infiltration of surface water to serve the development hereby permitted shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 7).  
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 in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.
7. The piling and foundation designs for the development hereby permitted shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 8) which include a risk assessment and proposed monitoring measures.  
REASON: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying ground waters in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.
8. The monitoring and maintenance of ground water contamination on the site shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 9). Reports as specified in the approved plans/ documents, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term monitoring requirements and targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.  
REASON: For the protection of Controlled Waters. National Planning Policy Framework paragraph 109 states that the planning systems should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at an unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.
9. With the exception of foundation and ground works, development shall not commence unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls and roofs of the proposed buildings 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 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.
10. No doors and windows shall be installed until precise details showing the door and window profiles for the buildings (including a 1:20 section of the 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

11. With the exemption of the foundation and ground works no development shall be carried out until precise details showing the cladding and fin profile and dimensions (including a 1.20 section of the cladding and fin detail) for the buildings has been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.  
REASON: To control the development in detail and to ensure a high quality development in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
12. The Bird Management Plan dated 6th December 2016 as approved on 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 12) shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.  
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds.
13. The measured or calculated noise rating level (when assessed using BS4142:2014) for the combined effect of all the air-handling units associated with the proposed use, shall not exceed 37dB (LAeq1hr) one metre from the façade of any noise sensitive premises between the hours of 07.00 and 23.00 and shall not exceed 28dB (LAeq15mins) between the hours of 23:00 and 07:00.  
After installation, a survey, involving the measurement and calculation of noise emissions shall be undertaken not less than 3 months after occupation. A written report of the findings, identifying the level of compliance shall be submitted to the Local Planning Authority within 1 month of the survey completion.  
REASON: In order to control the development in the interests of amenity in accordance with policy ENV11 of the Crawley Borough Local Plan 2015-2030.
14. No building shall be brought into use until a post construction report for that building has been submitted to and have been agreed in writing by the Local Planning Authority verifying that the development of that unit has sought to achieve the minimum Energy and Water standards for BREEAM 'Excellent'.  
REASON: In the interests of sustainable design and construction in accordance with Local Plan Policies ENV6 and ENV9.
15. The development shall be implemented incorporating the duct work and its routing shown on drawing 16.045.A(00)\_- Proposed Site Plan (as approved under planning application CR/2016/1020/FUL) to enable the development to be connected to a District Energy Network.  
REASON: In the interests of climate change mitigation and to enable the development to be connected to any future District Energy network in accordance with Local Plan Policy ENV7.
16. The buildings hereby permitted shall not be occupied unless and until the access hereby approved onto Gatwick Road has been designed, laid out and constructed in accordance with full details that have been submitted to the Local Planning Authority for approval and agreed in writing.  
REASON: To ensure the operational requirements of the site are met and in the interests of highway safety in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
17. The buildings hereby permitted shall not be occupied unless and until the parking spaces on the site have been designed, laid out and constructed in accordance with drawing number 16.045.A(00)\_05 Rev B (as approved under planning application CR/2016/1020/FUL) and thereafter retained for such use.  
REASON: To ensure the operational requirements of the site are met and in the interests of highway safety and adequate on-site parking is met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
18. Prior to first occupation of the second building to be completed on the site, the accesses to the site other than that hereby approved shall be closed and obliterated in accordance with details to be

submitted to and approved in writing by the Local Planning Authority. The details shall include full details of the bund and landscaping to integrate with the landscaping to the east of the site. Any trees or plants which within a period of 10 years from the completion of the works, dies are removed or become seriously damaged or diseased shall be replaced in the next planting season with other of the same size and species. The works shall be implemented in accordance with the agreed details.  
REASON: To ensure the operational requirements of the site are met and in the interests of highway safety and to ensure comprehensive development of the structural landscaping along Gatwick Road in accordance with the Manor Royal SPD and policy CH3 of the Crawley Borough Local Plan 2015-2030.

19. Within 3 months of first occupation a Travel Plan shall have been submitted to the Local Planning Authority for its agreement in writing. The Travel Plan once approved shall be fully implemented and thereafter maintained and operated as specified in the approved document.  
REASON: To encourage sustainable transport modes in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
20. The development shall be implemented in accordance with the Construction Management Plan as agreed on XXXX reference CR/2016/1020/CC1 (condition 20). The approved Plan shall be implemented and adhered to throughout the entire construction period.  
REASON: To minimise any impact on highway users and amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
21. Prior to the occupation of each building the secure cycle parking provision as shown on the site layout drawing 16.045.A (00) \_5 Rev B which serves that building and as designed on drawing 16.045.A (00)\_31 Rev A (both plans as approved under planning application CR/2016/1020/FUL) shall be constructed and made available for employees. The cycle parking 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 policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
22. Prior to the occupation of each building the bin store as shown on the site layout drawing 16.045.A (00) \_5 Rev B which serves that building and as designed on drawing 16.045.A (00)\_30 Rev A (both plans as approved under planning application CR/2016/1020/FUL) shall be constructed and available for building occupiers, such 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.
23. The tree protection measures shall remain implemented and maintained for the duration of the construction works of the development in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 23).  
REASON: To safeguard adjoining trees and habitat in the interests of ecology and the visual amenities of the area in accordance with policies ENV2 and CH3 of the Crawley Borough Local Plan 2015-2030.
24. No building shall be occupied until a landscaping scheme has been submitted to, and been approved in writing by the Local Planning Authority Gatwick Safeguarding. The landscaping scheme shall include the following:
  1. Details of all soft planting (species, numbers of specimens, plant size, spacing, medium for planting and method of implementation);
  2. Details of paving /surfacing;
  3. Details of all fencing (and method of installation);
  4. Details of the retaining wall structures and landscaping thereof;
  5. Details of any external lighting (to accord with the recommendations in the submitted Ecological and Biodiversity appraisal submitted with application CR/2016/1020/FUL);
  6. Details of any other street furniture or fixtures within the site (excluding the secure cycle provision, refuse provision and substations);
  7. Details of the enhancement opportunities provided within the layout to address the requirements in 5.5.3 in the submitted Ecological and Biodiversity appraisal (submitted with application CR/2016/1020/FUL);

8. Details of any hard and soft landscaping proposed in the area safeguarded for the Crawters Brook access.

The scheme shall be implemented in accordance with the agreed details and the soft landscaping shall be carried out in the first planting and seeding season, following the first 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 development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of Gatwick Safeguarding and the amenity and of the environment of the development in accordance with policy CH3 and CH7 of the Crawley Borough Local Plan 2015 - 2030.

25. No 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 visual amenity of the area in accordance with policy CH3 of the Crawley Borough Local Plan and the Manor Royal SPD.

26. The potential future access onto Crawters Brook as shown on drawing 16.045.A(00)\_05 Rev B as approved under planning application CR/2016/1020/FUL shall be retained for this purpose unless otherwise agreed in writing by the Local Planning Authority.

REASON: To allow for further improvements to Crawters Brook in accordance with the Manor Royal SPD.

#### INFORMATIVES

1. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water - Tel 0330 303 0119 or [www.southernwater.co.uk](http://www.southernwater.co.uk)
2. 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](mailto: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/](http://www.aoa.org.uk/policy-campaigns/operations-safety/)
3. 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. (N.B. noisy works would include any noise that is distinct and discernible at the nearest residential premises.)

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.

4. The applicants will be required to enter into a S278/38 agreement for the construction of the new access onto Gatwick Road.

5. The applicants attention is drawn to the comments of Crawley Cycle Forum (made in response to application CR/2016/1020/FUL) in particular in respect of the suggested modifications to the cycle shelter design and the suggested additional facilities and fittings which could be incorporated within the final design and layout which may encourage cycling as an alternative means of travel for future employees and visitors.
  
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/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. NPPF Statement.



