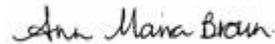


Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **Monday, 2 July 2018** at **7.30 pm**

Nightline Telephone No. 07881 500 227



Head of Legal and Democratic Services

Membership:
Councillors

I T Irvine (Chair), R S Fiveash (Vice-Chair), M L Ayling, A Belben,
N J Boxall, B J Burgess, K L Jaggard, S Malik, T Rana, A C Skudder,
P C Smith, M A Stone, J Tarrant, G Thomas and L Vitler

Please contact Democratic.Services@ Crawley.gov.uk if you have any queries regarding this agenda.

Published 22 June 2018

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The order of business may change at the Chair's discretion

Part A Business (Open to the Public)

| | Pages |
|---|--------------|
| 1. Apologies for Absence | |
| 2. Disclosures of Interest | |
| In accordance with the Council's Code of Conduct, Councillors of the Council are reminded that it is a requirement to declare interests where appropriate. | |
| 3. Lobbying Declarations | |
| The Planning Code of Conduct requires Councillors who have been lobbied, received correspondence or been approached by an interested party with respect to any planning matter should declare this at the meeting which discusses the matter. Councillors should declare if they have been lobbied at this point in the agenda. | |
| 4. Minutes | 5 - 12 |
| To approve as a correct record the minutes of the Planning Committee held on 5 June 2018. | |
| 5. Planning Application Southgate | 13 - 26 |
| CR/2017/1060/FUL - Greensleeves Retirement Home, 15 - 21 Perryfield Road, Southgate, Crawley | |
| To consider report PES/282 (a) of the Head of Economic and Environmental Services | |
| RECOMMENDATION to PERMIT | |
| 6. Planning Application Tilgate | 27 - 36 |
| CR/2018/0267/RG3 - K2 Crawley Leisure Centre, Brighton Road, Tilgate, Crawley | |
| To consider report PES/282 (b) of the Head of Economic and Environmental Services. | |
| RECOMMENDATION to PERMIT | |

| | | Pages |
|-----|--|--------------------------|
| 7. | <p>Planning Application CR/2018/0341/FUL - Car Park Adj Central Sussex College, Northgate Avenue, Northgate, Crawley</p> <p>To consider report PES/282 (c) of the Head of Economic and Environmental Services.</p> <p>RECOMMENDATION to PERMIT</p> | Three Bridges 37 - 56 |
| 8. | <p>Planning Application CR/2018/0348/FUL - 28 Kingscote Hill, Gossops Green, Crawley</p> <p>To consider report PES/282 (d) of the Head of Economic and Environmental Services.</p> <p>RECOMMENDATION to PERMIT</p> | Gossops Green 57 - 62 |
| 9. | <p>Section 106 Monies - Quarter 4 2017/18</p> <p>To consider report PES/295 of the Head of Economic and Environmental Services.</p> | 63 - 72 |
| 10. | <p>Supplemental Agenda</p> <p>Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.</p> | |

With reference to planning applications, PLEASE NOTE:

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Thursday 28 June 2018 at 10.00am**. Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

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

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Crawley Borough Council

Minutes of Planning Committee

Tuesday, 5 June 2018 at 7.30 pm

Councillors Present:

I T Irvine (Chair)

R S Fiveash (Vice-Chair)

A Belben, N J Boxall, B J Burgess, K L Jaggard, S Malik, T Rana, R Sharma, A C Skudder, P C Smith, M A Stone, J Tarrant and G Thomas

Also in Attendance:

Councillors D Crow, M G Jones, B J Quinn, M W Pickett and C Portal Castro

Officers Present:

| | |
|----------------|---|
| Kevin Carr | Legal Services Manager |
| Jean McPherson | Group Manager (Development Management) |
| Clem Smith | Head of Economic & Environmental Services |
| Hamish Walke | Principal Planning Officer |

Apologies for Absence:

Councillor L Vitler

1. Welcome

The Chair welcomed those present to the first meeting of the forthcoming municipal year, especially newly elected Councillors and those Councillors returning to the Committee.

2. Disclosures of Interest

No disclosures of interests were made.

Following a query from a Committee Member, and with particular reference to the Town Hall application, CR/2017/0997/OUT, item 6 on the agenda for this meeting, the Legal Services Manger advised that all members of the Committee had received a briefing note prior to the meeting regarding pre-determination and bias. It was each Councillors' responsibility to consider the advice provided and declare any relevant interest accordingly. Further guidance relating to predisposition, predetermination and bias were contained within the Code of Conduct on Planning Matters.

3. Lobbying Declarations

The following lobbying declaration was made by a Councillor:

Councillor J Tarrant had been lobbied regarding application CR/2017/0974/FUL.

4. Minutes

The minutes of the meeting of the Committee held on 9 April 2018 were approved as a correct record and signed by the Chair.

5. Planning Application CR/2017/0974/FUL - Zurich House, East Park, Southgate, Crawley

The Committee considered report PES/281 (a) of the Head of Economic and Environmental Services which proposed as follows:

Demolition of existing building and erection of a new part 3 and part 4 storey building comprising 56 apartments (30 x one bed and 26 x two bed) together with 56 car parking spaces and landscaping (amended description and amended plans received)

Councillors Boxall, Jaggard, Sharma, Stone and Tarrant declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application and provided the following updates:

- The following clerical corrections, relating to plans and drawings in the report, should be made to reflect the following:
 - Plan 051603-ESH-P11 related to the proposed 1st floor plan
 - Plan 051603-ESH-P12 related to the proposed 2nd floor plan
 - Plan 051603-ESH-P13 related to the proposed 3rd floor plan
- An additional drawing relating to the parking layout had been submitted. It was confirmed that the layout did not alter the design. Further illustrative material had also been submitted to support the revised application such as coloured elevations.
- Two further objections had been received since publication of the report:
 - One raised no additional objections to those outlined in the report
 - The second representation included video clips of parking in East Park. The video had been viewed and forwarded to West Sussex County Council (WSCC), although it was not possible to display them on the website. Following consideration of the video clips, WSCC had stated that the information did not change WSCC's opinion and recommendation on the application.

Mr Con O'Driscoll, Councillor Pickett (Ward Councillor for Southgate) and Councillor Jones (Cabinet Member for Housing), addressed the Committee in objection to the application, whilst Mr Philip Allin, the Agent, addressed the Committee in support of the application. Many of the objections raised reflected those detailed in the report, including parking issues, refuse collection and the potential impact on the character of the area. In addition, there was also concern expressed regarding the consultation process relating to the application.

Agenda Item 4

Planning Committee (3)
5 June 2018

The Committee then considered the application. The Committee discussed the issues arising, including the comments raised by the speakers and concerns raised by objectors. In response to issues and concerns raised, the Group Manager (Development Management):

- Advised that the development was a housing allocation and accorded with the Crawley Borough Local Plan 2015-2030.
- Emphasised that the design of an application did not necessary need to match the surrounding buildings and that in addition the Planning Inspector had identified the location as a 'transitional site'. The site was not within close proximity to the local conservation areas and these would not be harmed by the development.
- Confirmed that the application site was not located within the controlled parking zone, and as such residents of the development would therefore not be entitled to apply for parking permits.
- Stated that visitor parking to the site was included within the parking standard against which the application was assessed, and that the number of parking spaces provided complied with Crawley Borough Council's Policies.
- Clarified that refuse would be collected from the front of the site and that the Refuse and Recycling Team had confirmed this to be acceptable.
- Advised that reference within the Urban Design SPD to recommended separation distance between dwellings related to the rear windows of opposing properties and that the distance detailed in paragraph 5.15 of the report referred to the front facing windows of the dwellings. Those separation distances were considered adequate and provided a greater distance between facing dwellings than other premises in the vicinity.
- Emphasised that the level of consultation undertaken in relation to the application exceeded that required for such a development.

RESOLVED

Permit, subject to:

- (i) The conclusion of a Section 106 agreement as set out in Paragraphs 6.4 and 6.5 of report PES/281 (a)
- (ii) The conditions set out in report PES/281 (a)

6. Planning Application CR/2017/0997/OUT - Town Hall, The Boulevard, Northgate, Crawley

The Committee considered report PES/281 (b) of the Head of Economic and Environmental Services which proposed as follows:

A hybrid application comprising:

- (a) detailed application for demolition of the existing council offices and civic hall, and erection of a replacement town hall, offices and a public square, and associated access, car parking, landscaping and ancillary works.
- (b) outline application for residential development comprising up to 182 units including commercial space with details of access, all other matters reserved (layout, scale, landscaping and appearance).

Councillors Boxall, Fiveash, Irvine, Jaggard, Sharma, Skudder, P Smith, Stone, Tarrant and Thomas declared they had visited the site.

Agenda Item 4

Planning Committee (4)
5 June 2018

The Principal Planning Officer provided a verbal summation of the application and the following updates:

Replacement Condition 1:

i) Details of the appearance, landscaping, layout, and scale (hereinafter called 'the reserved matters') in relation to the Block B development comprising up to 182 residential units including commercial space shown on drawing 764-CPA-ZA-SK-010 Rev P1 submitted on 17 May 2018 shall be submitted to and approved in writing by the Local Planning Authority before any development on the Block B site begins and the development shall be carried out as approved.

ii) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

Replacement Condition 21:

Notwithstanding the plans hereby approved, a scheme for proposed signage, artwork and other features to create a clear and legible environment for users of the development and to create a strong civic identity for the Town Hall element of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the Town Hall and office building hereby approved and shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To enable the Local Planning Authority to control the development in detail to achieve a user friendly environment, to define a clear civic character to the Town Hall element of the scheme and to achieve a development of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.

Replacement Condition 31:

Within three months of the first occupation of the Town Hall and office building (Block A) hereby approved, a copy of a post-construction report, verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent', shall be submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interests of sustainable design and efficient use of water resources in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.

Mr Charles Crane addressed the Committee in objection to the application, whilst Mr Peter Rainier, the Agent, addressed the Committee in support of the application. Many of the objections raised reflected those detailed in the report, including the design, the amenities of the flats and the heritage of the Town Hall building.

The Committee then considered the application. The Committee discussed the issues arising, including the comments raised by the speaker and concerns raised by objectors. A number of Councillors expressed their own concerns regarding the application, including in particular those in relation to the design, loss of the historic Town Hall building, overshadowing, proximity to the District Heat Centre, vehicular access, parking provisions within the multi storey car park, sustainability and renewable energy, civic accommodation within the new Town Hall and impact on the streetscene and the use of a hybrid application. In addition, a Councillor queried whether an additional condition was required relating to the provision of broadband for the flats.

Agenda Item 4

Planning Committee (5)
5 June 2018

In response to issues and concerns raised, the Principal Planning Officer:

- Advised that, should the District Heat Centre be granted planning permission and be delivered, the application could meet the energy and water standards for BREEAM 'Excellent' without solar panels. Should the District Heat Centre not be delivered, solar panels could be installed to meet BREEAM 'Excellent.' Any proposal to site solar panels on the roof of the new Town Hall would require approval by Gatwick Airport/NATS.
- Confirmed that West Sussex County Council (WSSCC) had not raised any concerns regarding the proposed disabled parking at the front of the site.
- Advised that the majority of traffic movements to/from the site would be along Exchange Road, into the multi storey car park.
- Advised that the Transport Assessment suggested there would be sufficient parking in the multi storey car park for staff, residents, office workers and shoppers. In addition, the recent Town Centre parking survey raised no concerns regarding the wider provision for parking.
- Confirmed that the provision for amenity space, screening, tree replacement and distance of separation between the buildings would be dealt with under reserved matters.
- Provided further information relating to the nature of hybrid planning applications, outline planning permission and reserved matters.
- Acknowledged that a condition relating to broadband would normally be included for a development such as application (b). It was suggested to the Committee and agreed that a condition be inserted as follows:

Broadband condition:

Provision shall be made for combined television reception facilities and superfast broadband to serve all units within the residential development and commercial space (Block B) hereby approved in outline only in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The approved facilities shall be made available to each individual unit prior to that unit being first brought into use.

