

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 9 October 2017
REPORT NO: PES/240(c)

REFERENCE NO: CR/2017/0444/FUL

LOCATION: [KILNMEAD CAR PARK, KILNMEAD, NORTHGATE, CRAWLEY](#)
WARD: Northgate
PROPOSAL: REDEVELOPMENT OF KILNMEAD CAR PARK FOR RESIDENTIAL COMPRISING 37 AFFORDABLE HOUSING UNITS (3 X TWO STOREY TWO-BED HOUSES, 2 X TWO STOREY THREE-BED HOUSES AND A PART 2-STOREY, PART 3-STOREY AND PART 4-STOREY BLOCK OF FLATS CONTAINING 13 X ONE-BED FLATS AND 19 X TWO-BED FLATS) WITH ASSOCIATED PARKING & LANDSCAPING (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 25 August 2017

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: HNW Architects

PLANS & DRAWINGS CONSIDERED:

Conservation Area Perspectives, Proposed Site Plan , Existing Site Plan, Proposed Apartment Block - Ground & First Floor Plans, Proposed Apartment Block - Second & Third Floor Plans, Proposed Ground Floor Plans for 1B2P and 2B4P Flat Types, Proposed Ground and First Floor Plans 2B4P & 3B5P Houses, Proposed Apartment Block - North & South Elevations, Proposed Apartment Block - East & West Elevations, Proposed 2B4P Houses North & South Elevations, Proposed Houses Side Elevations, Proposed 3B5P Houses East & West Elevations, Proposed Site Sections (North & South) Apartment Block, Proposed Site Sections (North & South) 2B 4P Houses, Proposed Site Sections (East & West) 3B 5P Houses, Site Location Plan, Landscape proposals, Planting Plan (south), Planting Plan (north), Proposed Refuse and Cycle Store, Site Section and Perspective View Annotated, Cycle and bin store elevations, Foundation Details Cycle & Bin store, Detailed Bay North Elevation (Flats), Detailed Bay Front Elevation 3B5P House & Porch Details

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|---|
| 1. | GAL - Aerodrome Safeguarding | The proposal could conflict with aerodrome safeguarding unless a condition requiring a Bird Hazard Management Plan is imposed. There also needs to be a cranes informative. |
| 2. | Environment Agency | No objection subject to conditions. |
| 3. | WSSC - Highways | No objection subject to conditions for access, parking and construction management plan. |
| 4. | National Air Traffic Services (NATS) | No safeguarding objection. |
| 5. | Thames Water | No objection subject to informative. |
| 6. | Sussex Building Control Partnership | No response received. |
| 7. | Natural England | No comments to make on this application, Standing Advice which can be used to assess impacts on protected species. |
| 8. | Police | No objection – Recommendation for door sets, postal arrangements for the flats through the wall, external or lobby mounted secure post boxes, flat front and ground floor balcony |

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doors, and ground floor along with any easily accessible windows to conform to PAS 024-2012 or its equivalent.

No objection subject to condition for details of surface water drainage systems.

No objection.

No response received.

No objection.

No objection provided all works are carried out in accordance with the Tree Development Report provided by Connick Tree Care.

Joint response (see below Sustainability comments)

Following amendments to achieve a 5m setback of the houses from Kilnmead, no objection is raised regarding noise from nearby roads.

No objection but comments regarding the security of the proposed cycle parking stands (Broxap Soundwell) and the advisory cycle route of Kilnmead.

No objection; adequate provision for bins.

No objection subject to informative for a formal application.

No objection subject to conditions and informative for water management and district energy network policies.

No response received.

No response received.

No objection subject to condition that cycle and bin structure to west should have high quality design and appearance.

No objection subject to condition for avoidance of lighting impact on the retained trees.

No objection but a SUDs (Sustainable Drainage system) is required and two conditions are recommended.

No objection subject to open space contributions.

No objection subject to pre-commencement condition for a scheme of archaeological work.

9. CBC - Drainage Officer
10. CBC - Property Division
11. West Sussex Fire Brigade
12. CBC - Housing Enabling & Development Manager

13. CBC - Planning Arboricultural Officer

14. CBC - Environment Team

15. CBC - Environmental Health

16. Cycle Forum

17. CBC - Refuse & Recycling Team
18. Southern Water

19. CBC - FP - Energy Efficiency & Sustainability

20. CBC - FP - Retail & Employment
21. CBC - FP - Urban Design
22. Listed Building and Conservation Advisor

23. Ecology Officer - Mike Bird

24. WSCC - Surface Water Drainage (SWD)

25. CBC - FP - Countryside & Open Space

26. Archaeology Officer - Alex Egginton

NEIGHBOUR NOTIFICATIONS:-

Nos 31, 33, 35, and 37 to 39 Kilnmead;
Caretaker Flat A Centre, No 29, Kilnmead;
Army Reserve Centre, No 29 Kilnmead;
Nos 11 to 16 and 29 to 30 Dyers Almshouses,
Nos 35 to 46 Northgate Road.

The application has also been advertised through an advert in the local press and by a site notice displayed within the car park and in front of the site on 7th June 2017.

RESPONSES RECEIVED:-

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Eleven letters of representation have been received raising objections to the proposal on the following grounds:

- Proposal would have a severe detrimental impact on the character of the area and the outlook of the Conservation Area – Dyers Almshouses. It is not of a sympathetic design and is not similar in scale and proportion of surrounding properties, adding new features.
- The town centre is already overcrowded with residential development and this should not be the place for all this.
- The proposal would be overbearing and bulky, and is overdevelopment. Preserving the existing buildings and natural environment is a requirement of any development.
- Some trees on the boundary to the south are not shown or are in the wrong garden and the proposed trees would not provide screening. Trees could interfere with drainage or invasion of other properties from roots, resulting in their removal, thus loss of screening.
- Overcrowding of the site and the communal garden area would be very small.
- Overlooking, loss of privacy, loss of sunlight/overshadowing and loss of outlook to Northgate Road from flats to the rear (and the proposed balconies). The Council has responsibilities under the Human Rights Act, protocol 1, article 1; 'A person has substantive right to respect of their private and family life'.
- Loss of the car park and Crawley does not have adequate parking to compensate for this loss.
- There is an issue of on-street parking on Kilnmead Road and the proposal would create more traffic and parking problems as most people have more than one car.
- The development would result in the loss of value of the existing houses in the area.
- The development would block the TV signals from Reigate and Crystal Palace.
- Development would cause noise and dust disturbance.
- Objections from neighbours regarding the pre-application public consultation carried out by the applicant.
- The Design and Access statement is misleading regarding the scale, transitional site and urban area.
- High rise blocks should be ceased immediately following the Grenfell Tower fire.
- This proposal would be challenged to the highest tribunal.
- The houses, when built, would not go to people born and bred in Crawley.