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

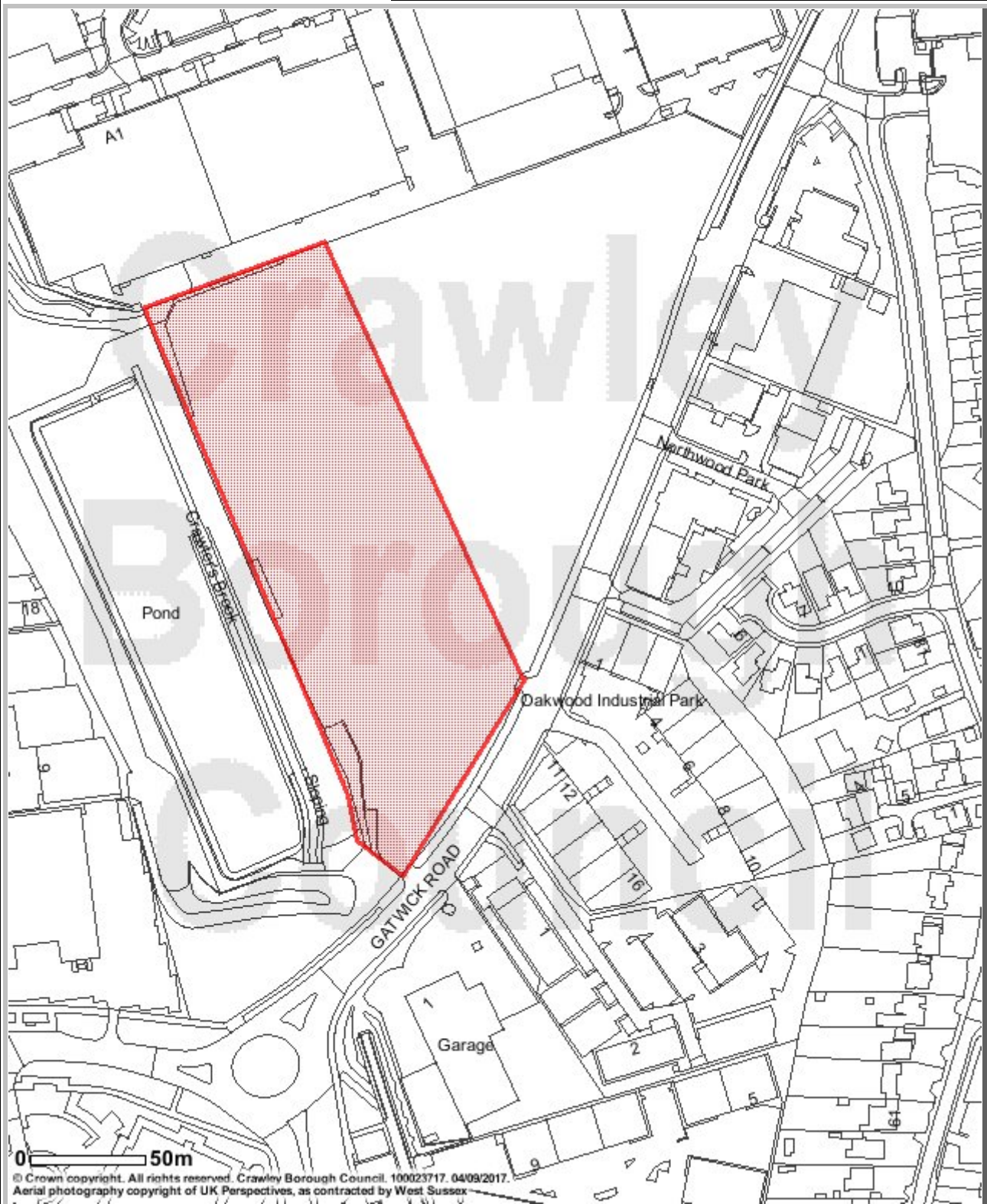
Tel: 01293 438000  
Fax: 01293 438603

**CR/2017/0516/NCC**

Date 4 September 2017

Approx. Scale 1:1,250

**2 - 3 GATWICK ROAD, NORTHGATE, CRAWLEY**



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REFERENCE NO: CR/2017/0527/TPO

**LOCATION:** [FRONT GARDEN OF 237 IFIELD ROAD, WEST GREEN, CRAWLEY](#)  
**PROPOSAL:** OAK TREE - REMOVE EPICORMIC GROWTH FROM MAIN STEM UP TO CROWN  
BREAK; REMOVE DEADWOOD; PRUNE TO GIVE 3M CLEARANCE FROM PROPERTY;  
CROWN INSPECTION (AMENDED DESCRIPTION)

**TARGET DECISION DATE:** 15 August 2017

**CASE OFFICER:** Mr R. Spurrell

**APPLICANTS NAME:** Chris Tinston

**AGENTS NAME:**

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**NOTIFICATIONS:-**

This application was advertised by a site notice.

**RESPONSES RECEIVED:-**

None.

**REASON FOR REPORTING TO COMMITTEE:-**

Tree on CBC land / CBC applicant.

**PLANNING HISTORY:-**

None. The tree is protected under Tree Preservation Order reference : TPO - Tree num: T1, TPO REF:  
16.12.11

**PLANNING POLICY:-**

This application must be considered in the context of:

- Part VIII of the Town and Country Planning Act 1990,
- The Town and Country Planning (Tree Preservation) (England) Regulation 2012,
- National Planning Practice Guidance – Tree Preservation Orders and trees in conservation areas, and,
- CBC Green Infrastructure Supplementary Planning Document (2016) which is a non-statutory document.

**PLANNING CONSIDERATIONS:-**

The determining issues in this application are the effect of the proposal on the health, character and appearance of the tree and the level of amenity that it provides within the surrounding area.

T1 – Oak tree: remove epicormic growth from main stem up to crown break; remove deadwood; prune to give 3m clearance from property; crown inspection

Contribution to public visual amenity

Good – nice tree which contributes well to the green amenity of the area

Estimated remaining contribution 100+ yrs

Are works justified? Yes

The tree is located to the front of 237 Ifield Road. The tree has developed significant stem growth which is beginning to encroach onto the property and will in a short time begin to obstruct the footpath and this growth requires removing. The main crown is also beginning to encroach onto the roof of the property and therefore needs pruning in order to maintain adequate clearance, the works are required in order to avoid conflict between property and tree. The works would have a negligible effect on tree health and amenity and are therefore justified.

**RECOMMENDATION RE: CR/2017/0527/TPO**

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

1. This consent is valid for a period of two years from the date of this notice and shall only be carried out once.  
REASON: To enable the Local Planning Authority to control the works in the interests of good tree management in accordance with Regulation 17 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.
2. All works should be carried out in accordance with BS3998: 2010 'Tree Work Recommendations'.  
REASON: In the interests of visual amenity and to ensure the continuing health of the tree(s) in accordance with The Town & Country Planning (Tree Preservation) (England) Regulations 2012.





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Tel: 01293 438000  
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**CR/2017/0527/TPO**

Date 4 September 2017

Approx. Scale 1:1,250

**FRONT GARDEN OF 237 IFIELD ROAD, WEST GREEN, CRAWLEY**



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REFERENCE NO: CR/2017/0529/TPO

**LOCATION:** [REAR OF 14 IFIELD GREEN, IFIELD, CRAWLEY](#)  
**PROPOSAL:** T1 - OAK: CROWN INSPECT; REMOVAL OF DEADWOOD; LIFT LOWER BRANCHES OVER GARAGE BLOCK TO GIVE 3M CLEARANCE (AMENDED DESCRIPTION).

**TARGET DECISION DATE:** 15 August 2017

**CASE OFFICER:** Mr R. Spurrell

**APPLICANTS NAME:** Mr Chris Tinston  
**AGENTS NAME:**

**NOTIFICATIONS:-**

This application was advertised by a site notice.

**RESPONSES RECEIVED:-**

None.

**REASON FOR REPORTING TO COMMITTEE:-**

Tree on CBC land / CBC applicant.

**PLANNING HISTORY:-**

None. The tree is protected under Tree Preservation Order reference: TPO - Tree num: T44, TPO REF: 16.4.24(a)

**PLANNING POLICY:-**

This application must be considered in the context of:

- Part VIII of the Town and Country Planning Act 1990,
- The Town and Country Planning (Tree Preservation) (England) Regulation 2012,
- National Planning Practice Guidance – Tree Preservation Orders and trees in conservation areas, and,
- CBC Green Infrastructure Supplementary Planning Document (2016) which is a non-statutory document.