REASON: In the interests of visual amenity, 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.

At the request of Councillor B Burgess, and in accordance with Council Procedure Rule 25.5, the names of the Councillors voting for and against the proposal above were recorded as set out below:

For the Proposal:

Councillors Fiveash, Irvine, Malik, Rana, Sharma, Skudder, P Smith, Stone and Thomas (9).

Against the Proposal:

Councillors A Belben, Boxall, B Burgess, Jaggard and Tarrant (5).

Abstentions:

None.

Agenda Item 4

Planning Committee (6)
5 June 2018

With the vote being 9 for the proposal and 5 against the proposal, the proposal was therefore CARRIED, and it was

RESOLVED

Permit, subject to:

- (i) The conclusion of a Section 106 agreement to secure the provision of affordable housing units, and financial contributions towards Memorial Gardens, Southgate Play Areas, additional tree planting; implementation and operation of a District Energy Centre; two on-street car club bays; car club vehicle and/or membership, Car Park Management Plan and Developer and Partner Charter all as detailed in report PES/281 (b).
- (ii) The conditions set out in report PES/281 (b), and the three replacement conditions and additional condition above.

7. Proposed Deed of Variation to Planning Application CR/2016/0662/FUL Relating to Nos. 11-13 The Boulevard, Crawley

The Principal Planning Officer introduced report PES/299 of the Head of Economic and Environmental Services, which set out proposed changes to the completed Section 106 Agreement prepared pursuant to planning permission CR/2016/00662/FUL and the reasons for the proposed amendments. Those changes, which were not minor variations to the legal agreement, required the approval of the Planning Committee.

The proposed changes related to the delivery of affordable housing within the proposed development at Nos. 11-13 The Boulevard. The changes were necessary to secure appropriate and acceptable affordable housing provision on the site, taking account of the current planning application (CR/2017/0997/OUT) on the adjoining Town Hall site which was considered earlier in the meeting (minute 6 refers).

RESOLVED

That the making of a Deed of Variation, to reflect the changes set out in Paragraph 5.1 to report PES/299, be approved.

8. Planning Application CR/2018/0205/ADV - Queens Square, Northgate, Crawley

The Committee considered report PES/281 (c) of the Head of Economic and Environmental Services which proposed as follows:

Advertisement consent for the erection of 1 x internally illuminated free standing digital sign.

Councillors Boxall, Jaggard, P Smith, Stone and Tarrant declared they had visited the site.

Agenda Item 4

Planning Committee (7)
5 June 2018

The Principal Planning Officer provided a verbal summation of the application and advised that an amended condition on illuminance levels was recommended as follows:

Amended Condition (automatic dimming feature)

The advertisement hereby approved shall be operated at all times with an automatic dimming feature which adjusts levels of illuminance to take account of variations in natural lighting conditions to the satisfaction of the Local Planning Authority. The level of illuminance shall not exceed 2,500 cd/m² at any time.

REASON: In the interests of visual amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030, the Urban Design Supplementary Planning Document and the West Sussex County Council Illuminated Signs Standing Advice.

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

- Acknowledged the need to be mindful about additional street furniture gradually cluttering up the newly renovated Queens Square and stated that officers did not consider that this single digital sign would create visual cluttering.
- Did not envisage that the digital sign would create a significant physical obstruction taking account of other street furniture in the square.

RESOLVED

Consent, subject to the conditions set out in report PES/281 (c) and the additional condition above.

9. **Planning Application CR/2018/0229/TPO - 13 Keymer Road, Southgate, Crawley**

The Committee considered report PES/281 (d) of the Head of Economic and Environmental Services which proposed as follows:

Oak - reduce height and crown radius by 1.5m to appropriate growth points.

Councillor Tarrant declared she had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application.

The Committee then considered the application.

RESOLVED

Consent, subject to the conditions set out in report PES/281 (d).

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 10.07 pm

Chair

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Agenda Item 5

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 2 July 2018
REPORT NO: PES/282(a)

REFERENCE NO: CR/2017/1060/FUL

LOCATION: [GREENSLEEVES RETIREMENT HOME, 15 - 21 PERRYFIELD ROAD, SOUTHGATE, CRAWLEY](#)
WARD: Southgate
PROPOSAL: ERECTION OF PART TWO STOREY/PART SINGLE STOREY SIDE AND REAR EXTENSIONS, INFILL EXTENSION, PART LOFT CONVERSION TO CREATE 2ND FLOOR INCLUDING RAISED ROOF LEVELS, ADDITION OF DORMERS, NEW WINDOWS AND DOORS (AMENDED DESCRIPTION AND PLANS RECEIVED)

TARGET DECISION DATE: 13 March 2018

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Greensleeves Care Home
AGENTS NAME: Flowitt Architects

PLANS & DRAWINGS CONSIDERED:

3032-03-01, Existing Site Plan
3032-03-02, Existing Ground Floor Plan
3032-03-03, Existing First Floor Plan
3032-03-04, Existing Second Floor Plan
3032-03-05, Existing Elevations
3032-03-06, Existing Roof Plan
3032-04-01, Proposed Site Plan & Location/Block Plan
3032-04-02, Proposed Ground Floor Plan
3032-04-03, Proposed First Floor Plan
3032-04-04, Proposed Second Floor Plan
3032-04-05, Proposed Elevations
3032-04-06, Proposed Roof Plan
3032-04-07, Existing & Proposed Parking Layout

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|--|---|
| 1. GAL - Aerodrome Safeguarding | No objection subject to informative. |
| 2. WSCC - Highways | Following submission of additional information over access & visibility, parking & turning; no objection is raised subject to conditions. |
| 3. National Air Traffic Services (NATS) | No safeguarding objection. |
| 4. Thames Water | No response received. |
| 5. CBC - Environmental Health | No response received. |
| 6. Southern Water Ltd | No objection subject to informative. |
| 7. CBC - FP - Energy Efficiency & Sustainability | No objection subject to conditions. |

NEIGHBOUR NOTIFICATIONS:-

6 to 14 Lyndhurst Close;

Agenda Item 5

Perryfield Road

13, 18, 23, 23A;

1 to 15 Parish House;

12 Carman House and 19 Second Floor

RESPONSES RECEIVED:-

Eight representations have been received from the occupiers of nearby properties (2 are from the same address but from different individuals) raising objections to the proposal on the following grounds:

- The proposed building is the only three storey building in the immediate area and this would harm the character of the area and would not be in keeping.
- Overlooking, overshadowing, loss of privacy and light as the proposal would be very obtrusive to the adjoining residents, would install windows and a whole new floor higher than any other of the immediate buildings and would extend the floors as close as possible to the boundary placing the houses of Lyndhurst Close under constant intrusive surveillance from the residents.
- Loss of privacy of the patients whose dignity and privacy must be respected and protected.
- Highway safety, traffic and parking issues appear not to have been seriously considered, as the access road (Perryfield Road) is not in good repair with inadequate street parking, and the additional parking appears inadequate for staff let alone visitors. The proposal of a single disabled parking bay for a building of this nature and extended size seems also inadequate.
- Effect on trees: the proposed extension to the north would abut a collection of mature trees, which are the only screen over 1.8m from Lyndhurst Close at ground and first floor levels. The disturbance and proximity may seriously affect them, leading to their removal. It should be checked if TPOs are in place for the larger trees.
- The 12.09.17 Care Quality Commission inspection of the care home, found that the home in its current format 'Requires Improvement'. It is not easy to understand how creating a larger, more obtrusive building with more patients in, is going to improve any future C.Q.C. rating.
- The proposal will negatively affect the quality of life due to noise and light pollution, dust and overshadowing and will decrease the value of the immediate properties.
- All lighting should be reviewed as part of this application since the current lighting is so intense at night.

Re-consultation of the above-mentioned neighbours regarding the amended plans: 25/05/2018 for 14 days with expiry date: 08/06/2018.

Two letters of objection have been received stating that the proposed amendments to the original plans do not go far enough to protect the privacy of the home's residents or that of residents of Lyndhurst Close. They also re-stated all the previous comments in relation to the loss of privacy, impact on trees, current CQC report for Greensleeves 'requires improving', wellbeing of residents due to noise and light, and increase in traffic and pressure on parking. They also raised the following issues:

- There are at least three good sized sheds on site, one of which is used by smokers - perhaps this should be used for storage instead due to its proximity to the living rooms to protect the residents and the residents of Lyndhurst Close from second hand smoke. The shed marked as a cycle shed is currently used as a workshop and questions have been raised if the application were to be approved if this shed be used strictly for cycle storage
- There is a wooden door which opens out onto the parking area which was once marked as a fire exit with green signage, and Building Control should check it.
- No mention of the detrimental effect of the reduction in light to the homes in Lyndhurst Close - particularly where the building will be filled in.
- If planning permission were to be granted, the plans should be overseen by the CQC or similar to remove residents for the duration of the build to ensure their well-being.

REASON FOR REPORTING TO COMMITTEE:-

The number of objections received to a recommendation to permit.

Agenda Item 5

THE APPLICATION SITE:-

- 1.1 The application site relates to a retirement home, located on the northern side of Perryfield Road within the neighbourhood of Southgate. At present, the retirement home is comprised of two separate 2-storey buildings linked through a single storey small extension. The buildings were originally built as large houses. They differ in design with a mix of materials. The building to the east is brick built with two front dormers, bay windows and a hipped roof. The building to the west is finished in brick at ground level and in render and tile hanging at first floor. It has two storey front bays with hipped roofs. The western building has a prominent single storey front flat roofed projection, extending 9.5 metres from the main frontage.
- 1.2 There is forecourt parking to the front of the existing retirement home with 12 designated parking bays and two dropped kerbs. A small section of low boundary wall and hedges break the appearance of the forecourt parking area. The boundary to the east is marked by a 1.8m high timber fence and bushes. There are also metal external stairs to this side. The boundary to the west and rear is marked by a 1.8m high timber fence. The rear garden has several bushes, small trees, three outbuildings and external paved amenity space available for the residents.
- 1.3 To the south are 3 storey detached blocks of flats of varied design. To the north there is a terraced row of two storey houses in Lyndhurst Close backing onto the application site. The immediate area is residential in character with varied design and appearance. Perryfield Road is a controlled parking zone.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of part two and part single storey rear extensions, infill single and two storey extensions, part loft conversion to create a second floor including the raising of the ridge of the building to the west, and addition of front dormers, new windows and doors. The proposal would provide 10 additional bedrooms on the first and second floors along with additional facilities such as new dining and lounge rooms, new disabled WCs, drug store, new treatment room, new kitchen layout etc on the ground floor.
- 2.2 The scheme has been amended since the application was submitted, through reduction of the number of additional bedrooms from 17 to 10, revisions to the design and appearance of the extensions, removal of front dormers, removal of rear dormers and their replacement with rooflights, removal of a front lift shaft, retention of front boundary treatment, removal of a single storey extension to the west and amendments with staggered and stepped single and first floor rear extensions to the east.
- 2.3 The existing single storey flat roof front projection would be demolished along with some single storey elements to the rear and the metal external escape stairs to the east to facilitate the development. The proposed rear extension would have a maximum depth of 11.5m and a total width of 31.5 metres at ground floor, and a maximum depth of 5.7 metres and a total width of 17 metres at first floor, with a further step in from the existing eastern side building line. The ground floor element would incorporate a flat roof measuring 3.2 in height including the parapet with coping stone and cornice. The first floor element would measure 8.7 metres to the ridge and would maintain the existing eaves level at 5.5 metres.
- 2.4 The proposed infill extension would link the two separate buildings on the ground and first floors. At ground level it would be setback by 1.5m from the front elevation of the eastern building and forward of the main western building by 2.4 metres. It would have a flat roof measuring 3.2m in height with two rooflights. A flat roof canopy would be included in front of the single storey element. The first floor would be setback by 5.5m from the front elevation of the eastern building and by 1.5 metres from the western building. It would measure 8.5 metres in height. It would incorporate a loft conversion with two front gable dormers and rear rooflights. It would use darker brickwork and tiles.
- 2.5 The existing roof ridge of the building to the west would be raised by 0.5 metres to accommodate the loft conversion to create a second floor with rear rooflights. Two new ground floor windows and a bay window would be inserted on the western side elevation.