REASON FOR REPORTING TO COMMITTEE:-

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

THE APPLICATION SITE:-

- 1.1 The application site currently contains a public car park that provides a total of approximately 165 parking spaces and 4 disabled bays. The site measures 0.52 hectares in area and is relatively open and flat. Vehicular access is taken from Kilnmead and the parking area is set back from the public highway behind existing trees and shrubs.
- 1.2 To the north and north-west of the site there are two storey terraced and semi-detached "new town" style dwellings with a mixture of on-street and in-curtilage parking. Immediately to the east of the site is the Army Reserve Centre (ARC), which comprises a two storey building and storage facilities. To the south-west of the site is the Dyers Almshouses Conservation Area and the almshouses are also locally listed buildings. To the south of the site are two storey semi-detached dwellings in Northgate Road. The rear gardens of these properties abut the application site and the rear windows of these properties are situated approximately 24m from the boundary.
- 1.3 There are several mature oak trees within the site and adjacent to its western boundary. An existing footpath to the south east of the site connects to a footpath that links The Boulevard and Crawley Town Hall to Kilnmead in a north-south direction and also provides a route along the rear of houses in Northgate Road. The southern part of this footpath is a public right of way which is a shortcut for footpath to Kilnmead.

- 1.4 The site lies within a Priority Area for District Energy Networks defined by the Crawley Borough Local Plan 2015-2030. Kilnmead Car Park is identified as key deliverable housing site in the Local Plan with 40 dwellings as an indicative capacity figure. The site is also within the Long Distance View Splay from Tilgate Park as identified by the Local Policy CH8. An area of Structural Landscaping, as set out in Policy CH7, extends further to the east of the site, adjacent to the ARC, along the line of the public footpath.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for the redevelopment of the existing car park to form 5 dwellinghouses and 32 residential flats with associated car parking and landscaping. All residential development would be affordable. The 32 flats would be provided within a block that would be a maximum of four storeys, reducing down to three storeys to the south-west and two storeys in the west part of the site adjacent to Dyers Almshouses Conservation Area. The maximum height of the block of flats would be 11.1 metres. The houses would be three 2-storey terraced dwellings and two 2-storey semi-detached dwellings.
- 2.2 The scheme has been amended since the application was submitted, through revisions to the position of 2-bed houses to the front, fenestration design, materials, boundary treatment and parking arrangements. A revised Design and Access Statement, Transport Statement and Environmental Noise Assessment have also been submitted to support these amendments.
- 2.3 The new accommodation would comprise 3x2b4p houses, 2x3b5p houses and 13x1b2p flats and 19x2b4p flats. It is proposed to locate a terrace of three 2-bed two storey houses at the entrance to the site fronting onto Kilnmead. The access road leads into the centre of the site close to the security fence to the ARC site. Two semi-detached 3-bed two storey houses would be aligned parallel to the access road that would lead into the centre of the site with rear gardens facing to the west. The proposed two to four storey block of flats would be located to the south of the site orientated parallel with the rear boundary.
- 2.4 The proposed block of flats on its front elevation would have a central area in multi-tone buff brick, secondary would be the light brown brick at either end of the block and thirdly would be the entrances/staircores in cedar cladding panels. The proposed dwellinghouses would have mainly brick elevations with porches of cedar cladding panels. The roofs of the houses would be simple duo pitched tiled roofs with overhanging eaves to match the new town style with a grey concrete interlocking tile. The 3-bed houses would have a rear projecting gabled elevation. The roof of the proposed block of flats would be flat with low parapet upstands and roof terraces at the upper levels.
- 2.5 Access to the new development would be provided by the existing entrance from Kilnmead which would be modified to provide the appropriate alignment to meet highway safety standards. A new pedestrian island would be placed on the central reservation between the entrances to the site and the ARC site and tactile paving would be provided to each side of the crossing to current standards. The eastern boundary of the application site would be modified to allow the manoeuvring of HGVs to be contained wholly within the ARC site. According to the Design and Access Statement: *'A vehicle tracking exercise has been carried out which demonstrates that the mid-section of this boundary would have to be relocated resulting in the loss of an oak tree and a strip of land from the development site. For security reasons the ARC require a 1m clear zone along the boundary and a buffer zone of at least 4m between the ARC boundary and any climbing aids, such as trees, fences and buildings.'*
- 2.6 The southern footpath that links to the structural landscape strip north-south footpath is proposed to be closed due to reasons of permeability, crime and the resultant loss in the number of housing units if retained. This footpath would be transferred to ARC's ownership due to their safety concerns.
- 2.7 The car parking arrangement would provide a total of 31 car parking spaces within the site: 28 resident car spaces and 3 visitor spaces. Four motorcycle spaces are also proposed. A cycle parking storage area is also proposed in the middle-west of the site for 51 resident cycle spaces.

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Three Sheffield visitor cycle hoops would be provided near the cycle store providing spaces for five cycles. All the houses would have sheds within their rear garden for the storage of cycles. Refuse store would be provided to the east of the site, and to the west it would be consolidated within the cycle store building as amended.

- 2.8 The following documents have been submitted in support of the application:
- Design and Access Statement (including Heritage Impact Assessment & Open Space Assessment)
 - Transport Statement
 - Preliminary Geoenvironmental and Geotechnical Assessment
 - Drainage Statement (including Flood Risk Assessment & Utilities Assessment)
 - Affordable Housing Statement
 - Environmental Noise Assessment
 - Tree Development Report: Tree Constraints Plan
 - Preliminary Ecological Appraisal
 - Ecological Assessment
 - Sustainability Statement
 - Kilnmead replacement tree numbers
 - Potential Masterplan Development

PLANNING HISTORY:-

- 3.1 CR/360/1975 – Change of use to surface car parking for at least 144 cars – Permitted. (TA Centre).
- 3.2 CR/394/1987 – Extend existing car park and associated works – Permitted.
- 3.3 CR/894/1988 – Construction of 24 car parking spaces to be used as part of existing car parks – Permitted.

PLANNING POLICY:-

National Planning Policy Framework (2012) (NPPF)

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

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

- 4.2 The relevant policies include:
- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood

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principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.