**PLANNING CONSIDERATIONS:-**

The determining issues in this application are the effect of the proposal on the health, character and appearance of the tree and the level of amenity that it provides within the surrounding area.

T1 – Oak: crown inspect; removal of deadwood; lift lower branches over garage block to give 3m clearance

Contribution to public visual amenity

Excellent – this is a very large and magnificent example of the species

Estimated remaining contribution

100+ yrs  
50

Are works justified?

Yes

This mature oak tree is located on Crawley Borough Council land to the rear of 14 Ifield Green and adjacent to a garage block. The tree has a low spreading crown and is hanging low over the garage block and is beginning to encroach, the branches therefore require pruning back to give adequate clearance. The work would have a very negligible effect on tree health and amenity and is therefore justified.

**RECOMMENDATION RE: CR/2017/0529/TPO**

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

1. This consent is valid for a period of two years from the date of this notice and shall only be carried out once.  
REASON: To enable the Local Planning Authority to control the works in the interests of good tree management in accordance with Regulation 17 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.
2. All works should be carried out in accordance with BS3998: 2010 'Tree Work Recommendations'.  
REASON: In the interests of visual amenity and to ensure the continuing health of the tree(s) in accordance with The Town & Country Planning (Tree Preservation) (England) Regulations 2012.



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Tel: 01293 438000  
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**CR/2017/0529/TPO**

Date 4 September 2017

Approx. Scale 1:1,250

**REAR OF 14 IFIELD GREEN, IFIELD, CRAWLEY**



0 27m

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**REFERENCE NO: CR/2017/0564/FUL**

**LOCATION:** [83 - 87 THREE BRIDGES ROAD, THREE BRIDGES, CRAWLEY](#)  
**PROPOSAL:** DEMOLITION OF EXISTING LOCAL AUTHORITY HOSTEL ACCOMMODATION AND  
ERECTION OF 10 X ONE BEDROOM (2 PERSON) AND 4 X TWO BEDROOM (4  
PERSON) AFFORDABLE FLATS WITH ASSOCIATED PARKING AND LANDSCAPING

**TARGET DECISION DATE:** 29 September 2017

**CASE OFFICER:** Mr H. Walke

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

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**PLANS & DRAWINGS CONSIDERED:**

786 001 E01 Rev A Existing Site Plan, 786 001 E02 Rev A Existing Block Plan & Elevations, 786 001 P02 Rev B Block Plan, 786 001 P03 Rev A Proposed Site Plan, 786 001 P04 Rev A Proposed Ground Floor Plan, 786 001 P05 Rev A Proposed First Floor Plan, 786 001 P06 Rev A Proposed Second Floor Plan, 786 001 P07 Rev A Proposed Roof Plan, 786 001 P08 Rev A Street Elevations - Previously Refused & Proposed (1), 786 001 P09 Rev A Street Elevations - Previously Refused & Proposed (2), 786 001 P10 Rev A Proposed Street Scene Elevations (Sheet 1 of 2), 786 001 P11 Rev A Proposed Street Scene Elevations (Sheet 2 of 2), 786 001 P12 Rev A Proposed South Elevations Nos. 83-85 & 87, 786 001 P13 Rev A Proposed West Elevations Nos. 83-85, 786 001 P14 Rev A Proposed East Elevation No. 87, 786 001 P15 Rev A Proposed North Elevations Nos. 83-85 & 87, 786 001 P16 Proposed East Elevations Nos. 83-85, 786 001 P17 Proposed West Elevation No. 87, 786 001 P18 Rev A Proposed 3D Aerial Views (Sheet 1 of 3), 786 001 P19 Rev A Proposed 3D Street Views - South & South West (Sheet 2 of 3), 786 001 P20 Rev A Proposed 3D Street Views - South East (Sheet 3 of 3), 786 001 P01 Rev A Site Location Plan, 2440/16/B/2 Rev I Landscape Planting Plan, 2440/16/B/3 Rev H Hard Landscape Plan, 1668-EX201 Rev P3 External Lighting Layout, 786 001 P21 Rev A Tree Survey Plan

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

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|-----|--|--|
| 1.  | GAL - Aerodrome Safeguarding                 | No objection   |
| 2.  | Environment Agency                           | No objection subject to conditions on contamination, sustainable drainage and use of piling. |
| 3.  | WSCC - Highways                              | No objection subject to condition on visibility splay.                                       |
| 4.  | National Air Traffic Services (NATS)         | No safeguarding objection  |
| 5.  | Thames Water                                 | No objection but advice given  |
| 6.  | Sussex Building Control Partnership          | No response received   |
| 7.  | Sussex Police                                | No objection and advice provided   |
| 8.  | CBC - Drainage Officer                       | No objection   |
| 9.  | CBC - Property Division                      | No objection   |
| 10. | West Sussex Fire Brigade                     | No response received   |
| 11. | CBC - Housing Enabling & Development Manager | No objection   |
| 12. | CBC - Planning Arboricultural Officer        | No objection subject to conditions   |
| 13. | CBC - Environment Team                       | No objection   |
| 14. | CBC - Contaminated Land                      | No objection   |
| 15. | CBC - Environmental Health                   | No objection subject to condition  |
| 16. | Cycle Forum                                  | Proposed cycle store is acceptable but two   |

17.	CBC - Refuse & Recycling Team	visitor spaces should be provided.
18.	Southern Water	No objection but advice given
19.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to informative
20.	Ecology Officer - Mike Bird	No objection and advice provided
21.	WSCC - Surface Water Drainage (SWD)	No response received
22.	CBC - FP – Housing	No objection subject to further details
		No objection, site not previously identified for residential development and represents a windfall of eleven units. The affordable housing provision and size mix is acceptable and the hostel accommodation would be replaced elsewhere.
23.	Environment Agency	No objection

### **NEIGHBOUR NOTIFICATIONS:-**

The application was the subject of site notices and a press advertisement.

### **RESPONSES RECEIVED:-**

Five letters of objection have been received from neighbouring properties raising the following concerns.

- The proposed development of flats would be too high and imposing and would be out of character with the area, which comprises detached houses and a locally listed building.
- The reduction in height and setting back since the last application is inadequate.
- Loss of light and privacy to neighbours.
- The added traffic on the dangerous bend on a busy road with speeding traffic will cause accidents.
- Traffic calming and speed restrictions are needed.
- There was a recent car crash outside the site.
- Disturbance from car lights.
- Loss of trees and vegetation, which screen the property.
- Contrary to Local Plan policies and the Urban Design SPD.
- A letter sent to residents of Ridgeside by the Area Housing Manager suggests that permission is “likely to be accepted.” This implies that a decision has already been taken on the planning application.

### **REASON FOR REPORTING TO COMMITTEE:-**

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

### **THE APPLICATION SITE:-**

- 1.1 The application site contains three detached buildings, originally built as single dwelling houses but currently used by the Council as hostel accommodation providing twelve bedspaces. All three buildings are two storey and constructed of brick, with render, pebbledash and tile hanging used on the elevations. No. 83 has a parking area to the front and Nos. 85-87 share two accesses with a combined parking area. To the rear is a large garden area which combines the former gardens of the three houses. There are a number of mature trees within and around the gardens and substantial trees/hedge along the front boundary. To the rear of the site is a plot of Council owned land leased out separately as amenity land. This plot to the rear contains an oak tree which is the subject of a Tree Preservation Order (02/2017).
- 1.2 Three Bridges Road is a relatively busy road lined by trees and front boundary hedges. The surrounding area is residential, generally comprising two storey, sizable detached houses. No. 89A, immediately to the east, is a bungalow. There is a small cul-de-sac, Bramley Close, slightly to the east of the application site. Nos. 89-91 Three Bridges Road are locally listed pair of semi-detached cottages to the east of the site.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 The application seeks permission to demolish the existing three buildings and erect two replacement buildings. The new buildings would contain a total of fourteen flats (1 x one bed wheelchair accessible flat, 9 x one bed flats and 4 x two bed flats). Fourteen car parking spaces are proposed in the rear garden along with a cycle shelter and refuse/recycling bin enclosure. Eleven existing trees are proposed to be removed with two new trees proposed in the front garden and three new trees to the rear.
- 2.2 The scheme has been revised following the earlier refusal in January 2017. The following amendments have been made:
- Reducing the proposed building height by 0.5 metres;
  - Setting the main building back by 0.3 metres from Three Bridges Road;
  - A reduction in hardstanding area and increased tree, hedge and other soft landscaping at the front of the site; and
  - Replacement of the previously proposed yellow multi-stock brick with a red stock brick.
- 2.3 The applicant has submitted the following documents with the application:
- Design and Access Statement
  - Planning Statement
  - Affordable Housing Statement
  - Transport Statement
  - Public Consultation Feedback Report
  - Sustainability Statement
  - Energy Strategy
  - Flood Risk Assessment
  - Contamination Report
  - Heritage Assessment
  - Ecological Appraisal
  - Bat Survey and Mitigation Strategy
  - Arboricultural Implications Assessment and Landscaping Scheme
  - Daylight and Sunlight Study
  - Acoustic Assessment
  - Materials samples
  - Construction Environmental Management Plan