Agenda Item 5

PLANNING HISTORY:-

- 3.1 CR/1997/0032/FUL – Demolition of 21 Perryfield Road and erection of 2 storey extension to existing residential care home to provide 16 beds for elderly mentally infirm including landscaping and ancillary parking – Permitted (the address of the site was 19/21 Perryfield Road).
- 3.2 CR/1993/0590/FUL – Conversion of roof space to form living quarters for the proprietors of the home for the elderly – Permitted (the address of the site was 15/17 Perryfield Road).
- 3.3 CR/1993/0540/FUL – Proposed ground floor extension to form new dining room/day room for nursing home and covered link to No 19 Perryfield road – Permitted (the address of the site was 15-17 Perryfield Road).
- 3.4 CR/1991/0021/FUL – Extension to one existing garage be used as offices – Permitted (the address of the site was 19 Perryfield Road).
- 3.5 CR/846/1988 – Change of use from guest house to dual-registered nursing home and rest home – Permitted (the address of the site was 15-17 Perryfield Road).
- 3.6 CR/607/1988 - Erection of single storey extension – Refused and dismissed on appeal (the address of the site was 19 Perryfield Road).
- 3.7 CR/160/1987 – Change of use to guest house – Permitted (the address of the site was 15/17 Perryfield Road).
- 3.8 CR/459/1987– Rear extension to provide private accommodation – The application was withdrawn by the applicant (the address of the site was 19 Perryfield Road).
- 3.9 CR/364/1984 – Change of use from private guest house to rest home for the elderly – Permitted (the address of the site was 19 Perryfield Road).
- 3.10 CR/237/1969 - Change of use from private dwelling house to guest house – Refused (the address of the site was 19 Perryfield Road).

PLANNING POLICY:-

4.1 National Planning Policy Framework (2012) (NPPF)

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 7 – Requiring good design. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

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

The relevant policies include:

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

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- 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 including residential extensions.
- Policy CH6: Tree Planting and Replacement Standards. 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 H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs, taking a pro-active approach to identifying suitable sites for housing development and working to overcome constraints wherever possible, whilst ensuring against detrimental town-cramming or unacceptable impacts on the planned character of the existing neighbourhoods or on residential amenity.
- Policy 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. Proposals for new non-domestic buildings should achieve BREEAM Excellent (for water and energy credits) where technically and financially viable.
- Policy ENV9: Tackling Water Stress. Crawley is situated within an area of serious water stress, and development should, therefore, plan positively to minimise its impact on water resources and promote water efficiency.
- Policy IN1: Infrastructure Provision. 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 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. These standards are contained within the Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) or any subsequent similar document.

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 Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It contains guidelines on the standards the Council expects for the public design and the design of extensions, 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). It also includes the Crawley Borough Minimum Parking Standards.

Green Infrastructure SPD 2016:

- 4.4 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:

- 4.5 This SPD includes further guidance on sustainability policies within the Local Plan (Policies ENV6, ENV9 etc).

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Crawley Community Infrastructure Levy Charging Schedule 2016

- 4.6 The Crawley CIL Charging Schedule is in effect from 17th of August 2016 and is also relevant to this application as the proposal would create more than 100 sqm of new-build floorspace.

Developer Contributions Guidance Note (published July 2016)

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

PLANNING CONSIDERATIONS:-

- 5.1 The main planning issues in the determination of this application are:
- Principle of development
 - The design & appearance of the proposal and its impact on the building, street scene & wider area
 - The impact on neighbouring properties and amenities
 - The acceptability of the proposed development for future residents
 - Parking and Highway safety
 - Impact on trees, landscaping and boundary treatment
 - Sustainability
 - Provision of Infrastructure Contributions

Principle of development

- 5.2 The proposal would create 10 additional care home bedrooms to serve the existing retirement home. It would also provide additional facilities such as treatment, hair salon/nail bar etc. that would be available for existing and future residents. The proposed development in general would provide additional accommodation to meet the housing needs of older people in accordance with the objectives of the NPPF and the Local Policy H1 and is therefore acceptable in this instance.

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

- 5.3 The existing retirement home is comprised of two separate 2-storey buildings which have a different design and appearance with mix of materials and roof designs. During the course of the determination of the application, amended plans have been received removing all the front dormers and front lift shaft, reducing the depth of rear extensions, and replacing the rear dormers with rooflights. Officers had concerns that these front alterations and rear dormers added to the already complicated design of the buildings, would have resulted in a cluttered appearance and a detrimental impact on the neighbouring amenities, the street scene and the existing buildings.
- 5.4 The prominent existing single storey front flat roofed projection would be demolished, which is considered a significant improvement to the existing appearance of the retirement home. The main elements of the proposed development that would be visible within the streetscene are the raising of the ridge height by 0.5m of the existing building to the west and the infill part single/part two storey extensions. The applicant submitted front elevations showing the existing ridge line of the retirement home building to the east, and the adjoining properties to the east and west. It is considered that the raising of the ridge would be relatively modest and would blend well with the existing ridge heights of the immediate streetscene. The infill extension has been designed to have a slightly projecting flat roofed single storey element and a recessed two storey element with two front dormers. The use of darker brickwork and tiles is proposed for this element of the proposal. The use of darker materials in the recess would help the two buildings to still read as separate buildings in the streetscene. The proposed dormers would have a similar gable roof design as the existing front dormers, but these would be in a smaller scale to achieve the subservience needed in accordance with the Urban Design SPD.

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- 5.5 To the front forecourt area, the existing low boundary wall and hedges would be retained and new flower beds are proposed within the site in front of the amended parking layout. The proposal is not considered to alter the existing situation to the front forecourt and the new flower beds are considered acceptable in visual terms.
- 5.6 Regarding the part single/part two storey rear extensions, these would be screened by the existing buildings and are not considered to have a detrimental impact on the streetscene. The proposed rear extensions as amended would appear as a subservient element to the existing buildings and would blend well by virtue of matching external materials.
- 5.7 Overall, the revised proposal is considered to be a significant improvement on the originally submitted scheme. The size, height and scale of the proposed extensions and alterations are considered appropriate to the existing large buildings and the surrounding area. The proposal is therefore considered to accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

The impact on neighbouring properties and amenities

- 5.8 The properties potentially most affected by the proposal are No.23 Perryfield Road to the west, No.13 Perryfield Road to the east and Nos 6- 11 Lyndhurst Close to the rear of the proposal.
- 5.9 The amendments to the proposal removed the originally proposed single storey element adjoining No.23 Perryfield Road. As such it is considered that the proposal would not significantly alter the existing relationship with No.23. There would be three new ground floor windows to this side with No.23, but there is a 1m gap on the shared boundary with a 1.8m high fence and as such these amendments are not considered to give rise to any issues of privacy or overlooking.
- 5.10 No.13 Perryfield Road to the east is a semi-detached dwelling with a two storey rear projection. It is 1m from the shared boundary, which is marked by a 1.8m high fence and bushes. This property has ground and first floor rear windows that are already set back from the rear wall of the retirement home to the west, next to the existing external metal stairs. These windows serve a living room on the ground floor and a bedroom on the first floor. The retirement home's rear wall are set away from the side and No.13's rear windows by 4.2 metres at its closest part.
- 5.11 The proposal would undoubtedly change the outlook of No.13 from the rear garden and windows significantly. The proposal, including the existing building, would have a maximum ground floor rear projection of 16.3m from No.13's closest ground floor window and would also remove the external metal escape stairs. Following amendments, the new ground floor element would be staggered to this side of boundary and then would be stepped in further away from No.13's rear window and would have a 6.5m gap. At present, there are several trees within No.13 close to the boundary that already cause overshadowing to the ground floor window and the addition of a new 7.3m deep single storey rear extension is not considered to alter the existing relationship in a significant detrimental way. It should be noted that the living room is also served by another ground floor window.
- 5.12 The proposal would remove the bulky external metal staircase close to No.13 Perryfield Road and on the first floor would add a 5.7m deep first floor rear extension. The total projection of the first floor rear element, including the existing building, from No.13's first floor rear bedroom window would be 10.5m. This property would therefore experience an impact from this proposed development. Following amendments, this rear extension would have a 5.5m gap to No.13. The removal of the bulky element of the external metal staircase would help to reduce the impact of the proposal on No.13's first floor rear window. As shown on the submitted first floor plan, this bedroom window is already screened by the existing first floor rear projection of the retirement home and the proposal would be staggered and stepped in further away from this window. It is considered that, given the removal of the bulky external staircase and the existing first floor rear projection, the impact of the proposal on the amenities of No.13 Perryfield Road would, on balance, be acceptable.
- 5.13 There have been a number of objections from Lyndhurst Road residents on the grounds of loss of privacy, overlooking and loss of light. The proposed scheme would undoubtedly result in a significant increase in size of the building and a potential for perceived increase in overlooking. The

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proposal includes part single/part two storey rear extensions, raising of the ridge of the building to the west and a loft conversion to create a second floor. The proposed single storey rear extension would have a flat roof and would leave a 8m gap to the rear boundary, and a 16m gap from rear ground floor wall to wall. The boundary is marked by a 1.8m high fence. This distance is considered sufficient given the existence of the boundary fence. The proposed first floor rear extension would have a 21m gap from first floor rear wall to wall with Nos.9-11 Lyndhurst Close and a 22.5m gap to Nos 6-8 Lyndhurst Close. The Urban Design SPD seeks distances of 21 metres between windows for two storey development and 30 metres for three or more storey proposals. The proposed separation distance is considered acceptable to ensure that no detrimental impact would occur in terms of overlooking and loss of privacy. Regarding the loft conversion, the scheme originally proposed to insert several dormers to the whole width of the rear elevation which would have caused a detrimental impact in terms of loss of privacy or overlooking. The applicant amended the scheme with some rooflights only to the building to the east. Whilst the separation distance from this part of the building to neighbouring properties immediately to the rear would be 25m (less than 30m recommended in Urban Design SPD), the introduction of rooflights would help to reduce any impact on overlooking or loss of privacy. It should be noted that these rooflights would only serve staff room, ensuite and as secondary light sources to the proposed bedrooms.

- 5.14 It should be noted that the residents to the rear of development commented on some issues that are not planning matters such as noise during construction, dust and light pollution and the rating from the Care Quality Commission.
- 5.15 The relationship of all the windows within the proposed scheme would comply with the separation distances from existing dwellings set out in the Urban Design SPD and would not cause overlooking or loss of privacy. There are a number of areas in which relationships to adjoining properties have been improved since the application was submitted and the concerns expressed by a number of neighbours are understood and noted. The proposal would undoubtedly change the outlook for No.13 from the rear garden and windows, and would result in a significant increase in size of the building and a potential for perceived increase in overlooking to the properties to the rear. However, the proposed development is considered on balance 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.