- Policy CH1: Neighbourhood Principle will be protected and enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy CH4: Comprehensive Development and Efficient Use of Land. Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards.
- Policy CH6: Tree Planting and Replacement Standards. Landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies.
- Policy CH7: Structural Landscaping requires that development proposals should protect and/or enhance structural landscaping, which runs along the footpath to the east of the site.
- Policy CH8: Important views. The Important Views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The site is within the Long Distance View Splay from Tilgate Park.
- Policy CH12: Heritage Assets. All development should ensure that Crawley’s designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development. Where a development affects a heritage asset or the setting of a heritage asset, a Heritage Impact Assessment will be required.
- Policy CH13: Conservation Areas. All development within a Conservation Area should individually or cumulatively result in the preservation or enhancement of the character and appearance of the area. Consideration should be given to respect and enhance the character of lower density developments with spacious landscaped settings. This includes where the landscape dominates the buildings, the significant gaps between the buildings, the set back from the street, as well as any large gardens, mature trees, hedges and green verges; and preserve the area’s architectural quality and scale.
- Policy CH16: Locally Listed Buildings. All development will seek to secure the retention of buildings included on the Crawley Borough Local Building List. Development should also maintain features of interest, and respect or preserve the character or setting of the building.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H2: Key Housing Sites. Kilnmead Car Park is identified as key deliverable housing site and allocated on the Local Plan Map. The key housing sites are considered to be critical to the delivery of future housing in Crawley and are identified as being ‘deliverable’ within the first five years of the Plan (2015/16 – 2019/20). To ensure the delivery of the overall minimum

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housing figure set out in Policy H1, as supported by the Housing Trajectory, indicative capacity figures for each site are shown and for Kilnmead Car Park is 40.

- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme.
- Policy H4: Affordable and Low Cost Housing. 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers.
- Policy ENV1: Green Infrastructure. This Policy states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV2: Biodiversity. It states that all developments will be required to incorporate features to encourage biodiversity.
- Policy ENV5: Provision of Open Space and Recreational Facilities. The impact of the increased population from residential development on open space and recreational facilities across the borough will be mitigated by the use of the Community Infrastructure Levy which will be used to enhance existing areas of open space. This Policy requires development to make provision for open space and recreational facilities.
- Policy ENV6: Sustainable Design and Construction. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements.
- Policy ENV7: District Energy Networks. The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. The application site is within the priority areas for the delivery of District Energy Networks as identified on the Local Plan Map. The Policy also requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9: Tackling Water Stress. New dwellings should where viable and technically feasible, meet the Building Regulations optional requirement for tighter water efficiency.
- Policy ENV11: Development and Noise. People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. Noise sensitive uses proposed in areas that are exposed to significant noise from existing or future industrial, commercial or transport (air, road, rail and mixed) sources will be permitted where it can be demonstrated that appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable.
- Policy IN1: Infrastructure Provision. Development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.

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- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.

Supplementary Planning Documents (adopted October 2016)

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

Urban Design SPD 2016:

- 4.3 The SPD includes further guidance and examples on residential development and sets out further guidance on minimum rear window to window distances (21 metres for two storeys and 30 metres for three storeys or more) and outdoor amenity space standards: for a dwelling for 4 occupants the external private amenity space standards are 75 sqm and for a dwelling for 5 occupants the external private amenity space standards are 90 sqm.
- 4.4 In respect of multi-dwelling residential development (flats) the SPD states:
- *'It is recommended that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. For apartments and flats, a useable private space should also be provided for residents. While balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable.'*
 - *'Flatted developments should be designed in accordance with the recommendations made in this document and with the relevant policies of the Crawley Borough Local Plan, particularly, in relation to urban design, Policies CH2 and CH3. The scale, massing and form of the development should relate to the surrounding area. The openings on the façades should reflect the local vernacular in proportions and a balance should be achieved between solid walls and window/door apertures. The roof design should be considered during the initial design stage and not left to the end to be resolved. Parking provisions should meet the recommendations set in Annex 1.'*
- 4.5 It also includes the Crawley Borough Parking Standards which refer to minimum parking standards and are based on likely demand in terms of car ownership, taking into account the accessibility of the area by modes of transport other than the car. In particular, within and adjacent to the town centre boundary, for 1 or 2 bed dwellings/flats the minimum standards are 1 space and for 3 bed dwellings/flats are to 2-3 spaces. Regarding cycle parking it is stated that: *'All cycle parking must be sheltered and secure and in accordance with local guidance and best practice design. For one bed dwellings: One space per dwelling and 1 space per 8 dwellings for visitors will be required. For two bed dwellings or more: 2 spaces per dwelling and 1 space per 8 dwellings for visitors will be required'*.

Green Infrastructure SPD 2016:

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

Planning and Climate Change SPD 2016:

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

Emerging Affordable Housing SPD

- 4.8 The Council is in the process of updating its Supplementary Planning Document in order to reflect the Affordable Housing Policy in the adopted Crawley Borough Local Plan 2015-2030. The Affordable Housing Supplementary Planning Document has been subject to public consultation and is progressing towards adoption in autumn 2017.

Crawley Community Infrastructure Levy Charging Schedule 2016

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

Developer Contributions Guidance Note (published July 2016)

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

Dyers Almshouses Conservation Area Statement (March 2017)

4.11 The Conservation Area Statement was revised in March 2017 and provides a character appraisal for the area and guidance that should be followed when any development takes place.

PLANNING CONSIDERATIONS:-

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

- The principle of the development in this location
- The design & appearance of the proposal and its impact on the street scene & character of the Dyers Almshouses Conservation Area
- The impact on neighbouring properties and amenities
- Noise considerations
- The acceptability of the proposed development for future occupiers
- Parking and Highway safety
- Impact on trees, landscaping and boundary treatment
- Drainage
- Sustainability
- Provision of Infrastructure Contributions
- Provision of Affordable and Low Cost Housing

The principle of the development in this location

5.2 The application site lies in a very sustainable location on the northern edge of Crawley town centre within a short walk of several facilities. The Local Plan Policy H2 identifies the site as a key deliverable housing site. The use of the site for new flats/houses is also in accordance with NPPF objectives to promote and encourage residential development on appropriate sites. The proposed development accords with Policy H2 for deliverable housing and therefore the principle of residential development is considered acceptable. Policy H2 also states the indicative capacity for Kilnmead site as 40 dwellings. The proposal would provide 37 new residential units to meet Crawley's housing needs and whilst it would be below the indicative capacity figure, given the several constraints on site, it is considered acceptable. These constraints are discussed in more detail below.

The design & appearance of the proposal and its impact on the street scene & character of the Dyers Almshouses Conservation Area

5.3 The proposal design includes three two storey 2-bed terraced houses at the entrance of the site fronting Kilnmead and two storey 3-bed semi-detached houses would be aligned parallel to the access road that leads into the application site. The Kilnmead frontage is characterised by two storey terraced and semi-detached properties. The proposed orientation and design of the terraced houses are considered appropriate in their surroundings and sympathetic to the existing scale of

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Kilnmead. The semi-detached properties that would be orientated parallel to the access road would reflect the scale of the Kilnmead frontage.