## **PLANNING HISTORY:-**

- 3.1 The existing buildings date back to the early twentieth century. The previous planning history on the site largely relates to the current hostel use:

**CR/193/1989** – Conversion of 85 Three Bridges Road to homeless hostel and provision of car parking facilities. Granted 5 May 1989.

**CR/678/1988** – Change of use from residential to hostel for homeless. Granted 12 December 1988.

- 3.2 More recently, a planning application (CR/2016/0857/FUL) for redevelopment of the site to form two buildings containing fourteen flats was refused on 9 January 2017. The reason for refusal was:

*“The proposed development, by reason of its size and scale, would be visually dominant in the Three Bridges Road streetscene, out of character with the surrounding area and as such would be contrary to policies CH1, CH2 and CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.”*

The current application is a revision of this earlier scheme.

## **PLANNING POLICY:-**

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

The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.

The core planning principles of the NPPF (paragraph 17) states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

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

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

- Policy SD1 (Presumption in favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principles) States that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) States that all proposals for development in Crawley will be required to respond to and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.



- Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH16 (Locally Listed Buildings) seeks to protect locally listed buildings, including their character and setting.
- Policy H1 (Housing Provision) 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) states that 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers.
- Policy ENV1 (Green Infrastructure) seeks to conserve and enhance Crawley's multi-functional green infrastructure network including private gardens.
- Policy ENV2 (Biodiversity) requires proposals to encourage biodiversity and enhance features of nature conservation value within and around development.
- Policy ENV5 requires development to make provision for open space and recreational facilities.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7: (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8: (Development and Flood Risk) advises that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV10 (Pollution Management and Land Contamination) seeks to prevent unacceptable risks from environmental pollution and land contamination.
- Policy ENV11 (Development and Noise): Advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.
- Policy IN1: (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.

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

#### 4.3 Supplementary Planning Guidance and Documents

The Council's following Supplementary Planning Documents and Guidance Notes are also relevant to this application.

- Planning and Climate Change (October 2016) – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
- Urban Design (October 2016) – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.
- Green Infrastructure (October 2016) – Sets out the Council's approach to trees, open space and biodiversity. It also includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling.
- Developer Contributions Guidance Note (Adopted July 2016) – Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.
- Affordable Housing (Draft for Consultation published June 2017) – Sets out in greater detail the Council's approach to affordable housing to assist with the implementation of policies H3 and H4 of the Local Plan.

### **PLANNING CONSIDERATIONS:-**

- 5.1 The existing uses of the site and the surrounding area are residential. The site lies in a sustainable location midway between Crawley town centre and Three Bridges, both of which are within walking distance. The proposal represents an intensification of residential use in a sustainable location within the built up area and, in principle, is acceptable in planning policy terms.
- 5.2 The main issues for consideration are:
- Housing provision
  - Design and visual appearance
  - Residential amenity
  - Transport and parking
  - Trees and ecology
  - Sustainability
  - Other material considerations, including flooding and drainage issues.

#### Housing provision

- 5.3 The site originally contained three detached houses, which were probably constructed in the early 1930s. These properties have long since been converted into hostel use, providing 12 individual rooms with shared bathroom and kitchen facilities. The applicant has provided an Affordable Housing Statement confirming that the redevelopment forms part of a Borough-wide approach to upgrade temporary accommodation for those in urgent housing need and to deliver new general affordable housing. Seven of the Borough's hostels have already been renovated to provide residents with private bathrooms and improved communal kitchen and other facilities. Nos. 83-87 Three Bridges Road were considered for similar renovation work, but the resulting substandard

room sizes and the loss of some bedrooms altogether made this both impractical and unviable. Overall though, the stock of available temporary accommodation has increased recently and a number of additional affordable housing units will be completed by early 2018. Planning officers are satisfied that the current proposal forms part of co-ordinated strategy to make improved provision within the Borough for those facing urgent housing need.

- 5.4 The application proposes fourteen affordable flats over two blocks on the site. In line with Council planning policy, 40% affordable housing can be secured by Section 106 agreement although the applicant proposes that the whole scheme would be affordable. The flats would comprise a mix of one and two bedroom units. They would comply with the national space standards as required by policy CH5 of the Local Plan. The one bedroom flats have a minimum size of 50.0 square metres and the two bedroom flats a minimum of 74.2 square metres. The scheme would have a communal rear garden area and the six ground floor flats would each have a private patio/garden area. In housing terms, the proposed intensification in use of the site would deliver new permanent residential accommodation and help to meet the Borough's needs.

#### Design and visual appearance

- 5.5 Two buildings are proposed on the site. The larger one would be located to the western side, approximately on the footprint of Nos. 83-85. It would comprise a two storey element adjoining No. 81, rising to three storeys at the centre of the application site. The second building would be two storeys and located adjacent to the eastern boundary with No. 89A.
- 5.6 The scheme has been revised since the previous refused application. The revisions include:
1. Both proposed buildings have been lowered in height by 0.5 metres;
  2. The three storey building on the site of Nos. 83-85 has been set back by 0.3 metres;
  3. A reduction in hardstanding areas to the front of the proposed buildings;
  4. Increased semi-mature tree planting along the Three Bridges Road frontage; and
  5. The proposed materials have been amended to be more in keeping with those prevalent in the surrounding area.
- 5.7 The proposed design is clearly residential in character. The buildings would incorporate pitched roofs, front gables and appropriately proportioned windows. They are acceptable in terms of design and external appearance. Three Bridges Road is generally characterised by two storey residential properties, with mature landscaping common in front garden areas and the proposed scheme would incorporate a taller, three storey element at the centre of the site. The lowering of the buildings by 0.5 metres from the previous scheme and the increased set back from the site frontage both serve to reduce the prominence of the proposed buildings. Changes in building height can add interest to a street scene and, given the limited lack of uniformity in building design along Three Bridges Road, the proposed height and design is considered of an acceptable standard.
- 5.8 The elevations would be a combination of red stock and red multi stock brickwork. The previously proposed yellow brick has been deleted from the scheme. The recessed central element of the wider block would be formed of grey facing brick and there would be some timber effect cladding between windows. The main roof would be grey tiled, with small sections of low pitched metal roofs on the western block. Windows would be triple glazed white PVCu. The proposed materials are considered to be in keeping with the general character of Three Bridges Road. Details of communal television and radio aerials at the rear of the roof of the larger building have been provided. These will ensure that such facilities are available to all without causing adverse visual impact through proliferation of different aerial systems.
- 5.9 Planning officers considered the previously proposed design to be acceptable. The revisions now proposed, by reducing the height and setting one building further back, have reduced the visual prominence of the proposed buildings. The revised materials take greater account of those in the vicinity. Officers are fully satisfied therefore that the revised proposal is an improvement on the previous scheme and acceptable in terms of its design and visual appearance.
- 5.10 There are a pair of locally listed cottages (Nos. 89-91) to the east of the site. Due to their location on the bend, they, and particularly their front gables, are visually prominent in the streetscene. The existing buildings at Nos. 83-87 are set back approximately five metres from Nos. 89-91. The proposed flats would be set forward of the existing three dwellings on the site. The central, three

storey part of the proposed flats would project furthest forward, but would still be approximately three metres back from the front wall of Nos 89-91. This could have some limited impact upon the setting of the locally listed buildings. From the street though, the main visual contribution of Nos. 89-91 is from their front gables. The proposal would have no significant impact upon views of the gables, even if slightly more of the side wall of No. 89 would potentially be obscured. The impact upon views of and the setting of the locally listed buildings is considered very limited and acceptable, particularly given the existing tree screening between the buildings.