The acceptability of the proposed development for future residents

- 5.16 As well as trying to address the impact of the scheme upon neighbours, officers have also sought amendments to the internal relationships within the scheme. Potential overlooking between proposed units has been addressed by relocating windows and the applicant provided rooflights and side or front dormers for the proposed bedrooms. Officers also raised concerns about the existence of a rooflight only to serve a bedroom on the second floor and the outlook for the future residents of that room. This bedroom was converted to staff room with only a rooflight, which is considered acceptable. The Council does not have any identified space standards for the size of bedrooms or external amenity space for a C2 residential institutions use.

Parking and Highway safety

- 5.17 The scheme has been amended and now proposes 10 additional bedrooms (originally the proposal was for 17 additional bedrooms) resulting in 44 bedrooms in total. WSCC Highways have been consulted and sought additional information on access, visibility, parking and turning on site. The applicant submitted a revised scheme showing that the existing dropped kerbs would be retained and the revised parking layout would now provide 16 parking spaces. WSCC Highways do not consider that the extensions to the existing care home, and amended parking and access arrangements would result in a 'severe' detrimental impact to the safe operation of the road network and also commented that: *'alteration to the existing Traffic Regulation Order (TRO) would also be required to include new area of double yellow lines to protect the amended access – the applicant has indicated that they would be liable for the cost of these changes and details of the extent of these works can be secured via condition.'*

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- 5.18 The Council's Urban Design SPD regarding the parking standards requires a minimum of 1 space per 20 residents, 1 visitor space per 8 residents and 1 staff space per 5 residents. With 44 residents, the minimum parking standards would require 17 car parking spaces to be provided. The revised parking layout shows that 16 parking spaces would be provided, including one disabled car parking space. WSSC Highways commented: '*The sustainable location of the site could encourage staff and visitors to commute by more sustainable modes of transport such as by foot, train or bicycle. Also, the nearby road network is protected by double yellow lines in locations where additional on-street parking could be deemed detrimental to highway safety. Dedicated permit holder parking bays are present along Perryfield Road.*' In addition, it should be noted that a cycle store would be provided within the rear garden. Despite the expressed concerns from the adjoining occupiers, the shortage of 1 parking space in this location and given the proposed cycle store for staff parking is considered acceptable.
- 5.19 Overall, the scheme is considered acceptable in transport and highways terms, subject to conditions for provision of cycle and car parking and waiting restrictions.

Impact on trees, landscaping and boundary treatment

- 5.20 There are some small trees within the application site that would be retained as shown on the proposed site plan and this is considered acceptable as they provide screening and protect the amenities both for the future residents and for the neighbouring occupiers to the rear. Some of the existing hedges within the middle of the existing rear garden would be removed to facilitate the development. No.13 Perryfield Road to the east has some trees close to the shared boundary and some of the branches overhang the application site. The proposed extensions to the rear would be staggered to this side of boundary and then stepped, and as the agent clarified if needed there would be minimal trimming to vegetation/branches overhanging the boundary, which is considered acceptable.
- 5.21 Regarding the proposed landscaping and boundary treatment, the proposed site plan and parking layout show the retention of the trees to the rear and the front boundary wall along with the bushes and the proposal of some new flower beds to the front and rear. This proposed soft and hard landscaping scheme is considered acceptable and would accord with Policies CH3 and CH6, subject to the appropriate conditions.

Sustainability

- 5.22 The proposal has not been accompanied by a Sustainability Statement. The Energy Efficiency & Sustainability Officer commented that the lack of a sustainability statement is of a concern, given the amount of floorspace being added and the fact that the building would have a significantly increased demand for heating/hot water. However, he advised that this could be conditioned along with the water consumption demands to comply with the relevant Policies ENV6 and ENV9.

Provision of Infrastructure Contributions

- 5.23 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 would create more than 100 sqm of new-build floorspace. However, the CIL rate for this C2 use is £0 per sqm so no payment would be necessary.

CONCLUSIONS:-

- 6.1 The proposed development would provide 10 additional bedrooms resulting in a total of 44 bedrooms for the existing retirement care home (Use Class C2). This would help to address some of the local housing needs of an ageing population and would be in accordance with the relevant Policy H1 of the Local Plan. The design of the proposed extensions and alterations to the existing retirement home has been significantly improved during the course of the application and the proposal is now considered acceptable in design terms.

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- 6.2 Adjoining neighbours would clearly notice the significantly extended retirement home buildings, but the applicant has addressed the Council's window to window distances in respect of overlooking and loss of privacy and the proposal is considered acceptable in this regard. The impact on No.13's first floor rear window, given the removal of the bulky external staircase and the existing first floor rear projection, would be on balance acceptable. Parking and transport arrangements, sustainability and landscaping can all be satisfactorily addressed by planning conditions. On balance therefore and taking account of all material considerations, officers recommend approval of the application subject to the conditions listed below.

RECOMMENDATION RE: CR/2017/1060/FUL

PERMIT – 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. No above ground development shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls and roofs of the proposed development have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. 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 spaces and facilities 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.
5. Notwithstanding the approved drawings, no part of the development shall be occupied until full details of the covered and secure cycle parking spaces shown on the approved drawings and access to/from these spaces have been submitted to and approved in writing by the Local Planning Authority. 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. 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

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- 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.

7. No development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. The tree protection measures shall be implemented prior to the commencement of the works and the landscaping.
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.
8. 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.
9. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a Sustainability Statement detailing measures by which the development proposes to address the sustainability objectives concerning climate change mitigation and adaptation set out in Local Plan policy ENV6. The scheme shall be carried out in accordance with the approved details.
REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030.
10. Prior to the installation of new toilets, sinks and other water consuming components with the building, details of their water consumption levels shall be submitted to and approved in writing by the Local Planning Authority. The components shall subsequently be installed in accordance with the approved details.
REASON: To help address water stress in Crawley in the interests of sustainability and in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
11. The development shall not be occupied until the existing single storey front projection and the external metal escape stairs have been removed as shown on the submitted approved plans.
REASON: In the interests of visual and residential amenity in accordance with Policy CH3 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

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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. 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
4. The applicant is advised that the Local Planning Authority considers that the details submitted to comply with condition 10 of this consent should, where feasible, demonstrate that the water consumption levels of new components fitted within the building should achieve the performance levels under column 3 of the following table:
http://www.breeam.com/ndrefurb2014manual/content/08_water/wat01_rfrb.htm#Water_efficient_consumption_levels_by_component_type
5. The applicant is strongly advised to contact WSCC Highways (01243 642105) for the provision or extension of waiting restrictions through a Traffic Regulation Order, or revision to an existing order, to secure the provision of no waiting at anytime restrictions.
6. 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.

1. NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans to address identified issues during the course of the application.

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

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ArcGIS Web Map

Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 2 July 2018
REPORT NO: PES/282(b)

REFERENCE NO: CR/2018/0267/RG3

LOCATION: [K2 CRAWLEY, BRIGHTON ROAD, TILGATE, CRAWLEY](#)
WARD: Tilgate
PROPOSAL: CREATION OF 64 ADDITIONAL CAR PARKING SPACES THROUGH A REVISED LAYOUT AND REMOVING SMALL AREAS OF HARD AND SOFT LANDSCAPED KERBED ISLANDS (AMENDED PLANS/LANDSCAPING RECEIVED)

TARGET DECISION DATE: 12 June 2018

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Crawley Borough Council, Partnership Services

AGENTS NAME: Mr Rhys Hutchings

PLANS & DRAWINGS CONSIDERED:

1000004040-3-000-01 RevB Location Plan
1000004040-3-010-01 RevC Site Plan
1000004040-3-050-01 RevA SW Drainage Strategy

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|--|--|
| 1. Environment Agency | No further comments; application has a low environmental risk. |
| 2. WSCC - Highways | No highway objection. |
| 3. CBC - Drainage Officer | No objection. |
| 4. CBC - Property Division | No objection. |
| 5. CBC - Planning Arboricultural Officer | No objection provided that the works will be implemented with the submitted AMS. |

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised by several site notices displayed within the application site on 1st May 2018.

RESPONSES RECEIVED:-

No responses have been received.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site relates to the K2 Crawley Leisure Centre car park. The site is located on the eastern side of Brighton Road on the southern edge of Crawley. It is accessed via a junction with the Brighton Road, situated towards the south-western corner of the site. The application site lies in an area designated as Flood Zone 3. On the western frontage there are some protected lime trees under TPO ref: 16.11.3. K2 Crawley is identified as Main Employment Area as set out in Policy EC2.

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It is also within the Long Distance View Splay from Buckswood Drive as identified by the Local Policy CH8.

- 1.2 To the north and east of the site are school buildings and associated playing fields. To the south of the site is Tilgate Drive, which leads to Tilgate Park and Tilgate Forest Recreation Centre. Further to the west is Broadfield Park Business Park and the Broadfield Stadium further to the north-west.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought to provide additional car parking across 3 main areas, providing an additional 64 car parking spaces. This would be done through revising the parking bay layout and by removing small areas of hard and soft landscaped kerbed islands within these three main areas.
- 2.2 During the course of the application a revised site plan has been received showing the provision of replacement trees within the revised site layout to mitigate for those being removed. The following documents have been submitted in support of the application:
 - Design and Access Statement.
 - Transport Statement.
 - Drainage Strategy Plan.
 - Tree Survey.
 - Arboricultural Impact Assessment
 - Arboricultural Method Statement.
 - Construction Management Plan.

PLANNING HISTORY:-

The relevant planning history is as following:

- 3.1 CR/2010/0310/RG3 – Removal of existing flag pole & installation of two cycle shelters with associated cycle stands – Permitted.
- 3.2 CR/2009/0153/RG3 – Construction of 68 additional car parking, pick up / drop of layby and footways with associated landscaping amendments – Permitted.
- 3.3 CR/2006/0533/RG3 – Construction of 50 additional car parking spaces within existing leisure centre car park – Permitted.
- 3.4 CR/2003/0552/RG3 – Approval of reserved matters for erection of a new leisure centre, running track and car parking and associated works – Permitted.
- 3.5 CR/2002/0782/RG3 – Outline application for 1) erection of new leisure centre, running track, artificial pitch, car parking and associated work, 2) provision of new pitch, terracing, floodlighting, erection of new pavilion and associated works – 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. Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

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- Section 4 – Promoting sustainable transport. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
 - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 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. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- Section 8 – Promoting healthy communities. Paragraphs 70 and 73: Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

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

4.2 The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design. In order to assist in the creation, retention or enhancement of successful places. Development proposals will be required to create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas; create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people; make places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport networks; and to provide recognisable routes, intersections and landmarks to help people find their way around.
- Policy CH3: Normal Requirements of All New Development. All proposals for development will be required to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context; be of a high quality urban design in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings; not cause unreasonable harm to the amenity of the surrounding area; retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity; and be able to meet its own operational requirements necessary for the safe and proper use of the site. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy CH6: Tree Planting and Replacement Standards. 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 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

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impact or lead to the erosion of these views. The site is within the long distance views splay from Buckswood Drive.