- 5.4 A two to four storey block of flats would be located to the south of the site and would be orientated approximately in parallel with the rear boundary. According to the Urban Design SPD and Local Policies CH2 and CH3, the scale, massing and form of flatted developments should relate to the surrounding area. The proposed block of flats would be two storey to the west, adjacent to Dyers Almshouses Conservation Area, and would thus have a sympathetic relationship with the Conservation Area. The applicant demonstrated that the proposed building would not be visible from the forecourt area of the Dyers Almshouses. The Council's Listed Building and Conservation Advisor raised no objection to the proposed building and confirmed that it would respect the scale and setting of the Conservation Area in accordance with the Local Policies CH12 and CH13, despite the expressed concerns from nearby occupiers.
- 5.5 The proposed block of flats would then rise to three storeys with a four storey element at its eastern end. The increase in massing to the south-east is considered acceptable given the increased height and scale of the town centre and the surrounding buildings to the south-east. The proposed block of flats would be visible from Northgate Road to the rear (south). This road contains two storey houses. The proposal would be visible above the roofs of the houses, however the proposal would be two to four storey in height at the eastern end of Northgate Road and given the long rear gardens of Northgate Rd, the height and mass of the proposal is considered acceptable.
- 5.6 Regarding the design and appearance of the proposal, the proposed houses to the north of the site are designed as a contemporary interpretation of the 'New Town' style. The proposed dwellings would have brick façades and simple pitched roofs with grey tiles, incorporating porches of cedar cladding panels. Windows and doors would also be grey. The front elevations of the 2-bed houses would incorporate brick detailing using inset brick panels with projecting headers in a Flemish bond, and are considered to add interest to the 'New Town' style vernacular.
- 5.7 The proposed block of flats would have mainly brick elevations with the entrances/staircores in cedar cladding panels. Following concerns raised by the officers regarding the overall design, materials and the lack of a focal point, the building's materials and detailing have been revised to create a central focus to the block when viewed approaching from Kilnmead and the entrances have been enhanced. The block of flats would consist of two separate entrances and these two entrances would be necessary to provide adequate means of escape. The north elevation would have a central area in multi-tone buff brick, secondary would be the light brown brick at either end of the elevation and thirdly would be the staircores in cedar cladding panels. The roof of the proposed block of flats would be flat with low parapet upstands and roof terraces at the upper levels and would also incorporate a green roof to its western part. The brick detailing on the front elevations, as shown on the submitted drawings, would create a visual interest to Crawley's 'New Town' style. Whilst the overall design is not considered to be of high quality design, it is acknowledged that the amendments of the materials and detailing are an improvement to the scheme and therefore the overall scheme is considered acceptable on balance.
- 5.8 The proposal would also involve the closure of the southern footpath that links through to the north-south footpath linking Kilnmead and The Boulevard. This land would be transferred to ARC's ownership due to their safety concerns. Officers raised concerns over that closure and considered that the proposal would need to retain the footpath for reasons of permeability and connectivity and in order not to restrict or prejudice future development on adjacent sites in accordance with Local Policy CH4. The applicant submitted an origin and destination survey and justification reasons in support of that closure. The survey concluded that 29% (ie 360 pedestrians) of the people recorded over the 2 survey days walked via the footpath from the site and 71% (ie 888 pedestrians) walked via the eastern footpath directly linking Kilnmead and The Boulevard. As stated in the Design and Access Statement: *'It is with respect to these two issues, permeability and crime, as well as the impact that retention of the footpath would have on housing numbers, that it is proposed that the southern footpath that links to the structural landscape strip north-south footpath is closed off. This allows a clear distinction between the fronts and backs of the apartment block. This configuration would not compromise a future redevelopment of the ARC site, as the apartment block presents its*

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side elevation to the site giving more flexibility for the orientation of any future development than a frontage or back to this boundary might present. This orientation also reduces the number of windows facing the ARC site in order to reduce the potential for noise from this site during drill activities etc.' Whilst the loss of the footpath is disappointing, given these reasons and surveys and the fact that the footpath in question is not a public right of way, the closure of that part of the footpath is not considered sufficient to warrant a reason for refusal.

- 5.9 The site is within the Long Distance View Splay from Tilgate Park as identified by the Local Policy CH8. As stated in the Design and Access Statement, the proposed development would not be visible in this view splay given the maximum height of the proposed development (nearly 11m), the prevalence of the trees and the existence of town centre development to the south of the site. The proposal would therefore accord with the Local Policy CH8.
- 5.10 The application site is close to the centre of Crawley Historic Core and as such the West Sussex Archaeological Officer has been consulted and stated that the site has an enhanced potential to contain either known or previously unknown below ground Heritage Assets. As such further archaeological work (evaluation) would be required and this would be secured by a condition.
- 5.11 Overall, the revised proposal is considered to be an improvement to the originally submitted scheme. The size, height and scale of the proposed houses and block of flats are considered appropriate. In design and visual appearance terms, the proposed houses would sympathetically relate to the 'New Town' style. Whilst the proposed block of flats is not considered to be of high quality design, this must be balanced against the improvements to the materials and detailing and other material planning considerations.

The impact on neighbouring properties and amenities

- 5.12 The proposed two storey 2-bed houses to the north of the site are not considered to have any detrimental impact on the neighbouring amenities. The adjoining properties to the west are two storey dwellings fronting Kilnmead and their rear elevations would face the side elevations of these new 2-bed houses. No windows have been proposed along this west flank (side) elevation and as such the proposed 2-bed houses would not result in harmful overlooking or loss of privacy. According to the Urban Design SPD, a minimum distance of 10.5m should be provided between the developments that include a blank side gable and any windows serving habitable rooms on adjacent properties. The proposed 2-bed houses would maintain a distance of 17m and are therefore considered acceptable.
- 5.13 The proposed two storey 3-bed houses to the centre of the site would have their rear gardens facing west. According to the adopted Urban Design SPD one or two storey buildings will need to maintain a minimum distance of 21 metres between the rear windows of an opposing dwelling and the rear facing windows of the proposal in order to avoid any potential overlooking and privacy issues. The proposed separation distance between rear building lines of these two storey dwellings would be at least 27m back to back and as such they are considered acceptable.
- 5.14 The proposed block of flats would be two storey in height at its western end, adjacent to the Dyers Almshouses Conservation Area and would be set away from the rear building of the Almshouses by 24m in accordance with the guidance contained within the Urban Design SPD. The existing trees close to the western boundary would also provide a natural screen to the new development and additional tree planting is proposed to supplement this. This would ensure that no overlooking or loss of privacy or loss of outlook would result from the proposal on Dyers Almshouses.
- 5.15 The proposed building would rise from two to four storey from west to east. The Urban Design SPD seeks a thirty metre back to back distance between three storey properties. The southern elevation of the proposed block of flats would be set away from the rear elevations of the houses fronting Northgate Road by at least 30m with a 10.5m depth to the rear communal amenity space in accordance with the Urban Design SPD. The proposed block of flats being orientated approximately in parallel with the rear boundary would leave sufficient space to create a landscape buffer zone for the existing trees in order to minimise overlooking. It should be noted that the first and second floors