- 5.11 Overall, the proposal is considered an appropriate design solution for the site which takes account of its surroundings including the locally listed buildings.

#### Residential Amenity

- 5.12 The applicant has submitted a Daylight and Sunlight Study covering the windows and garden areas of the two adjoining houses (Nos. 81 and 89A). The proposed scheme's front elevation would face south. The Daylight and Sunlight Study confirms that, for the majority of the windows in the adjoining houses, the impact on daylight and sunlight would meet the established BRE criteria. For a kitchen window on the side elevation of No. 89A, the scheme's impact would exceed the BRE guidance. Two other windows would fall short of the guidance's criteria, but both are secondary windows in otherwise well-lit rooms. Overall, the minor impact upon one kitchen window at No. 89A is not considered sufficient to warrant refusal of the application.
- 5.13 With regard to gardens, the study demonstrates that there would be no significant overshadowing of adjoining gardens. Given that the rear gardens are to the north of this row of buildings, any overshadowing from the scheme would primarily affect its own rear garden and car parking area. Similarly, the areas immediately to the rear of adjoining houses are somewhat overshadowed by the existing houses. The proposal would make a minimal impact upon this overshadowing and the relationship is considered acceptable.
- 5.14 The proposed buildings would have a considerably larger footprint than the existing buildings. With regard to No. 89A, the adjoining building would match its front and rear building lines. At the rear, this proposed building would step down to single storey. No. 89A does have some side windows. The side elevation of the proposed development would contain ground and first floor kitchen windows. To avoid potential overlooking, it is considered appropriate that the first floor windows are obscure glazed. A similar relationship with No. 81 would be created to the west of the site. Again obscure glazing to the proposed kitchen windows is proposed.
- 5.15 The proposed scheme would introduce car parking, and related vehicle noise, to the rear of the site. The refuse store would also be to the rear and refuse vehicles would enter the site to collect refuse and recycling. The rear gardens on the north side of this part of Three Bridges Road are not generally used for parking and contain many mature trees. The introduction of car parking to this area is unfortunate and will increase noise levels and other disturbance in the area. On street parking is not available on Three Bridges Road and a balance needs to be made between meeting parking needs and protecting residential amenity. The parking provision was considered acceptable for the previous proposal and has not changed for the current application.
- 5.16 Houses to the front on the opposite side of Three Bridges Road are 35 metres away. To the rear, due to the long rear garden, the nearest houses are around 50 metres away. No overlooking or adverse impact on amenity would result to these adjoining houses.
- 5.17 Overall, the application site would be used more intensively than adjoining plots, which generally accommodate single dwellings. However, the proposed use is residential and the proposed buildings have been designed to minimise impact upon neighbouring houses. Whilst the proposed relationships to adjoining properties are considered acceptable, conditions requiring obscure glazing and restricting new windows to the side elevations are recommended.

#### Transport and parking

- 5.18 As with the earlier application, the proposal incorporates fourteen car parking spaces accessed by a single central vehicular access from Three Bridges Road. The other two existing vehicular accesses onto the site would be permanently closed. Following comment on the earlier scheme by the Local Highway Authority, improved visibility splays were achieved and these have been retained

for the current proposal. The scheme would achieve the sightlines required even for speeding vehicles travelling at 37 mph within this 30 mph road. In safety terms, the Local Highway Authority considers the visibility splays to be acceptable, subject to a condition on maintenance of planting height within the visibility splay.

- 5.19 In terms of the rear parking area, the current scheme replicates the previous amendments, which addressed impact upon the proposed communal garden area and also concerns raised about disturbance to neighbouring properties. The scheme would provide one car parking space per flat, along with covered cycle parking. The site is also located a short walk from Crawley town centre and Three Bridges. The proposed scheme would provide an appropriate level of off street car parking, whilst being in a sustainable location which would support travel by alternative sustainable means such as cycling and walking. The applicant is proposing a low level timber fence to enclose the car parking area and prevent unauthorised access by vehicles to the grassed areas, which will ensure safety for children and other users of the garden and prevent damage to the landscaping. Implementation of the fence can be secured by condition.
- 5.20 Highways aspects of the previous scheme were considered acceptable and there have been no changes to the proposed parking and access arrangements. No objection has been raised by the Local Highway Authority and the scheme is considered acceptable in transport terms.

#### Trees and ecology

- 5.21 The site contains a number of existing trees, many of which are mature and contribute very positively to the appearance of the site and the streetscene. The tree survey identifies a number of important trees on the site, including a category A Common Oak. It recommends the felling of five trees that are in poor condition. A Copper Beech tree is also proposed to be felled, due to the relocation of the proposed building. Whilst a mature tree, this has limited visibility from Three Bridges Road. Its removal will significantly enhance the usability of the proposed rear garden area.
- 5.22 The landscaping scheme proposes five replacement trees. These are two silver birches in the front garden and one silver birch and two acers in the rear garden. The landscaping scheme is considered acceptable, subject to measures to protect the existing trees during construction and to secure the implementation of the new planting including the five replacement trees. There is limited further space within the site for new tree planting so, in accordance with policy CH6 of the Local Plan and the Green Infrastructure SPD, a contribution of £9,800 to plant new trees off-site can be secured through a Section 106 agreement.
- 5.23 Due to the lowering in height of the building, surface water will now need to be drained to the rear of the site. This will utilise an existing Thames Water sewer, but will require a connection through a group of trees close to the rear boundary. Further details can be secured by condition to ensure that harm to tree roots is not caused or, if necessary, that replacement trees can be secured.
- 5.24 The applicant has submitted an Ecological Assessment with the application. It addresses a range of nature conservation issues, including trees, birds and dormice. Limited to negligible impact is identified for all except bats, which are a protected species.
- 5.25 A Bat Survey and Mitigation Strategy has consequently also been submitted with the application. Bat surveys revealed pipistrelle bats using No. 85, apparently as a day roost, and also revealed use of the site by noctule bats. A Natural England licence would therefore be required for the proposed works. The Mitigation Strategy proposes bat mitigation measures, including the provision of bat boxes within trees and the proposed buildings. The Strategy also recognises that lighting needs to take account of the bats and maintain dark areas around the vegetation. It also sets out requirements for the demolition process. Lighting proposed for the rear car park should be revised to take account of bat mitigation. Appropriate bat mitigation can be secured by conditions.

#### Sustainability

- 5.26 Although major development in planning terms, the proposal is considered not of a sufficient scale to support a district heat network itself and there are no major developments in the vicinity with which it could be linked. However, the proposed development would achieve 21.5% savings in CO<sub>2</sub> emissions and 36% in energy demand over and above the minimum requirements of Part L of the 2013 Building Regulations. This represents an acceptable alternative as allowed by policy ENV7.

5.27 The Sustainability Statement indicates that the development will comply with the policy requirement to meet the 'optional' tighter Building Regulations part G requirement of limiting water consumption to 110 litres per person per day. This can be secured by condition. In terms of a sustainability rating, the applicant is likely to pursue the BRE's new Home Quality Mark voluntary standard, which has replaced the previous Code for Sustainable Homes. Whilst the additional incorporation of renewable energy sources within the scheme would be beneficial to its overall sustainability, the applicant has demonstrated an acceptable approach to sustainability in line with Local Plan policy CH6.