- Policy EC2: Main Employment Area. Broadfield and K2 Crawley has been identified as Main Employment Areas. As a key economic driver in the sub-region, Crawley's main employment areas make a significant contribution to the economy of the town and the wider area. Therefore, Main Employment Areas are identified as a focus for sustainable economic growth, each of which has a different character and function.
- Policy ENV1: Green Infrastructure. Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including: i. development that protects and enhances green infrastructure will be supported, and v. proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting to the urban/rural fringe and the wider countryside beyond.
- 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. To achieve this, development will, where identified in the SFRA, demonstrate through a Flood Risk Assessment how appropriate mitigation measures will be implemented as part of the development to ensure risk is made acceptable on site, and is not increased elsewhere as a result of the development.
- Policy IN3: Development and Requirements for Sustainable Transport. Developments should not cause an unacceptable impact in terms of increased traffic congestion or highway safety.

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 contains guidelines on the standards the Council expects for the public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. It also includes new Crawley Borough Minimum Parking Standards.

Green Infrastructure SPD 2016:

- 4.4 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. It also contains guidelines on the standards the Council expects for designing for trees and trees with Tree Preservation Orders (TPO's).

PLANNING CONSIDERATIONS:-

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

- The principle of development and whether there is an identified need for the proposed additional parking
- The impact on the visual amenity & streetscene
- The impact on highway safety
- The impact on existing trees
- Flood risk/drainage

The principle of development and whether there is an identified need for the proposed additional parking

- 5.2 K2 Crawley Leisure Centre is accessed via Tilgate Drive, which forms a junction with Brighton Road (A23). The current parking provision on site is 472 car parking spaces available for visitors and the proposal is for the provision of 64 additional car parking spaces. The applicant has submitted a Design and Access Statement and Transport Statement which includes a car parking survey and a detailed bus usage survey in support of the application. The leisure centre has an on-site bus stop and cycle parking to serve the site.

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- 5.3 A car parking survey was conducted on Monday 19 February 2018 and Saturday 24 February 2018 to investigate the car parking demand and usage. The results of this survey demonstrate parking stress at 100% for regular, parent & child bay users on every beat on Saturday and almost every beat on Monday. Demand exceeds levels of parking provision, and this has led to vehicles parking outside designated bays, with a maximum of 26 parked in unsuitable areas on the Monday survey at 19:00. However, the parking stress for disabled bays peaked at 73% and as such the existing level of provision for blue badge holders appears to be acceptable.
- 5.4 Regarding the bus user surveys, these were conducted on Monday 19 February 2018 and Saturday 24 February 2018 for the No.2 bus stop outside the K2 Crawley building's main entrance. The Number 2 bus runs every 10 minutes. The results showed on the Monday evening that there was only one passenger departing and boarding the bus between 18:00 and 20:37. The weekend use was higher with 17 arrivals and 15 departures in the morning. The surveyors noted that although buses were generally entering K2 Crawley on time, there was often a five to ten minute delay from buses entering the car park, to reaching the bus stop. This was due to the number of vehicles queuing in the car park. As a result, two occasions saw buses reach the bus stop at the same time.
- 5.5 The above surveys demonstrate that the private car is evidently the preferred mode of transport and reinforces the importance of an appropriate level of car parking provision. The Council's Urban Design SPD refers to minimum parking standards for the use D2 Places of assembly/leisure (1 space per 22sqm), or swimming pools (1 space per 10sqm of pool area), tennis courts etc (2 spaces per court. The K2 Crawley's total floor area appears to be 15,046sqm and therefore the proposal falls significantly short of the minimum parking provision needed.
- 5.6 In conclusion, the overall parking provision on site would still be below the minimum standards contained in the Urban Design SPD, and given the supporting surveys and Transport Statement, the proposal would therefore accord with the relevant Local Plan Policies and the NPPF.

The impact on the visual amenity & streetscene

- 5.7 The main works of the proposed development would include a revised parking layout through the removal of hard and soft landscaped kerbed islands. These removals and the revised parking layout would necessitate the removal of 27 trees within the parking area to facilitate the provision of the 64 additional car parking spaces.
- 5.8 Policy CH6 requires that where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced, based on the trunk diameter of each tree, in order to mitigate for the visual impact resulting from the loss of the tree canopies. The proposal would require 30 replacement trees and originally included 10 replacement pin oak trees on the southern frontage on the junction with Brighton Road and a soft verge to the north. Officers raised concerns regarding the impact of the removal of the trees within the parking bays in terms of visual amenity and a revised layout has been received showing the provision of 30 replacement trees in total. The species would be Pin Oak trees and Norway Maple Cultivar as existing.
- 5.9 It is considered that the proposal is now acceptable and the planting of pin oak trees on the southern frontage on the junction with Brighton Road is considered a significant improvement to the appearance of the car park. While the landscaped visual appearance of the car park would be diminished in the short term with the loss of the established trees from within the car park, the provision of the replacement trees on site would improve the visual character of the car park in the longer term and the visual impact of the development is therefore considered therefore acceptable in this regard.
- 5.10 To conclude, the proposal would therefore comply with relevant Local Plan Policies and the NPPF, however two conditions are recommended to ensure implementation of the proposed planting of the new trees and soft landscaping.

The impact on highway safety

- 5.11 The provision of more car-parking within the K2 Crawley Leisure Centre grounds itself should reduce the pressure for parking on the unsuitable spaces outside designated bays. The

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Highway Authority were consulted and advised that they raise no objection to the application. They commented that: *'From the transport statement submitted with the application, it is apparent that there are existing parking issues within the site. The increase in spaces is therefore intended to accommodate these existing demands as well as allow for some future growth. In highway terms, the layout and management of the car parking area are private matters. For the advice of the Local Planning Authority though, the proposed layout appears to comply with current guidance. The increase in parking spaces has the potential to result in some additional vehicle trips to the site. Although as the car park is ancillary to the leisure centre, it would be the leisure centre rather than the car park that generates vehicle trips; irrespective of the car park extension, the vehicle trips may still occur. From the submitted details, it is understood that peak times for the K2 lie away from the network peak times. As such, the highway network would be operating with spare capacity to accommodate any additional demands.'*

- 5.12 The proposal is therefore considered acceptable from a highway perspective and would accord with the relevant Local Plan Policies.

The impact on existing trees

- 5.13 According to the Council's TPO records there are some protected lime trees along the western boundary however the proposed development does not involve any works on these trees. The proposal would be further away from these trees and as such is considered acceptable.
- 5.14 The proposal would require the removal of 27 trees, including some Norway Maple Cultivar trees, pin oak trees and a sycamore tree. The Council's Arboriculture Officer raised no objection to the proposal provided all works would be carried out in accordance with the measures set out in the Arboricultural Method Statement. He also considered that the trees classified as Category B are in reality category C and are not of a high amenity value. The submitted Method Statement which states a series of measures to ensure the protection of all retained trees within the site, including tree protective fencing, soft landscaping/boundary fencing etc is considered acceptable.
- 5.15 In conclusion, it is therefore considered that subject to conditions, the proposed development would not have a detrimental impact on the existing retained trees (protected or not) and would therefore comply with Local Plan Policy CH3.

Flood risk/drainage

- 5.16 The application site lies in an area designated as Flood Zone 3. The applicant submitted a Drainage Strategy Plan and the Council's Drainage Officer raised no objection on drainage and flooding grounds and therefore is considered to meet the requirements of the Local Plan Policy ENV8 and the NPPF.

CONCLUSIONS:-

- 6.1 The proposal would provide 64 additional car parking spaces within the car park through a revised layout and removal of trees and hard and soft landscaped islands. The applicant has demonstrated that the overall parking provision on site would still be below the minimum standards contained in the Urban Design SPD, and provided car parking and bus user surveys and Transport Statement in support of the application. The creation of these additional car parking spaces would help to alleviate the current parking issues for visitors on site and reduce overspill parking.
- 6.2 The amended layout includes 30 replacement trees within the car park and along the southern frontage on the junction with Brighton Road (with the planting of 9 pin oak trees) as part of the landscaping and mitigation. Subject to conditions to ensure implementation and establishment of new replacement trees and soft landscaping, the works would have an acceptable visual impact on the character of the area. In addition, the proposal would not have any adverse impact on highway safety, on drainage and on the existing retained trees (protected or not) on site. The proposal is therefore considered acceptable and would accord with the relevant Local Plan Policies, the Urban Design SPD, the Green Infrastructure SPD and the NPPF, and it is therefore recommended to permit this application.

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RECOMMENDATION RE: CR/2018/0267/FUL

PERMIT 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 unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. Any excavations carried out in the root protection area of any trees shall be carried out in accordance with the provisions laid out in BS 5837: 2012 – Trees in relation to design, demolition and construction and the development shall be carried out in accordance with the submitted Tree Survey - Arboricultural Impact Assessment & Arboricultural Method Statement (ref: CC/1878 AR3554) prepared by Challice Consulting Ltd and dated 12th December 2017.
REASON: To ensure the retention and maintenance of the protected trees and vegetation which are an important feature to the visual amenity of the area in accordance with Policies CH2 and CH3 of the Crawley Borough Local Plan 2015 - 2030.
5. All planting, seeding or turfing, including the planting of 30 new trees shown on drawing 1000004040-3-010-01 RevC Site Plan comprising the approved landscaping details shall be carried out in the first planting and seeding seasons following the completion of the development 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 Policies CH3 and CH6 of the Crawley Borough Local Plan 2015 - 2030.
6. 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.
7. The works of the development hereby approved shall only be undertaken in accordance with the approved Construction Management Plan Project – K2 Crawley, car park regeneration Revision 3.
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 approved shall be implemented in accordance with the approved SW Drainage Strategy drawing numbered 1000004040-3-050-01 Rev A dated 15th March 2018.
REASON: To reduce the risk of flooding in accordance with Policy ENV8 of Crawley Borough Local Plan 2015-2030.

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1. NPPF Statement

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

- Liaising with applicant and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans and additional information to address identified issues during the course of the application.

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

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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 2 July 2018
REPORT NO: PES/282(c)

REFERENCE NO: CR/2018/0341/FUL

LOCATION: [CAR PARK ADJ CENTRAL SUSSEX COLLEGE, NORTHGATE AVENUE, NORTHGATE, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: ERECTION OF A PART 8/PART 6 STOREY BUILDING TO PROVIDE A TOTAL OF 98 FLATS, WITH ASSOCIATED PARKING, LANDSCAPING AND FRONTAGE SERVICE BAY
TARGET DECISION DATE: 7 August 2018
CASE OFFICER: Mr H. Walke
APPLICANTS NAME: Arcus PDC
AGENTS NAME: Ayre Chamberlain Gaunt Ltd

PLANS & DRAWINGS CONSIDERED:

200_PLN_NA_002, Existing Block Plan
200_PLN_NA_100, Proposed Block Plan
200_PLN_NA_200, Ground Floor Plan
200_PLN_NA_101, Proposed Ground Floor Site Plan
200_PLN_NA_330, Sections AA & BB
200_PLN_NA_020, Existing Site Plan
200_PLN_NA_030, Existing Elevations AA & BB
200_PLN_NA_031, Existing Elevations CC & DD
200_PLN_NA_001, Existing Location Plan
200_PLN_NA_201, First Floor Plan
200_PLN_NA_202, Second Floor Plan
200_PLN_NA_203, Third Floor Plan
200_PLN_NA_204, Fourth Floor Plan
200_PLN_NA_205, Fifth Floor Plan
200_PLN_NA_206, Sixth Floor Plan
200_PLN_NA_207, Seventh Floor Plan
200_PLN_NA_208, Roof Plan
200_PLN_NA_300, Proposed Elevations AA & BB
200_PLN_NA_301, Proposed Elevations CC & DD