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would have balconies projecting from the south facing elevation, however the third floor would be set back by approximately 1.9m, and roof terraces to the individual flats would only be provided on the north, west and east facing elevations. Given these distances and the existing and proposed landscaping, the proposal would not result in harmful overlooking, loss of privacy or outlook on houses fronting Northgate Road, despite the expressed concerns from neighbours.

- 5.16 The eastern elevation of the proposed building would be set away from the rear elevations of the ARC by over 18m and from the common boundary fence by approximately 7m. ARC to that side has only loading doors with few windows to its north-west part. There would be a few windows and balconies on the proposed western elevation to facilitate improved access to sunlight for the north eastern flats, however these are kept to a minimum to reduce impact of noise from the ARC site. Therefore, it is considered that no undue impacts would result to the amenities of the ARC.
- 5.17 Overall, the proposed development is considered acceptable regarding the impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

Noise considerations

- 5.18 Immediately to the east of the application site is the Army Reserve Centre (ARC). The applicant submitted a noise assessment report in support of the application that states that drill practice from the site causes high levels of noise (60-65dBB), however it is infrequent (once in 19 days of monitoring). Other activities may also cause lower levels of noise, but these are again infrequent and mainly occur during the day. The CBC's Environmental Health Team have been consulted and stated that, given that the activities from ARC are so sporadic and the area is mixed commercial/residential, it is considered that it is unlikely to cause a statutory Noise Nuisance and the recommendation for additional façade insulation would be acceptable mitigation for the occasional periods of noise disturbance.
- 5.19 The submitted Noise Assessment concluded that the dominant source of noise affecting the proposed development relates to vehicles traveling on nearby roads. The proposed three houses fronting Kilnmead, as originally submitted with a 2m setback from the north boundary, would be the noisiest part of the site with predicted noise levels being 64dB during the day and 58dB at night (N.B. the night time noise average 2dB higher during weekday nights than weekend nights). The Local Plan Policy ENV11 clearly states that for existing sources, the Unacceptable Adverse Effect is considered to occur where noise exposure is above 66dB LAeq,16hr and 57dB LAeq,8hr at night. It also states that noise sensitive uses, such as residential use, that are proposed in areas that are exposed to significant noise from existing sources will be permitted where it can be demonstrated that appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable. Following objection raised by Environmental Health officers regarding the maximum exposure level of 58db (57db on the local plan) for residents bedrooms at night, the houses have been set back by 5m from Kilnmead. According to Environmental Health, this amendment ensures that the front facades will be below 57dbA at night in accordance with the Policy ENV11 and therefore no objection is raised.

The acceptability of the proposed development for future occupiers

- 5.20 Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards. All the proposed units would meet the minimum space standards and as such, the proposed development is considered acceptable and would accord with Policy CH5.
- 5.21 The Council's Urban Design SPD recommends 75sqm of external private amenity space for a 4 occupant dwelling and 90sqm for a 5 occupant dwelling. The 3-bed houses and the 2-bed house to the west-end would meet the requirements in accordance with the Urban Design SPD. The rear gardens of the other 2-bed houses fronting Kilnmead, close to the access road, would be 56 sqm and 63 sqm, and therefore would not meet the requirements. However, it should be noted that there

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would be a front garden of 30sqm at each proposed 2-bed house with a 1m hedge/shrub to create an enclosed boundary and still relate sympathetically to the Kilnmead streetscene. The failure to achieve the external private amenity standards sought by the Urban Design SPD is a concern, but the 5m setback from Kilnmead to meet the requirement of Policy ENV11 and create an acceptable internal living environment is considered to outweigh the shortfall in garden size in this case. A condition is recommended to remove permitted development rights for extensions and outbuildings that could otherwise further reduce the garden areas.

- 5.22 The Council's Urban Design SPD recommends that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. The proposal would provide communal amenity area to the rear and side, and balconies, and therefore it is considered that they are sufficient to provide private amenity space for the future occupiers and would meet the requirements.
- 5.23 The layout of the proposed development would ensure that the majority of homes would have good access to sunlight and there would be no significant shading created by buildings. The one bed flats in the centre of the block of flats would gain some sunlight from the east. All gardens and communal amenity space would benefit from good levels of sunlight throughout the day. On the second floor, the floor plan would be cut back and as such two flats would be removed from the west end. On the third floor, the flats would be designed to provide a slight set-back with 4 x 1 bed units with roof top terraces. The ground floor flats would each have a private patio and the first and second floor flats a private balcony. As such, the majority of flats would be single aspect, but the corner flats benefit from a dual aspect.
- 5.24 According to the Design and Access Statement, Crawley Homes have requested that both refuse and cycle stores are provided externally to the block of flats for reasons of amenity, fire safety and environmental health, despite the advice from planning officers to integrate the facilities within the main building. Following concerns raised by the Council's Listed Building and Conservation Advisor regarding the location of the bin and cycle store close to the Dyers Almshouses Conservation Area and the prominent and unsympathetic design, a revised combined cycle and refuse store has been designed to a minimum height as requested. This revised structure has also been set away by nearly 14m from the common boundary with the Conservation Area (with trees and landscaping area). The Advisor has raised no objection to the revised cycle and refuse store, but requested the materials to be of high quality design and appropriately detailed to respect the conservation area. This will need to be secured by a condition.
- 5.25 Overall, the scheme would meet the Nationally Described Space Standards and in general would meet the external private amenity space standards contained within the Urban Design SPD. Whilst there would be a shortfall in private amenity area for two houses fronting Kilnmead because of a 5m setback requirement to meet the noise standards, this is considered acceptable to meet the requirements of Policy ENV11 and to ensure an attractive terrace onto Kilnmead.

