



---

**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

---

**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:-**

- |     |  |  |
|-----|--|--|
| 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**



© Crown copyright. All rights reserved. Crawley Borough Council. 100023717. 04/09/2017.  
Aerial photography copyright of UK Perspectives, as contracted by West Sussex

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Crawley Borough Council. 100023717. 4 September 2017