CONSULTEE NOTIFICATIONS & RESPONSES:-

| | | |
|-----|--|---|
| 1. | Cycle Forum | Advice provided |
| 2. | GAL - Aerodrome Safeguarding | No objection subject to conditions |
| 3. | WSCC - Highways | No objection subject to conditions |
| 4. | National Air Traffic Services (NATS) | No objection subject to conditions |
| 5. | Thames Water | Advice provided |
| 6. | Sussex Building Control Partnership | No response received |
| 7. | Police | Advice provided |
| 8. | CBC - Drainage Officer | No objection subject to conditions |
| 9. | CBC - Property Division | No comments |
| 10. | West Sussex Fire Brigade | No response received |
| 11. | CBC - Housing Enabling & Development Manager | No response received |
| 12. | UK Power Networks | Comments provided and objection raised on |

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| | | |
|-----|---|--|
| 13. | CBC - Environment Team | Party Wall Act grounds. |
| 14. | CBC - Contaminated Land | No response received |
| 15. | CBC - Environmental Health | No response received |
| 16. | CBC - Crawley Homes | No response received |
| 17. | CBC - Refuse & Recycling Team | No objection |
| 18. | Southern Water Ltd | No objection subject to condition |
| 19. | CBC - FP - Energy Efficiency & Sustainability | No objection subject to conditions |
| 20. | CBC - FP - Urban Design | Advice provided |
| 21. | WSCC - Surface Water Drainage (SWD) | Advice provided |
| 22. | CBC - FP - Housing | Advice provided |
| 23. | NHS Crawley Clinical Commissioning Group | No objection but will seek a CIL contribution towards related NHS infrastructure improvements. |
| 24. | CBC - Economic Development | No response received |

NEIGHBOUR NOTIFICATIONS:-

A site notice was displayed at the site on 15 May 2018 (expiry 6 June). A press notice was published on 16 May 2018 (expiry 6 June).

RESPONSES RECEIVED:-

Two letters providing comments on the application were received.

The comments state that the public footpath across the front of the development should have pedestrian priority over the proposed vehicular access and measures taken to ensure that vehicles enter/exit at slow speeds. The area has parking problems and surrounding streets outside the Controlled Parking Zone are used for parking by people living within the zone. The proposal has 52 parking spaces for 98 flats, which would make the situation worse.

REASON FOR REPORTING TO COMMITTEE:-

This proposal is a major development.

THE APPLICATION SITE:-

- 1.1 The application site lies to the north-east of the Crawley College site on the corner of Northgate Avenue and College Road. The landmark College tower building is situated close to the western boundary of the application site. The College's tall boiler room chimney is situated to the south-west of the application site.
- 1.2 The application site has an area of 0.43 hectares. Until recently, the majority of the site was in use as a staff car park providing 79 spaces. Following the recent grant of planning permission on the site, it is now fenced off and no longer in use as a car park by the College. The site has also recently been cleared of some single storey buildings. A belt of trees runs along the eastern site boundary and there is a wide grass verge along Northgate Avenue.
- 1.3 There is an existing vehicular access into the application site from Northgate Avenue.
- 1.4 The neighbouring buildings are a mix of scales, with the most substantial being the main Central Sussex College tower building at eleven storeys. This is the tallest building in Crawley. There are smaller single, two and three storey College buildings adjoining the site to the south and west. Crawley Police Station (four storeys) is situated on the opposite side of Northgate Road and to the north west of the application site are the County Buildings (formerly Crawley Library).
- 1.5 Two storey residential properties are located to the east within Friars Rookery and Priors Walk. There is a public footpath/cyclepath running north-south to the east of the application site, which is

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lined by a number of trees. There is an area of amenity land between the College site and Friars Rookery/Priors Walk, which contains a number of protected trees.

- 1.6 The boiler room for the College lies to the south-west of the application site. It, and adjoining buildings, contain the existing chimney and a number of other extraction/ventilation flues/ducts.
- 1.7 The site lies within the Town Centre boundary defined in the Crawley Borough Local Plan 2015-2030 and partially within a defined Priority Area for District Energy Networks.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for the development of a total of 98 flats consisting of 33 x 1 beds, 60 x 2 beds and 5 x 3 beds. The development is proposed to form a wholly social rented housing scheme.
- 2.2 The flats would be formed within a single 'L-shaped' block positioned on the northern and western edges of the application site. The tallest element, fronting Northgate Avenue, would comprise eight stories and have a height of 25.25 metres. The other section, along the western portion of the site, would be six stories tall and have a height of 18.5 metres.
- 2.3 The development would include a landscaped roof terrace located on the 6th floor, with pockets of ground level amenity space around the site. The proposal would provide a total of 52 car parking spaces which would be located centrally within the courtyard area and along the eastern site boundary. The car park would be accessed from Northgate Avenue. A further 162 secure cycle bays are to be provided within the proposed building and 16 visitor spaces in three locations around the building.
- 2.4 The applicant has submitted the following documents with the application:
 - Design and Access Statement
 - Affordable Housing Statement
 - Transport Assessment Addendum Note (in relation to the Transport Statement submitted with the previous application on the site)
 - Road Traffic Noise Assessment
 - Energy and Sustainability Statements
 - Flood Risk Assessment
 - Drainage Strategy
 - Arboricultural Method Statement
 - Bird Hazard Management Plan
 - Construction Management Plan

PLANNING HISTORY:-

- 3.1 Planning permission was recently granted, following completion of a Section 106 agreement, for:

CR/2016/0089/FUL – Erection of a part 8 and part 6 storey building to provide a total of 90 flats, with associated parking, landscaping and frontage service bay on car park land fronting Northgate Avenue.
- 3.2 Permission was granted on 13 March 2018. The Section 106 agreement secured an affordable housing contribution of £200,000, an open space contribution of £15,928, a tree planting contribution of £63,000, mitigation works relating to noisy plant/equipment at the college and an updated College Travel Plan.

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

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

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.

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- 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) requires that 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. Northgate Avenue and The Boulevard are defined as Linear Contained Views and the site is within the Long Distance View Splay from Tilgate Park.
- Policy EC6 (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough. The Central Sussex (East of Tower) site is identified for a mixed-use scheme comprising main town centre uses and/or residential development.
- 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) this policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030.
- 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): advises that Crawley's multi-functional green infrastructure network will be conserved and enhanced through the following measures: i. development which protects and enhances Green Infrastructure; ii. Development proposals should take a positive approach to designing green infrastructure; and iii. Proposals which reduce, block or harm the functions of green infrastructure will be required to be adequately justified.
- 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 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

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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 (adopted 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 (adopted 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 (adopted October 2016) – Sets out the Council's approach to trees, open space and biodiversity. The Local Plan identifies Northgate Avenue as a key Structural Landscaping link into the town centre from the north-east and the SPD gives guidance on supporting and enhancing Structural Landscaping. 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 and to cover net tree loss.
- Town Centre (adopted October 2016) – Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development. The SPD specifically identifies the Central Sussex College (East of Tower) site as suitable for mixed use development comprising main town centre uses and/or residential development. Design principles are set out, including creating a gateway to the town centre, forming a medium rise, dense development to complement the College tower and establishing a stronger Northgate Avenue frontage.
- 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 (adopted November 2017) – This SPD includes further guidance on affordable housing policies within the Local Plan.

4.4 Crawley Community Infrastructure Levy Charging Schedule 2016

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

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PLANNING CONSIDERATIONS:-

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

- Principle of the development
- Impact upon the operational needs of the College
- Design and impact on visual amenity
- Impact upon neighbouring residential amenity
- The adequacy of accommodation and living environment for future occupiers
- Highway and parking
- Sustainability
- Drainage
- Affordable housing
- Infrastructure contributions

Principle of the development

5.2 The site is situated in a highly sustainable location on the edge of the town centre, where residential use is encouraged by the NPPF. Policy EC6 and the Town Centre SPD specifically identify the site as being suitable for a mixed-use scheme comprising main town centre uses and/or residential development. The proposed development accords with this Local Plan policy and the SPD. The site also already benefits from a recent planning permission for residential development. Given all these factors, the proposal is considered to be acceptable in principle.

Impact upon the operational needs of the College

- 5.3 The proposal would involve the loss of a site that, until very recently, formed a car park providing 79 staff parking spaces for Central Sussex/Crawley College. Two single storey buildings, which appear to have been in use for building trade related training, have also been demolished.
- 5.4 Central Sussex/Crawley College adopted a Travel Plan for the site in 2012. This states that the existing North car park is used by assessors and construction/maintenance staff. The College considers the Travel Plan to have been a success in encouraging travel by sustainable means and reducing car travel. As a result, they considered that the car park is no longer needed and that the implications of the loss of the car parking spaces can be addressed through the Travel Plan. The Local Highway Authority accepted this view in assessing the previous application and recommended securing the implementation of the Travel Plan by appropriate means. No Travel Plan has since been submitted by the College, so this requirement is recommended to be included within a Section 106 agreement for the current application.
- 5.5 The Local Highway Authority has requested that the same conditions be applied to cover highways issues associated with this current application as for the previous application CR/2016/0089/FUL. Although the College has sold the site in the intervening period, no revised Travel Plan has been submitted, as required by the signed Section 106 agreement. It is therefore considered that a new Section 106 agreement, signed by the College, will be required to address the loss of car parking and its impact upon the College's operations.
- 5.6 There are also a number of College related ventilation/extraction ducts/flues, including the tall Boiler House chimney on walls/roofs adjacent to the application site. It was recognised through the previous application that these would need to be relocated or their noise levels mitigated before occupation of any flats. Although it appears that some works have been undertaken, no details have been submitted to the Local Planning Authority. Consequently, it is considered that any approval would need to be subject to an obligation signed by the College to ensure that appropriate mitigation would be in place before the proposed flats were occupied. The noise issues themselves are addressed later in this report.

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Design and impact on visual amenity

- 5.7 The proposed building footprint forms an 'L' shape which consists of two distinct sections. The north-eastern section of the building (fronting Northgate Avenue) would be primarily eight storeys tall with a height of 25.25 metres, while the south-western section of the building (closest to the adjacent college building) would be six storeys tall with a height of 18.5 metres. The Town Centre SPD seeks a building on this site that relates well to the main Central Sussex College building, which is an 11 storey tower, and that also forms a gateway on this edge of town centre site. The height of the building is considered appropriate in this context, creating a clear increase in density and mass to highlight the approach to the town centre along Northgate Avenue. The scale of the building is considered appropriate and in keeping with its neighbours, which have a broad mix of scales and include the tallest building in Crawley.
- 5.8 In terms of siting, the building is considered appropriately set back from the Northgate Avenue frontage. There is a wide grass verge at this point and the proposed building would be set back 4.6 metres from the pavement. This would contribute to a good sense of openness, which is characteristic of this part of Northgate Avenue and would satisfactorily address the street scene.
- 5.9 In terms of detailed design and appearance, the previous scheme had horizontal concrete bands marking the floor levels, with brick panels between. The brickwork would generally have been laid horizontally, but with some vertical brickwork add significant visual interest. The previously proposed windows were bronze powder coated aluminium.
- 5.10 The current proposal has removed the vertical brickwork, proposes a 'light horizontal feature band' instead of the previously proposed concrete and would use uPVC windows in place of the bronze powder coated aluminium. Officers have raised concerns that these revisions all serve to reduce the design quality of the scheme and its appreciation of Crawley's character. The applicant has been asked to consider officers' criticisms and seek to improve the appearance and visual interest of this potentially very prominent building. Officers hope to be able to provide a positive update on these issues at the committee meeting.
- 5.11 The building's entrance would be extensively glazed, helping to create an active frontage, and the building would sit over the vehicular entrance providing some screening for the car park behind. Most flats would have a recessed balcony, providing visual interest and relief to the building. Given the prominence of the building and the lack of detail shown on the elevation drawings, it is also appropriate to restrict the potential installation of pipework, flues and other features that could have a significant and discordant visual impact on the overall scheme.
- 5.12 The existing College tower building is located in a prominent location, visible from some distance and it forms a landmark building at the eastern end of The Boulevard. The proposed block of flats is considered to be of a compatible design which would sit comfortably alongside the tower.
- 5.13 The proposed building is of an identical height, scale and massing of the previous scheme, which has an extant planning permission. Officers consider that the proposed building could, subject to the applicant's response on detailed design and materials issues, represent a significant visual enhancement of the site and are satisfied that the size, height, and scale of the building would be appropriate, as previously approved. The building would create an improved frontage to Northgate Avenue and create visual interest at this entrance to the town centre. Officers will provide an update on detailed design at Planning Committee.