### **Water, drainage and contamination**

- 5.28 The applicant has submitted a detailed Flood Risk Assessment. The Borough's Drainage Engineer considers it to be satisfactory and raises no objection to the proposal. The statutory undertakers have also raised no objection, subject to conditions. Southern Water has requested an informative regarding connection to the water supply. There is no indication that the site is contaminated, but the Environment Agency recommends conditions covering contamination, sustainable drainage systems and piling in order to protect underlying groundwater.
- 5.29 The reduction in height of the proposal has led to some amendment to the drainage layout. Surface water will now drain to the rear of the site in Ridgeside. As stated above, this raises potential tree root issues that can be addressed by condition. The proposed surface water drainage is otherwise acceptable, subject to the submission of further details.
- 5.30 There are no known contamination issues affecting the site, but a condition is recommended to ensure that, if contamination is discovered, it is treated appropriately.

### **CONCLUSIONS:-**

- 6.1 The scheme would involve the loss of existing hostel accommodation. However, higher quality, self-contained hostel accommodation is proposed on other sites to address this. The redevelopment would provide fourteen new affordable housing units, helping to address local needs. The revised design and materials are considered acceptable and in keeping with the surrounding area. Subject to conditions, officers do not consider that a significant adverse impact upon neighbours would result from the proposal. There are no objections on highways or parking grounds and the site lies in a sustainable location. Ecological issues, tree protection and new landscaping can be addressed by condition.

### **RECOMMENDATION RE: CR/2017/0564/FUL**

PERMIT - Subject to the conclusion of a Section 106 agreement to secure a financial contribution of £9,800 for replacement and additional tree planting and to secure the provision of 40% affordable housing on the site, and subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The development shall be carried out in strict accordance with the recommendations set out in the Middlemarch Environmental Bat Surveys and Mitigation Strategy, including the installation of bat boxes as specified in the strategy.  
REASON: To ensure the satisfactory protection of statutorily protected bat species using the site in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030.

4. Notwithstanding the external lighting details submitted and prior to the commencement of development, a revised lighting scheme addressing the recommendations within the Middlemarch Environmental Bat Survey and Mitigation Report shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and maintained as such thereafter.  
REASON: To ensure a high quality development and the satisfactory protection of statutorily protected bat species using the site in accordance with Policies CH3 and ENV2 of the Crawley Borough Local Plan 2015-2030.
5. The residential units shall not be occupied until the measures, including the proposed Nuair MRXBOX95B-LP1 (System 4 MVHR) or equivalent, set out in the RBA Acoustic Report dated 2 June 2016 and the Brinson Staniland Partnership Mechanical Systems Performance Specification dated November 2016 to protect the dwellings against the external noise climate have been fully installed and made available for use. The measures shall be maintained as such thereafter.  
REASON: To ensure a satisfactory residential environment for future occupiers in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. 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;
  - any temporary lighting to be installed on the site during the construction period;
  - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
  - details of public engagement both prior to and during construction works.
- REASON: In the interests of highway safety and the amenities of the area and to ensure the satisfactory protection of statutorily protected bat species using the site in accordance with Policies CH3 and ENV2 of the Crawley Borough Local Plan 2015-2030.
7. 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: As the site is located over a secondary aquifer and to protect the underlying groundwater from the risk of pollution in accordance with the requirements of the National Planning Policy Framework and policy ENV10 of the Crawley Borough Local Plan 2015-2030.
8. 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 approval details.  
REASON: To protect the underlying groundwater from the risk of pollution in accordance with the requirements of the National Planning Policy Framework and policy ENV10 of the Crawley Borough Local Plan 2015-2030.
9. No works to install pipework, manholes, inspection chambers or other below ground equipment for surface water drainage shall take place until full details of the proposed works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the approved details.

REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH3 and CH6 of the Crawley Borough Local Plan 2015 - 2030.

10. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.  
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.
11. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken, the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure or contamination to groundwater, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling approved must be undertaken in accordance with the approved piling method statement. REASON: To protect the underlying groundwater from the risk of pollution and to protect underground sewerage utility infrastructure in accordance with the requirements of the National Planning Policy Framework and policy ENV10 of the Crawley Borough Local Plan 2015-2030.
12. The two first floor kitchen windows on the west elevation of the development facing towards No. 81 Three Bridges Road and the two first floor kitchen windows on the east elevation of the development facing No. 89A Three Bridges Road shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening.  
REASON: To protect the amenities and privacy of the adjoining properties, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
13. No windows (other than those shown on the plans hereby approved) shall be constructed in the west elevation of the development facing No. 81 Three Bridges Road or in the east elevation of the development facing No. 89A Three Bridges Road hereby permitted without the prior permission of the Local Planning Authority on an application in that behalf.  
REASON: To protect the amenities and privacy of the adjoining properties in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
14. Combined television, DAB and FM aerial facilities to serve all flats within the development hereby approved in accordance with details shown on drawing 786/001/P15/A shall be implemented and made available for use prior to occupation of any of the flats and shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In the interests of the visual amenities in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
15. The flats hereby approved shall not be occupied until measures to implement superfast broadband for all dwellings within the development have been completed and made available for use.  
REASON: To help reduce social exclusion and to allow good access to services in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
16. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.  
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
17. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres or such distance as may be agreed in writing by the Local Planning



Authority. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.

REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

18. 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.
19. The development shall be constructed in strict accordance with the finished floor levels and ridge heights of the buildings hereby approved and with the ground levels across the wider site as shown on the approved drawings.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and to protect trees in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
20. No part of the development shall be first occupied until such time as the existing vehicular accesses onto Three Bridges Road have been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.  
REASON: In the interests of road safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
21. No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.  
REASON: In the interests of road safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
22. No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres to the east and 2.4 metres by 59 metres to the west have been provided at the proposed site vehicular access onto Three Bridges Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.  
REASON: In the interests of road safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
23. No part of the development shall be first occupied until the car and cycle parking and vehicle turning space has been constructed in accordance with the approved drawings. These spaces shall thereafter be retained at all times for their designated purpose.  
REASON: To provide car and cycle parking spaces and related manoeuvring space for the use, to provide alternative travel options to the use of the car in accordance with current sustainable transport policies and in accordance with policies CH3, IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
24. Prior to occupation of any of the flats hereby approved, a 450 mm high timber fence shall be erected to prevent unauthorised vehicular access to amenity space areas in accordance with full details to be submitted to and approved in writing by the Local Planning Authority.  
REASON: To ensure that the amenity space areas are available and safe for all, including children, to use in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

#### INFORMATIVES

1. The applicant is advised that a development licence must be obtained from Natural England prior to any works being undertaken that would affect existing bats using the site.

2. The water efficiency standard required under condition 10 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
3. 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](mailto: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/>).
4. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)".
5. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
6. The applicant is advised that there are public sewers crossing or close to the proposed development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit [thameswater.co.uk/buildover](http://thameswater.co.uk/buildover).
7. 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 [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).
8. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

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

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

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

9. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit [www.crawley.gov.uk/cil](http://www.crawley.gov.uk/cil), email [development.control@crawley.gov.uk](mailto:development.control@crawley.gov.uk) or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
  - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
  - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