Parking and Highway safety

- 5.26 The application site is currently a public car park that provides a total of approximately 165 parking spaces and 4 disabled bays, which would be lost for redevelopment as a residential site. The applicant's Transport Statement states:
- 'Kilnmead car park currently has approximately 165 car parking spaces. The parking surveys reported in Chapter 6 of this report recorded a peak occupancy of 85 vehicles in the car park. Crawley Borough Council has confirmed that other local town centre car parking providers have capacity within their car parks to accommodate the parking demand that would transfer from Kilnmead car park and additionally that the Council's own car parks, including the Town Hall and Orchard Street car parks can also accommodate the additional parking requirements. Crawley Borough Council advise that the Town Hall Exchange Road Multi-Storey Car Park has approximately 500 parking spaces and normally 200 vacant spaces and that Orchard Street Car Park (multi-storey plus surface parking) currently has capacity of 496 spaces, has 305 public parking permits and very limited short term parking on a pay and display basis.'*

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- 5.27 Members will be aware that there is an existing planning permission (CR/2016/0662/FUL) to demolish and redevelop The Boulevard car park adjacent to the Town Hall. This would involve the loss of 185 car parking spaces. There are also emerging proposals for the wider Town Hall site, although the Exchange Road car park is proposed to be retained. No planning application has been received for the Town Hall site and, in itself, that proposal is not a material consideration for the current application. Overall, whilst the redevelopment of the Kilnmead site and The Boulevard car park could lead to some increased demand in town centre car parks, it is considered that the remaining car parks within the town centre would be able to accommodate the resulting demand for public car parking, despite the expressed concerns from nearby occupiers.
- 5.28 Access to the new development would be provided by the existing entrance from Kilnmead which would be modified to provide the appropriate alignment to meet highway safety standards. A new pedestrian island would be placed on the central reservation between the entrances to the site and the ARC site and tactile paving would be provided to each side of the crossing to current standards to reduce the possibility of conflict, as the Stage 1 Road Safety Audit recommended. The eastern boundary of the application site would be modified to allow the manoeuvring of HGVs to be contained wholly within the ARC site. An adoptable access road has been indicated leading into the site with a turning head at its end and a footway along both sides. The existing footpath link from the site to The Boulevard would be removed. WSCC Highways raised no objection from a highway point of view and commented that the access arrangements appear satisfactory. In terms of traffic generation in Kilnmead, WSCC comment that: *'An comparative assessment has been carried out of the existing traffic flows from the public car park and that of the proposed residential development which indicates that the latter would generate fewer weekday and Saturday traffic movements. Therefore, in traffic generation terms, there would be less impact on the highway network, particularly in the peak hours.'*
- 5.29 The car parking arrangement would provide a total of 31 car parking spaces within the site: 28 resident car spaces and 3 visitor spaces. Four motorcycle spaces are also proposed. The minimum parking standards, within and adjacent to the town centre boundary, as set out in the Urban Design SPD would require 39-41 parking spaces for the proposed development. The Transport document states that the proposed houses would each have an allocated space, and the flats would have an internal permit system where residents would be able to purchase permits. This would be managed by Crawley Homes. Whilst the proposal would not meet the minimum car parking standards, it is acknowledged that the application site is located within a very sustainable location being close to the town centre and regular public transport services. Given the sustainable locality of the application site, the proposed parking provision is considered acceptable. Despite the expressed concerns by the neighbours, it should be noted that WSCC Highways raised no objection regarding the number of parking spaces and it is acknowledged that the car parking provision accords with WSCC's car parking methodology.
- 5.30 Cycle parking storage area is also proposed in the middle-west of the site for 51 resident cycle spaces. Three Sheffield visitor cycle hoops would be provided near the cycle store providing spaces for five cycles. All the houses would have sheds within their rear garden for the storage of cycles. The development would meet the cycle standards contained within the Urban Design SPD.
- 5.31 Refuse store would be provided to the east of the site, and to the west it would be consolidated within the cycle store building as amended. The CBC's Refuse & Recycling Team comment that the bin stores would be easily accessible to the collection vehicle, which would be able to drive in and turn on site. The bin stores would also provide adequate provision for bins.
- 5.32 Overall, the scheme is considered acceptable in transport and highways terms, subject to conditions for access, parking and a construction management plan.

Impact on trees, landscaping and boundary treatment

- 5.33 There are several mature trees within the application site. In particular, the submitted Tree Development Report identifies 52 trees on the site, 18 trees would require removal due to reasons of sound arboricultural management and 18 trees would require removal to facilitate the development.

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This would allow access into the site to be opened up, whilst retaining the existing trees on the western boundary as a screen to the Dyers Almshouses. No objection has been raised by the Council's Arboriculturist, provided all works would be in accordance with the Tree Development Report.

- 5.34 A robust hard and soft landscaping scheme and boundary treatment have been submitted in support of the application and is considered acceptable. In particular, it includes the following:
- The provision of 1m high shrub/hedge and new trees to front gardens fronting Kilnmead. According to the Audit Stage 1 Report the new dwellings fronting Kilnmead should not have in-curtilage parking accessed directly off Kilnmead for safety reasons and therefore parking spaces are proposed along the access road. Boundary treatment is generally open onto Kilnmead frontage with front lawns and driveways with many dwellings having installed front garden parking areas and cross-overs. It is therefore considered that, given the Audit Stage 1 and immediate streetscene, the proposed 1m high hedge to the front is considered acceptable. A condition is recommended to remove permitted development rights in order to control future use of the front garden areas;
 - The provision of a fruit tree to each private rear garden of 3-bed houses;
 - A 1.8m high timber fence is also proposed to each private rear gardens of houses;
 - Low railings and shrub beds to terraces to provide some protected private space to ground floor flats;
 - The retention of 1.9m high close board fence to the west boundary with Dyers Almshouses Conservation Area;
 - The provision of trees along the access road and parking court to break up the areas allocated for parking;
 - Ground cover planting to the boundary with the ARC;
 - The provision of trees in order to increase the screening along the western and southern boundaries, and
 - The provision of trees, shrubs and ground cover planting to communal amenity areas;
- 5.35 Policy CH6 requires that landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. It also states that where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies. As such the agent clarified that the removal of the 38 trees would require 84 replacement trees, and 33 new trees would be provided on site. As set out in the Green Infrastructure SPD, 37 new trees and 84 replacement trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. On this basis, a formula for calculating the appropriate payment will need to be included in the S106 Agreement as the basis for the commuted sum (no. of trees to be lost on site (84 trees including replacement requirements) plus 37 new residential units minus the number of trees to be provided on site (33) multiplied by £700). This would give a contribution of £61,600 and the proposal would therefore accord with Local Policy CH6.
- 5.36 According to the Ecological Appraisal, three trees (T4, T7 and T8) were identified as having bat roosting features that could support a bat roost. With regard to the sites potential for commuting and foraging habitats, the site was classified as moderate. The CBC's Ecology Advisor has been consulted and raises no objection subject to pre-commencement condition. The proposal would therefore accord with the Local Policy ENV2.