Impact upon neighbouring residential amenity

- 5.14 The siting of the proposed building has not changed from the previous application. The nearest residential properties are located to the east within Friars Rookery and Priors Walk. At its closest point to these properties, the proposed building would be 47 metres from No. 17 Friars Rookery. Windows are proposed on the east elevation, which would light bedrooms and living areas. The eastern side elevation of the proposed building would provide a minimum window to window separation distance of 49.5 metres to houses in Friars Rookery. In itself, this separation distance is considered sufficient to avoid overlooking. However, in addition to the physical separation, the

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eastern side boundary of the site is defined by a belt of semi-mature trees. The amenity land between the houses in Priors Walk/Friars Rookery and the application site also has a number of mature trees of substantial height. The presence of these significant trees, up to 22 metres in height and defined as Structural Landscaping in the Local Plan, would provide a significant degree of natural screening and a visual barrier. The separation distances and the substantial vegetation screening combine to mean that no significant loss of privacy would result, despite the step change in scale proposed on this edge of town centre site.

- 5.15 The applicant has also provided some shading diagrams to assess impact of any loss of light. These diagrams demonstrate that the existing trees already cause some shadowing on the houses to the east. The proposed building would cast an afternoon shadow to the east, but not sufficient to further affect the houses in Friars Rookery.
- 5.16 Other adjoining properties are in commercial, education or public sector uses. The shading drawings show limited overshadowing impact to the north, other than to a small part of the County Buildings site on winter mornings. The separation distances, upwards of 36 metres from the Sussex Police building and over Northgate Avenue, are sufficient to avoid any overlooking issue. There would be no shadowing of the College site. Habitable room windows of the proposed flats would overlook the College site. However, the College tower windows would be at least 40 metres away and most other buildings in the adjacent part of the site have no windows looking towards the application site. It is not considered that the proposed building would cause any loss of amenity to the adjoining non-residential uses.
- 5.17 Overall, the proposed development is not considered to adversely impact upon the amenities enjoyed by the occupants of neighbouring properties. The proposed building, whilst of a considerable size, would not result in significant loss of privacy, overbearing impact or loss of light to the occupants of adjoining properties, in particular to the residents within Friars Rookery.

The adequacy of accommodation and living environment for future occupiers

- 5.18 Policy CH5 (Standards for All New Dwellings (including conversions) of the Crawley Borough Local Plan 2015-2030 advises that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents through the application of Building Regulations. The Design and Access Statement confirms that all flats would meet the Nationally Described Space Standards, as required by Policy CH5.
- 5.19 As with the previous scheme, the submitted plans show that the development has incorporated landscaped amenity areas around the site. At the site frontage along the northern elevation, a paved seating area is proposed in addition to a rectangular strip of grassed amenity land. The largest section of private amenity space would be provided immediately around the six storey block towards the south western corner of the site. Whilst varying parts of this would be in shadow through the day, it would be segregated from road noise and provide some communal outdoor space for residents and some private outdoor space for three ground floor flats. In addition to this an external courtyard area is proposed on the roof of the six storey building. The landscaped roof terrace on the 6th floor would have an area of around 163m² and its implementation pre-occupation can be secured by condition.
- 5.20 The two/three bedroom apartments would each have recessed accessible balconies which would provide a degree of private amenity space. It is considered that the recessed balconies are an appropriate form of amenity space for future occupants given the site's location. The one bedroom flats would all have a Juliet balcony.
- 5.21 In addition to the areas of soft landscaping and the provision of a number of balconies, it is noted that Memorial Gardens is located a short walk away from the development site which would provide the occupants of the development with easily accessible public amenity space. In accordance with the Council's policy requirements, a contribution towards enhancement of children's play space is sought.

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- 5.22 Four ground and first floor flats on the west elevation, whilst benefitting at ground level from private outdoor amenity space, would have a relatively poor outlook. These flats' windows all face west, approximately five metres from a solid brick wall approximately five metres in height. The outlook would be somewhat oppressive and the amenity area outside the flat would be significantly overshadowed. Three other flats in this part of the building would have windows/patios opening directly onto communal amenity space. To the front of the building, two ground floor flats would have front windows set back only 4.5 metres from the pavement. These two flats would also have rear windows, but these would be below the undercroft and fairly shaded. Whilst these issues are recognised and are not ideal in amenity terms, they relate to a limited number of the proposed flats and should be considered in the context of the overall scheme.
- 5.23 The College has a range of existing extraction and ventilation equipment on and around its adjoining buildings, which include a kitchen, classrooms and a boiler room. For the previous application, a Noise Assessment was commissioned to investigate likely noise levels within the proposed flats. The Assessment found predicted noise levels exceeding the World Health Organisation (WHO) guideline levels for different rooms of 35 dBA (day) and 30 dBA (night). The dominant source of noise, mainly affecting proposed flats on the south elevation, was the kitchen range hood supply fan and duct situated on the adjacent flat roof to the west. The noise report recommended fitting silencers both outside (for the benefit of the proposed flats) and inside (for employees within the kitchen) to reduce noise levels. Other noisy equipment was also identified during a site visit and the site was in close proximity to a number of construction related classrooms that could also have caused noise disturbance. Mitigation measures were required and the College was a party to a Section 106 agreement which secured these. Since the previous application was determined, the College may have undertaken some works, but this has not been confirmed to the Local Planning Authority.
- 5.24 The previous applicant's planning statement also acknowledged an issue regarding noise from the nearby classrooms which are used for building, woodwork and joinery. The College proposed to relocate these teaching spaces, and associated ventilation systems, elsewhere as part of the preparations for developing the car park site. The existing adjoining classrooms would then be used for quieter teaching activities prior to occupation of the development. The College appears to have had a contractual obligation to implement these measures as part of the agreement to sell the site to the developer. However, it is also appropriate that the implementation of this relocation to address potential noise issues is formally secured through the planning process.
- 5.25 The College is not now the landowner of the application site and no acoustic assessment of the plant or classroom noise has been submitted with the current planning application. Given this situation, officers recommend that the mitigation measures again be secured through a legal agreement to reduce noise levels sufficiently to allow natural ventilation using windows within the flats. However, the adjoining equipment and classrooms lie outside the current application site and so the measures cannot be controlled by planning condition. The College can though, as an adjoining landowner, be party to a Section 106 agreement to secure implementation of the recommended works. The recommendation later in the report is made on this basis.
- 5.26 Noise assessment work has also identified an issue with road traffic noise from Northgate Avenue. The study found that predicted daytime noise levels on some flats on the proposed Northgate Avenue elevation would be up to 64 dBA, exceeding the WHO level. The applicant's report states that the required sound reduction index (SRI) can be achieved through "readily-available glazing configurations and with off the shelf attenuated ventilators." Environmental Health previously reviewed these findings and agreed that, subject to a condition requiring details and subsequent implementation of these attenuation measures, an acceptable environment would be created for future residents of the flats. Balconies may be subject to road noise levels above the WHO guidelines, but residents will have choice in when they use the balconies. Predominant use is likely to be at times when traffic levels on Northgate Avenue may be lower. The proposed roof terrace at seventh floor level would not suffer traffic noise levels in excess of the WHO guidelines. The required works would be within the proposed flats themselves and can be addressed by condition.

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- 5.27 Overall, subject to both conditions and provisions within a Section 106 agreement, the road, equipment and teaching related noise issues can be satisfactorily addressed to create an acceptable living environment within the proposed flats.

Highway, access parking and servicing

- 5.28 The application site has an existing vehicular access from Northgate Avenue (A2004) serving the former College car park. This access currently takes the form of a priority junction with a short length of right turning lane for vehicles entering the site from the west. As part of the development, the access is proposed to be relocated a short distance eastwards and is unchanged from the previous application. West Sussex County Council (WSSCC), as highway authority, has advised that, based on the information supplied within the Transport Assessment, there would be no significant intensification of use as a consequence of this proposal. The application demonstrates visibility splays of 2.4 by 43 metres. In light of the 30mph speed limit and the wide verges/footways adjoining the access, it is apparent that more than adequate visibility can be achieved.
- 5.29 The previous application was accompanied by a Transport Assessment (TA) and a Framework Travel Plan. The current application has supplemented these with a Transport Assessment Addendum Note. The revised proposal, with eight additional flats, would not significantly increase the number of vehicle movements and the Local Highway Authority is satisfied that there would be no severe highway impact on the surrounding network.
- 5.30 A lay-by was approved with the previous scheme to allow refuse/recycling collection and servicing. The approved lay-by incorporated measures to prevent vehicles approaching from the west along Northgate Avenue from turning directly into it. Due to the costs associated with underground infrastructure, the location of the lay-by has now been moved westwards. This relocation helps reduce potential conflict with vehicles using Woodfield Road. Measures to prevent vehicles turning right into the relocated lay-by and to form a new pedestrian/cycle crossover have been discussed by the applicant and highway authority at a site visit. At the request of WSSCC, the applicant has undertaken a Stage One Road Safety Audit to support the proposed amendments to the servicing lay-by. WSSCC is satisfied with these changes and they can be secured through planning conditions and a Section 278 agreement.
- 5.31 The proposal would provide a total of 52 parking spaces (3 disabled). The Council's indicative minimum standards would seek provision of 90 car parking spaces on site for the flats. The development site is located in a highly accessible location with a wide range of services, including frequent public transport services, within a short walking distance. Residents of the proposed development would have realistic alternative transport choices for all day to day requirements, and would not be reliant upon the use of the private car, which may result in lower car ownership levels. The area around the application site is within the Crawley Controlled Parking Zone and parking is restricted at all times along Northgate Avenue. A Travel Plan for residents to promote more sustainable means of transport can be secured by condition.
- 5.32 In addition to the 52 parking spaces, the development would include the provision of cycle stores which would provide the secure storage of 150 cycles and there would be a further 18 visitor spaces externally. The Urban Design SPD requires one cycle per one bedroom flat and two per two bedroom flat, with an additional one space per eight dwellings for visitors. The applicant has been asked to provide a further eight spaces to meet the Council's standard of 176 spaces.
- 5.33 The application site formed Crawley College's staff car park until recently. Since it was vacated by the College, there has been a resultant loss of 79 parking spaces. With regard to staff car parking, the College considered that the Travel Plan adopted in 2012 was sufficiently successful that the existing staff parking spaces were no longer required. This resulted in the sale of the land. The 2012 Travel Plan states in paragraph 1.8:

"The area of North car park over which the new residential building will extend will not result in significant loss of parking spaces, as this is currently used by assessors and construction/maintenance staff for ease of access only and not because parking does not exist elsewhere. The new capital proposals if successful will include an element of

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reconfiguration of the car park to provide the same parking spaces and also prioritise staff permit parking with student parking continuing to be offered at the same levels whilst also offering alternative travel arrangements.”