1. NPPF Statement

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

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



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

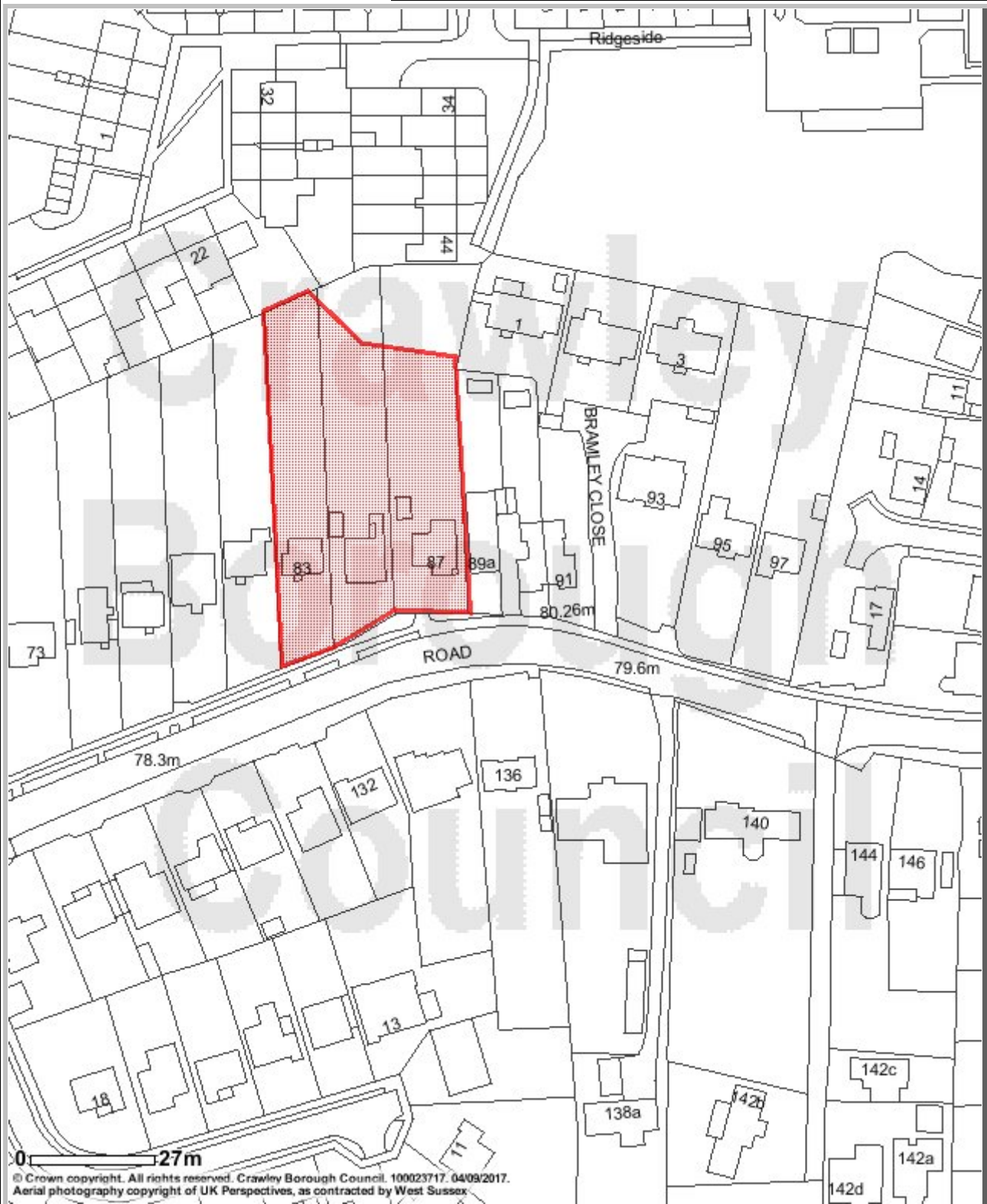
Tel: 01293 438000  
Fax: 01293 438603

**CR/2017/0564/FUL**

Date 4 September 2017

Approx. Scale 1:1,250

**83 - 87 THREE BRIDGES ROAD, THREE BRIDGES,  
CRAWLEY**



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REFERENCE NO: CR/2017/0648/FUL

**LOCATION:** [19 HUDSON ROAD, TILGATE, CRAWLEY](#)  
**PROPOSAL:** DEMOLITION OF EXISTING GARAGE AND FRONT PORCH, & ERECTION OF A LARGER SINGLE STOREY FRONT PORCH & SINGLE STOREY REAR AND SIDE EXTENSION

**TARGET DECISION DATE:** 19 September 2017

**CASE OFFICER:** Ms Z. Brown

**APPLICANTS NAME:** Mr & Mrs D Pelham

**AGENTS NAME:** Mr A Ryrie

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**PLANS & DRAWINGS CONSIDERED:**

DP 01 Rev B Site location plan, block plan, existing and proposed floorplans and elevations

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

None required.

**NEIGHBOUR NOTIFICATIONS:-**

10, 17 and 21 Hudson Road

**RESPONSES RECEIVED:-**

None received.

**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, semi-detached property, located on the eastern side of Hudson Road, within the neighbourhood of Tilgate. The dwelling is brick built, with an interlocking tiled roof. There is a detached garage located to the west of the dwelling set back 6m from the front elevation, and within the rear garden of the property. The garage is accessed from the front driveway between No. 19 and 21 Hudson Road. There is an area of hardstanding to the front and northern side of the property which provides parking for 1no. vehicle, as currently there is a metal railing subdividing the hardstanding. A porch is located on the front elevation of the property. It projects 0.7m from the front elevation of the dwelling and has a front gable. There are no identified site constraints.
- 1.2 Typically the semi-detached properties along Hudson Road are separated with detached garages located to the west of the dwellings, these are accessed from the hardstanding which run between the properties. Although many of the garages remain, the garage at No. 21 located to the north of the site has been demolished.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 Planning permission is sought for the demolition of the existing detached garage and front porch, and erection of a single storey wrap-around side and rear extension, and a larger front porch.
- 2.2 The wrap around side and rear extension would be set back 4.85m from the front elevation of the dwelling, the side element of the extension would measure 1.65m in width and 5.65m in length. The rear element would project 2.5m from the rear elevation of the dwelling and would measure 4.6m in width. The single storey wrap around side and rear extension would have a pitched roof which would have an eaves height of 2.3m and a maximum ridge height of 3.8m. An entrance door would be located on the eastern elevation of the side and rear extension, two windows on the northern elevation and one window on the southern and western elevations.
- 2.3 The proposed front porch would be located on the northern side of the front elevation, it would project 1.45m from the front elevation and would measure 2.9m in width. It would have a mono pitched roof, with a ridge height of 3.35m and an eaves height of 2.2m. A door would be located on the eastern elevation, and 1 window on the northern and southern elevations.
- 2.4 Internally the front porch would provide a larger entrance, and space for a toilet, the wrap around side and rear extension would provide an extended kitchen and utility room.

## **PLANNING HISTORY:-**

- 3.1 No recent planning history.

## **PLANNING POLICY:-**

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

The NPPF states that the applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:

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

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

The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.
- Policy CH3: Normal Requirements of All New Development states all proposals for development 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.

- 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.

Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.

#### 4.3 Urban Design Supplementary Planning Document (adopted October 2016)

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.'*
- *'Overshadowing or dominating neighbours' houses and gardens can be avoided by keeping rear extensions relatively small as compared to the size of the main buildings and the gardens in which they stand.'*
- *Development should incorporate materials and colours that match the existing dwelling or, where appropriate, contrast with it. If planning permission is granted for a development, the conditions laid out in the permission often detail any necessary steps required regarding materials and finishes.*
- *'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 project no more than 1.5m from the original front wall of the main dwelling and be in keeping with the character of the area and property'*
- *'Side extensions should avoid a 'terracing effect' in the streetscape. A 2m separation distance between the side extension and the property boundary can achieve this, or sometimes a set back from the principle elevation.*
- *Applying the 45° guide test: The guide test can be applied to detached, semi-detached and terraced houses. A single storey extension should not encroach into an area measured by drawing a 45° angle from the nearest edge of a neighbour's window or door aperture.*
- *'A rear extension should not consume the entirety of a dwelling's private amenity space. A garden should be retained with a minimum depth of 10.5m measured from the extension's rear external wall to the property's rear boundary in length, in order to ensure adequate private outdoor space.'*
- *'The roof form above an extension will contribute to the appearance of the extension and the dwelling as a whole. A roof design that sits in harmony with the existing roof will usually be more acceptable'*

It also includes new Crawley Borough Parking Standards and the minimum parking standard for the extended dwelling is 2-3 spaces.