Drainage

- 5.37 The application has been accompanied by a Drainage Statement and it is proposed to restrict surface water runoff from the site to allow for a 50% reduction in runoff over the existing situation. This would help ensure that flood risk off-site is not increased and would subsequently require attenuation to be provided within the development. The CBC's Drainage Officer has raised no objection to the surface water drainage proposals subject to a standard condition to ensure further details of the proposed SW drainage systems are provided for final approval following detailed design.

Sustainability

- 5.38 The proposal is accompanied by a Sustainability Statement and the Energy Efficiency & Sustainability Officer and Environment Team have been consulted to provide their comments on this report. They stated that this is quite vague for a development of this scale as it does not identify a target level of energy performance. It does, however, identify a number of measures to be taken in response to Policies ENV6 and ENV9.
- 5.39 In particular, the report states that the development would comply with Policy ENV7 by including a communal system for the supply of heat and hot water to the dwellings. This would initially be powered by a gas boiler on the Kilnmead site, but could potentially be connected to the redeveloped Town Hall site as initial proposals include an energy centre, if the site secures planning permission. If this would be achieved, the development should achieve considerable savings in energy consumption and CO2, extending beyond the requirements of Building Regulations.

Provision of Infrastructure Contributions

- 5.40 Policy IN1 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will seek to implement a Community Infrastructure Levy (CIL). The Crawley CIL Charging Schedule is in effect from 17th of August 2016 and is also relevant to this application since the proposal is creating new residential units. Given that this planning application proposes 100% affordable housing, the proposal would be exempt from paying CIL.
- 5.41 The proposal would involve the creation of 37 new residential units and therefore it could trigger off-site contributions towards play space and allotments. According to the Countryside & Open Space Officer, the proposed development could trigger contributions which would total approximately £5,474. A section 106 agreement would therefore be required to secure the affordable housing, a financial contribution of £61,600 for the planting of trees off-site and financial contribution of £5,474 for provision for children's play area.

Provision of Affordable and Low Cost Housing

- 5.42 Crawley Borough Local Plan Policy H4 states that 40% affordable housing will be required from all residential developments and this is the amount of affordable housing that can be secured via any S106 agreement. The application has been submitted by Crawley Borough Council and would be owned and managed by Crawley Homes. The mixture of unit sizes is in response to Crawley's affordable housing needs and Local Policy H3. The application proposes 100% affordable, which would exceed the policy requirement of 40%. The split between rent and intermediate tenure would be finalised as part of the Section 106 agreement. The application is therefore considered to comply with Local Plan Policies H3 and H4 and the objectives of the NPPF.

CONCLUSIONS:-

- 6.1 The application site has been identified as key deliverable housing site in the Crawley Borough Local Plan 2015-2030, and would provide a significant number of new affordable residential units in a sustainable location on the northern edge of the town centre. The size, height and scale of the proposed houses and block of flats are considered appropriate. The design of the development is considered to be an attractive addition to this area. The impact on the neighbouring amenities, drainage, landscaping and sustainability issues are all acceptable. The proposal would not have a harmful impact on the character and setting of Dyers Almshouses Conservation Area.
- 6.2 The development would meet the Nationally Described Space Standards and in general would meet the external private amenity space standards contained within the Urban Design SPD. Whilst there would be a shortfall in private amenity area for two houses fronting Kilnmead because of a 5m setback requirement to meet the noise standards, this must be viewed as part of the wider planning balance.

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- 6.3 The car parking arrangement would provide a total of 31 car parking spaces within the site: 28 resident car spaces and 3 visitor spaces. Whilst the proposal would not meet the minimum car parking standards (39-41 parking spaces), it is acknowledged that the application site is located within a very sustainable location being close to the town centre and regular public transport services and this slight shortfall would be on balance acceptable.
- 6.4 It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure:
- On site affordable housing;
 - Tree mitigation (£61,600) infrastructure contributions; and
 - Open space (£5,474) provision for children contributions.

RECOMMENDATION RE: CR/2017/0444/FUL

PERMIT - Subject to the conclusion of a Section 106 agreement to secure the financial contributions of £61,600 for replacement and additional tree planting, £5,474 for open space and 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 materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No works on cycle and refuse stores shall be carried out unless and until a schedule and samples of materials and finishes to be used for cycle and refuse stores have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve cycle and refuse store of high quality design and appearance due to close proximity to the Dyers Almshouse Conservation Area in accordance with Policies CH3, CH12 and CH13 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
5. No part of the development shall be occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents. The cycle parking spaces shall be maintained as such thereafter.
REASON: To encourage sustainable travel options and in accordance with Policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
6. Before any work for the implementation of this permission commences, detailed plans and particulars of the land levels and the finished floor levels of the dwellings shall be submitted to and approved in writing by the Local Planning Authority, and the buildings shall be constructed in accordance with the approved levels.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

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7. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
- the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
 - details of public engagement both prior to and during construction works.
- REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
8. The development hereby permitted shall not be occupied until the improvements to the access have been carried out in accordance with construction details to be submitted to and approved in writing by the Local Planning Authority.
- REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
9. The development hereby permitted shall not be occupied until the access road serving the site has been designed, laid out and constructed in all respects in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
- REASON: In the interests of highway safety and to ensure a satisfactory standard of access to the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
10. The development shall not be occupied until the parking spaces, manoeuvring and turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles.
- REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD.
11. No work on the dwellings or flats shall commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
- The Bird Hazard Management Plan shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place.
- REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
12. 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 LPA for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the LPA.
- REASON: For the protection of Controlled Waters as the site is located above a Secondary Aquifer and in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.

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13. 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, 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: For the protection of Controlled Waters as the site is located above a Secondary Aquifer and in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
14. 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, where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
REASON: To ensure the protection of groundwater in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
15. 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.
16. The works of the development hereby approved shall only be undertaken in accordance with the Tree Development Report and the Arboricultural Method Statement provided by Connick Tree Consultants and dated 20th September 2017.
REASON: To ensure the retention and maintenance of trees important to the visual amenity / the ecological quality / and for the environment of the development in accordance with Policies CH2 and CH3 of Crawley Borough Local Plan 2015-2030.
17. The hard and soft landscaping scheme of the development hereby approved shall be implemented in accordance with the approved landscape proposals associated with the application.
REASON: In the interests of amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
18. 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.
19. No development shall commence on site until a statement setting out how the recommendations (including avoidance of lighting impacts and enhancements) in the preliminary ecological appraisal and subsequent bat roost assessment of trees report by Middlemarch Environmental will be implemented, been submitted to, and approved by, the local planning authority. The approved method statement shall be implemented in full.
REASON: To ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030.
20. No development shall commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been

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submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 1 in 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.