### **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
- Parking considerations

#### The design & appearance of the proposal and its impact on the dwelling, street scene & wider area

- 5.2 The design and detailing of the proposed single storey wrap around side and rear extension and front porch would be similar to the existing dwelling, they would incorporate materials that match the existing dwelling including windows, brick work, tiles and white uPVC windows and doors.
- 5.3 Following the demolition of the existing detached garage, the proposed wrap around single storey side and rear extension would be positioned on the northern side of the dwelling. The proposal would be set back 4.85m from the front elevation of the dwelling, the side element would measure 1.65m, and 5.65m in width. The rear element would project 2.5m from the rear elevation and 4.6m in width. The wrap around side and rear extension would have a pitched roof with an eaves height of 2.3m and a maximum ridge height of 3.8m.
- 5.4 The Urban Design SPD states that in order to avoid the terracing effect, a 2metre separation between the side extension and the property boundary or neighbouring property should be maintained. The proposed extension would be set in 0.8m from the northern side boundary of the site, and a gap of 3.5m between the extension and neighbouring property No. 21. Due to the extension being single storey, set back significantly from the front elevation, and a sufficient gap between the proposal and the neighbouring property it is not considered to cause a terracing effect. Likewise as it is stepped back 4.85m from the front elevation of the dwelling it appear subservient and would not cause an overbearing impact on the appearance of the dwelling or the street scene
- 5.5 In regards to resultant out door space, a garden depth of approximately 10m would be retained. This is slightly less than the Urban Design SPD guidance of 10.5m, however there is still considered to be adequate outdoor amenity space for current and future occupants.
- 5.6 The proposed porch would project 1.45m from the front elevation of the dwelling and would measure 2.9m in width. The Urban Design SPD states that a front extension should be subservient to the rest of the dwelling, should not extend across the whole width of the property, and should project no more than 1.5m from the original front wall of the dwelling. The proposed porch would comply with the guidance contained within the Urban Design SPD, and would not appear overly dominant on the front elevation of the dwelling. The design of porches on dwellings within the immediate vicinity of the site are of varying designs, some have flat roofs, pitched roofs, and canopy roofs. Although it would replace a gabled porch which also features on the attached No.17, the mono-pitched roof design of the proposal is not considered to be out of keeping, and would not appear overly dominant on the front elevation of the dwelling.
- 5.7 To conclude the proposed development is considered to be in keeping with the appearance of the property and would not impact the street scene of Hudson Road, and would comply with Policies CH2 and CH3 of the Crawley Borough Local Plan (2015-2030), the design guidance contained within the Urban Design SPD and the relevant paragraphs of the NPPF which seeks sympathetic and high quality design.

#### The impact on neighbouring properties and amenities

- 5.8 The proposed porch due to its siting, single storey nature and modest scale, would not impact the amenities enjoyed by occupants on No. 17 Hudson Road to the south of No. 21 Hudson Road to the north, as there would be positioned 3.5m from the southern side boundary of the shared with No. 17.
- 5.9 In regards to the proposed single storey wrap around side and rear extension, there would be a separation distance of 3.5m between the extension and the neighbouring property No. 21, therefore it would not cause an overbearing impact. Likewise as it would only be single storey it would not cause any overshadowing or loss of light, and it would not intersect an area measured 45 degrees from the neighbouring properties windows. Therefore it is not considered to cause any impact on the amenities enjoyed by the neighbouring property, and would accord with Crawley Borough Council's Local Plan Policy CH3 and the guidance contained within the Urban Design SPD in relation to householder extensions and neighbouring amenity.

## Parking considerations

- 5.10 The proposal would involve the demolition of the existing detached garage and thus the loss of one off street parking space, however there would still be an area of hardstanding which measures 11m in length along the northern side and front of the property which could accommodate 2no. vehicles. The Urban Design Supplementary Planning Document Appendix 1: Crawley Borough Parking Standards advises that dwellings with 3+ bedrooms should provide 2-3 parking spaces. Despite the loss of the garage, there would still be adequate space for 2no. vehicles. Therefore, the development would meet the minimum parking standards in the Urban Design SPD, and would comply with Policy IN4 of the Crawley Borough Local Plan.

## **CONCLUSIONS:-**

- 6.1 In conclusion the proposed wrap around single storey side and rear extension and single storey front porch are acceptable in terms of the design, size and positioning. The proposed development would not have an adverse impact on the appearance of the dwelling, or the street scene of Hudson Road. The proposed development would not impact the amenity enjoyed by the neighbours to the north or south of the site. It is therefore considered to accord with policies outlined in the Crawley Borough Council Local Plan (2015-2030), the Urban Design Supplementary Planning Document (2016), and the relevant paragraphs of the National Planning Policy Framework (2012).

## **RECOMMENDATION RE: CR/2017/0648/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 below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The materials and finishes of the external walls and roofs of the building hereby permitted shall match in colour and texture those of the existing dwelling.  
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

### 1. NPPF Statement

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

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



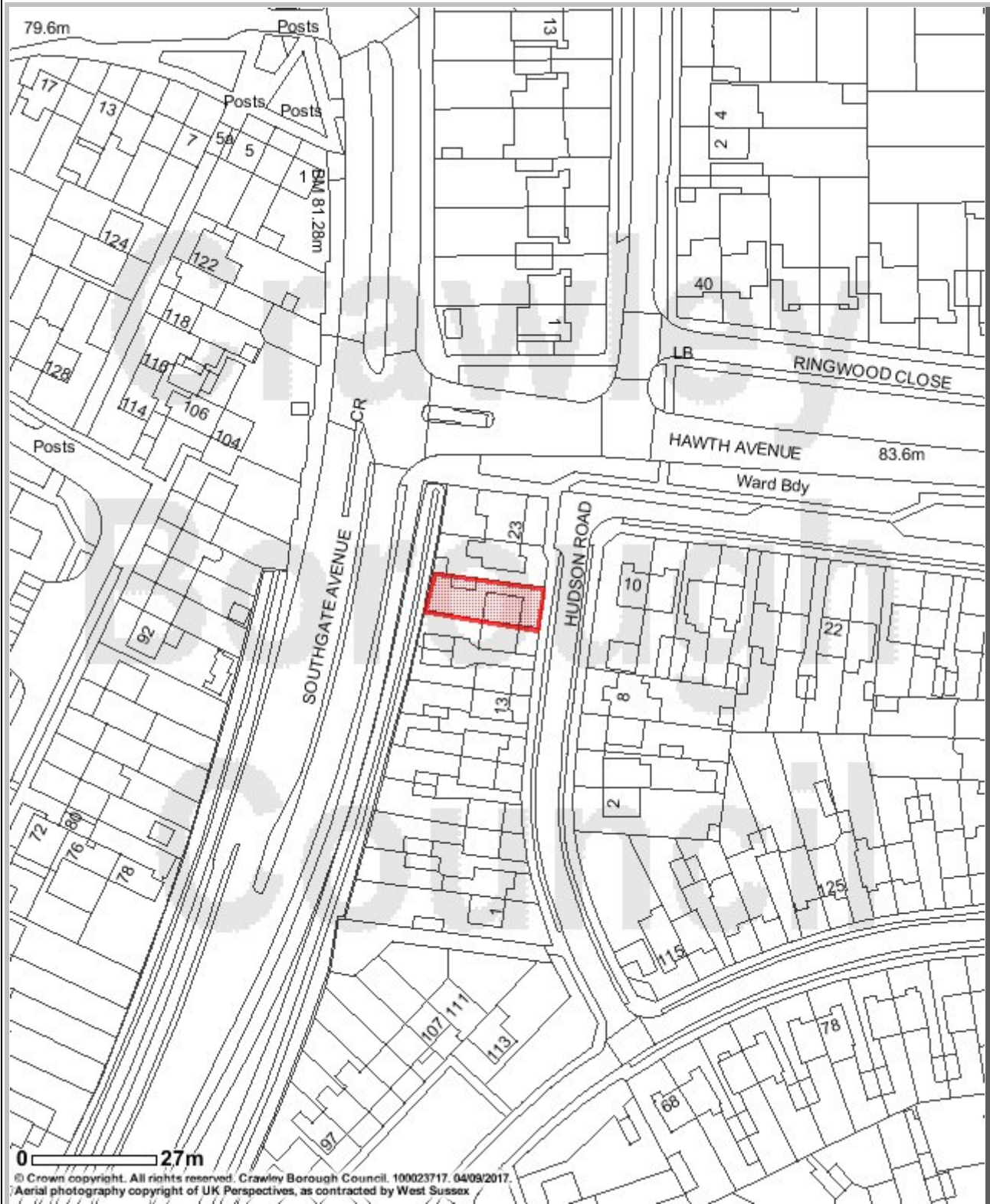
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Tel: 01293 438000  
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**CR/2017/0648/FUL**

Date 4 September 2017

Approx. Scale 1:1,250

**19 HUDSON ROAD, TILGATE, CRAWLEY**



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