REASON: To reduce the risk of flooding and safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.

21. No development shall commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.
REASON: To reduce the risk of flooding and safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking and re-enacting that Order, no development to the three terraced houses hereby approved fronting Kilnmead falling within Classes A, B and E of Part 1 of Schedule 2 of the Order shall be carried out without the prior, express planning permission of the Local Planning Authority.
REASON: To retain the outdoor private amenity area for future occupants of the site in accordance with Policy CH5 of the Crawley Borough Local Plan 2015-2030.
23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking and re-enacting that Order, no development to the three terraced houses hereby approved fronting Kilnmead falling within Classes D and F of Part 1 of Schedule 2 and Classes A and B of Part 2 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.
REASON: In the interests of visual amenity and highway safety in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
24. The flats hereby approved shall not be occupied until details of combined television, DAB and FM aerial facilities to serve all flats within the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented in full in accordance with the approved details prior to the occupation of any flat.
REASON: In the interests of the visual amenities in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
25. No works on the dwellings or flats shall commence until a scheme to provide superfast broadband to the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.
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.
26. Before construction of the development commences, details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that the Town Centre District Energy Scheme is delivered shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the approved details.
REASON: In the interests of environmental sustainability in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030.
27. Before the occupation of the development hereby permitted, a feasibility report for the connection of the development to a District Energy Network shall be submitted to and approved in writing by the Local Planning Authority. Should the report demonstrate that a connection is technically and practically feasible the full details of the connection and infrastructure shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.
REASON: In the interests of environmental sustainability in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030.

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28. 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.
29. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.
REASON: The site is near to the centre of Crawley Historic Core and has an enhanced potential to contain either known or previously unknown below ground Heritage Assets, and as such it is important that it is investigated in accordance with Policy CH12 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

1. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.
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. 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/
3. The water efficiency standard required under Condition 28 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
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
5. The applicant's attention is drawn to the advice provided by Thames Water in their correspondence of 5th June 2017 in respect to their requirements for waste water disposal. If discharge is proposed into a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.



Crawley Borough Council,
Town Hall,
The Boulevard,

CR/2017/0444/FUL

Date 26 September 2017

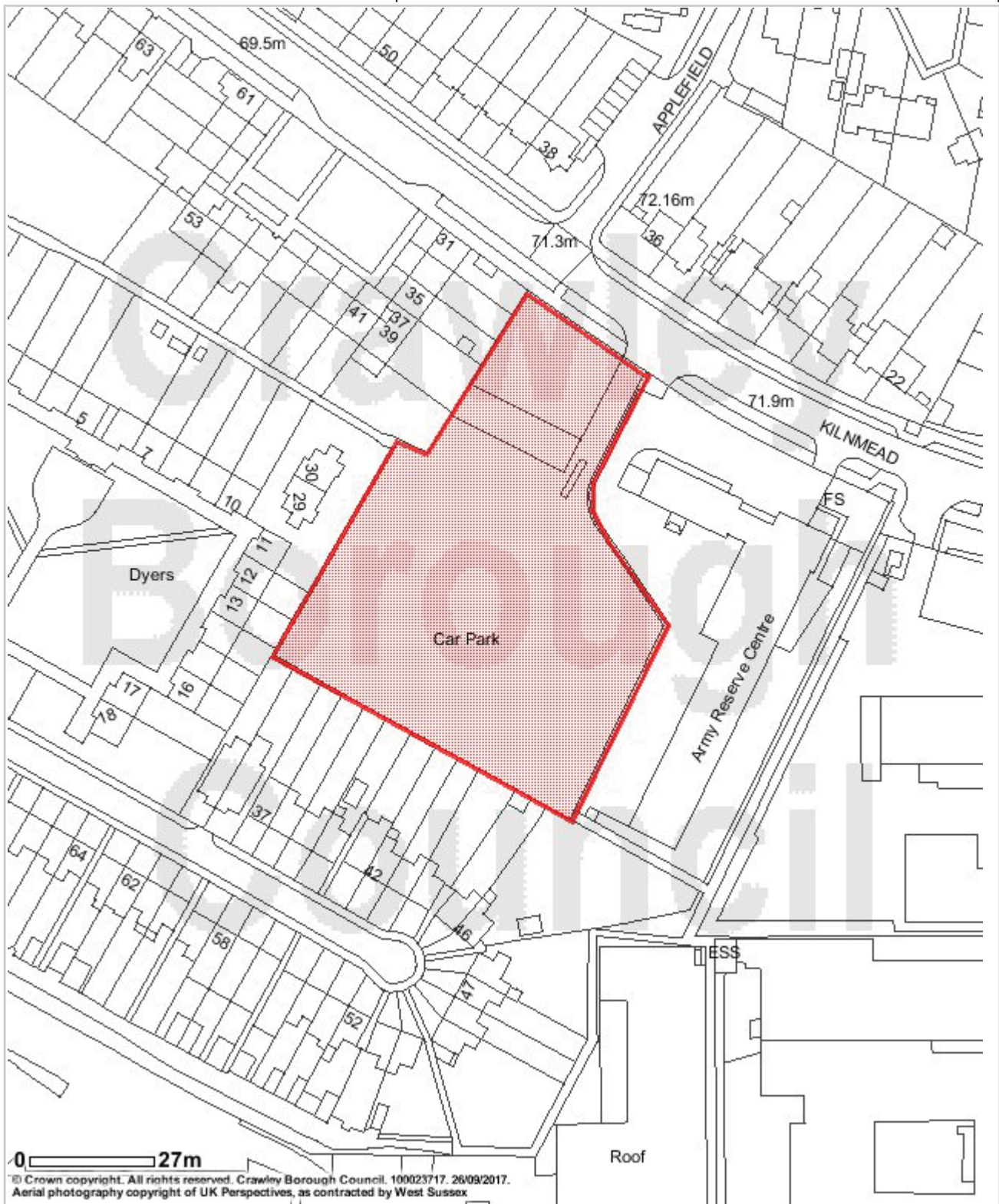
Approx. Scale 1:1,250

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Crawley,
West Sussex RH10 1UZ

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KILNMEAD CAR PARK, KILNMEAD, NORTHGATE,
CRAWLEY



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