- 5.34 The Travel Plan demonstrates a keenness to support sustainable travel, through measures such as promotion of travel information and journey planning, car sharing, cycling to work and other measures. The College also has a permit system to control use of car parks. The loss of the staff car park is considered acceptable, as with the previous application, subject to securing the review and implementation of the College's Travel Plan.
- 5.35 Subject to the imposition of conditions and S106 provisions relating to highway safety issues, a Construction Management Plan and to secure the Travel Plans for the College campus and the proposed residential development, the proposal would not have a detrimental impact on the highway network and the overall parking provision is considered acceptable. In the absence of objection from the Highway Authority, the proposed development is considered acceptable in this regard.

Sustainability

- 5.36 Local policy is contained within policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the related Planning and Climate Change SPD.
- 5.37 In support of this application the applicant has provided an 'Energy and Sustainability Statement'. The Statement sets out the sustainable features to be incorporated, to improve overall environmental performance, through fabric and building services efficiency measures. It states that the proposed design would offer around an 11.67% reduction in energy consumption and 24.1% reduction in CO₂ emissions compared to the baseline standards of the Building Regulations. The scheme is further enhanced through the proposed use of a PV array, which will result in a total reduction of 28.6% in energy consumption and 31.9% in CO₂ emissions.
- 5.38 The application proposes a communal gas-fired Combined Heat and Power plant to serve the development, instead of the individual gas boilers previously specified. The communal system will provide heating, hot water and electricity more efficiently and does address local policy.
- 5.39 However, there are fairly advanced proposals, and a current undetermined planning application, for a District Heat Network in close proximity to the site. The District Heating Network is proposed under policy ENV7 of the Crawley Borough Local Plan and the Planning and Climate Change SPD. The Sustainability Statement confirms that “the infrastructure for future connection to the energy centre is to be provided.” Further details can be secured by condition to ensure that integration with the District Heat Network takes place once the system becomes operational.
- 5.40 The previous scheme included a PV array. The current scheme does not include PV panels. The Sustainability Statement confirms that panels have not been included due to anticipated CO₂ emissions associated with the proposed heating system and for cost reasons. This is unfortunate as renewable energy sources are clearly preferable in environmental terms to ones emitting CO₂. However, the Sustainability Statement does address local planning policies and it is not considered that refusal could be sustained on this basis.

Drainage

- 5.41 The application has been accompanied by a Drainage Strategy, which confirms that ground attenuation would be used to restrict the run off from the development to 50% of pre-development rates. In considering the acceptability of the drainage strategy, WSCC, as the Lead Local Flood Authority states that the proposed strategy would meet the requirements of the NPPF, PPG and associated guidance documents. The Borough Council's Drainage Engineer supports the proposed reduction in 1:100 year flood flows from the site. However, he has raised some issues regarding impact of any flow of flood water off-site including on the adjacent Thames Water system, appropriate allowance for climate change, water quality and ongoing maintenance of the implemented drainage system. Both WSCC and the Borough's engineer are satisfied that drainage

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issues can be addressed by conditions requiring finalised detailed surface water drainage designs for the site, based on sustainable drainage principles, demonstrating that the surface water runoff generated up to and including the 100 year, plus 40% for climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.

- 5.42 Southern Water and Thames Water have raised no objections on water supply and foul sewage grounds, again subject to conditions/informatives.

Affordable Housing

- 5.43 Policy H4 of the Crawley Borough Local Plan sets out the expected levels of affordable and low cost housing within new housing developments. It seeks 40% affordable housing from all new developments, with a minimum of 70% of the affordable housing being Affordable Rent, or Social Rent where other forms of subsidy exist, and up to 30% Intermediate tenure. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering 10% discount to first-time buyers. The policy states that this will apply to all developments unless evidence demonstrates that this cannot be achieved from a viability perspective and the development meets a demonstrable need. Payment in lieu will only be accepted in exceptional circumstances.

- 5.44 A Viability Assessment was submitted with the previous application, which was independently scrutinised by the DVS (District Valuer Services). The appraisal confirmed that on-site affordable provision could not be supported and, instead, a contribution of £200,000 towards off-site provision was secured.

- 5.45 Since that permission, the site has been sold to the Borough Council, which proposes to develop a wholly affordable scheme on the site. This represents a significant improvement upon the previously approved scheme and will help to address Crawley's affordable housing needs. Provision of a minimum of 40% affordable housing, in line with Policy H4, can be secured through a Section 106 agreement.

- 5.46 Policy H3 requires housing development to provide a mix of dwelling types and sizes to address local housing needs and market demands. The scheme would provide 33 one bed, 60 two bed and 5 three bed units. A significant proportion of local need is for smaller units, but the provision of larger, family sized units in the town centre is welcomed too. It is considered that the proposal represents an acceptable mix on this sustainable town centre site.

Infrastructure Contributions

- 5.47 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016. In this case, if a 100% affordable scheme is delivered, CIL would not be payable.

- 5.48 For other contributions, the Borough Council seeks £25,228 towards open space to be spent enhancing Memorial Gardens and/or Southgate play areas. As set out in the Green Infrastructure SPD, up to 99 trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. On this basis, a contribution a formula for payment will need to be included in the S106 Agreement as the basis for the commuted sum (98 units plus the one tree to be lost on site minus the number of trees to be provided on site x £700). This would give a maximum contribution of £69,300.

CONCLUSIONS:-

- 6.1 The application site has been identified for development as one of four key opportunity sites in the Crawley Local Plan 2015-2030 and the Town Centre SPD. The proposal generally accords with the policy requirements and would provide a significant number of new residential units in a sustainable location on the edge of the town centre. The proposed building is similar to the previously approved scheme, but with an added social benefit now that it is proposed to be a wholly affordable scheme.

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The proposal would be in a prominent location and, subject to appropriate detailing and materials, could form an attractive landmark building at this entrance to the town centre. The proposed development is policy compliant in terms of its use, design and residential standards and, subject to measures to address noise impacts, would create a satisfactory residential environment. The proposal, subject to appropriate controls, is also acceptable in highways and parking terms.

- 6.2 It is concluded that the development would meet the objectives of the NPPF and would comply with the policies in the Local Plan. Having weighed up the social, environmental and economic impacts of the proposal, it would represent a sustainable development. It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure
- Provision of a minimum of 40% affordable housing within the scheme;
 - the open space (£25,228) and tree mitigation (up to £69,300) infrastructure contributions;
 - implementation of measures, including the relocation or mitigation of existing College related intake fans, ducts and flues and the relocation of existing teaching space for potentially noisier activities such as joinery, to prevent noise and other disturbance to future residents; and
 - the implementation of measures through a Travel Plan to address the resultant loss of car parking for the College's staff members.
- 6.3 However, in the event that the Section 106 Agreement is not completed by 2 January 2019 and unless there are exceptional reasons for the delay agreed in writing with the applicant, the Head of Economic and Environmental Services be authorised to refuse planning permission for the following reason:
- 1 An agreement is not in place to ensure that the appropriate infrastructure provisions to support the development and the development is therefore contrary Policies IN1, CH6 and H4 of the Crawley Borough Council Local Plan 2015-2030 and the Green Infrastructure SPD.

RECOMMENDATION RE: CR/2016/0089/FUL

PERMIT - Subject to the conclusion of a Section 106 agreement to secure the infrastructure contributions and provisions set out in paragraph 6.2 and the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed 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. No above ground development shall be carried out unless and until a schedule and samples of materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No above ground development shall be carried out unless and until detailed elevational and section drawings, at appropriate scales of not more than 1:20, showing the proposed walls, fenestration and materials, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.
REASON: As insufficient detail has been provided and to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

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5. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the North, West or East elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
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 building 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.
7. No construction shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the Local Planning Authority.
REASON: In the interests of aircraft safety and the operations of NATS En-route PLC in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
8. No construction work shall be carried out above 12m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved scheme.
REASON: In the interests of aircraft safety and the operations of NATS En-route PLC in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
9. The Bird Hazard Management Plan dated 21 May 2018 shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
10. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
- the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
 - details of public engagement both prior to and during construction works.
 - Details of cranes and other tall construction equipment (including the details of obstacle lighting) along with assurances that a crane permit has been obtained from Gatwick Airport Ltd – Such schemes shall comply with Advice Note 4 ‘Cranes and Other Construction Issues’, available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>.
- The approved strategy, or any variation approved in writing by the Local Planning Authority, shall be implemented for the duration of the construction period.
REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and in the interests of highway safety and the amenities of the area and to accord with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

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11. No crane shall be installed on the site until the developer has agreed a Crane Operation Plan which has been submitted to and approved in writing by the Local Planning Authority. Construction at the site shall only thereafter be operated in accordance with the approved Crane Operation Plan.
REASON: In the interests of aircraft safety and the operations of NATS En-route PLC in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
12. No burning of materials or waste obtained by site clearance or from any other source shall take place within the site.
REASON: To protect trees and vegetation from fire damage and to protect residential amenity in accordance with policies CH3 and CH7 of the Crawley Borough Local Plan 2015 - 2030.
13. Development should not commence until finalised detailed surface water drainage designs for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus 40% for climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.
REASON: To prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
14. Development shall not commence until full details of the maintenance and management of the SUDS system is set out in a site-specific maintenance manual and submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented and maintained in accordance with the approved details.
REASON: To ensure the long term maintenance of the drainage system, prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
15. No development shall take place until a scheme to protect or divert the public water supply main and a timetable for implementation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority.
REASON: To protect existing water infrastructure in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
16. No above ground development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land and details of any to be retained.
REASON: In the interests of amenity and of the environment of the development in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
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 CH7 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.

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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 part of the development shall be first 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.
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.
20. The building 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.
21. No part of the development shall be first occupied until a Travel Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030.
22. No part of the development shall be first occupied until such time as the servicing lay-by and other highways measures have been provided on Northgate Avenue in accordance with plans, details and a combined Stage 1 and 2 Road Safety Audit that have been submitted to and approved in writing by the Local Planning Authority. The design shall incorporate suitable measures to restrict right turning movements into the lay-by from the eastbound carriageway of Northgate Avenue, the provision of a pedestrian refuge to the east of the site access onto Northgate Avenue, and appropriate measures to secure the lay-by for the purposes of loading and unloading only.
REASON: In the interest of highway safety and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
23. No above ground development shall commence until a scheme has been submitted to and approved in writing by the Local Planning Authority to protect dwellings against the noise from Northgate Avenue. For the purposes of this condition the scheme shall include:
(a) the means by which the noise level within any (unoccupied) domestic living room or bedroom, with windows open, shall be no more than 35 dB(A) Leq16hr (between 0700 and 2300) and no more than 30dB(A) Leq 8hr (between 2300 and 0700); and
(b) the means by which the noise level within any (unoccupied) domestic bedroom, with windows open, shall not normally exceed 45 dB(A) LAFMax between 2300 and 0700. Where the standards in (a) and/or (b) above cannot be achieved with windows open, the scheme must show how those standards will be met with windows shut and the means by which adequate ventilation will be provided. No dwelling hereby permitted shall be occupied until the approved scheme has been implemented in respect of that dwelling. For the purposes of this condition 'adequate ventilation' would include the provision of mechanical ventilation which can effectively deal with summer warming and purge ventilation.
REASON: In the interests of residential amenity by ensuring an acceptable noise level for future occupants and in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015 - 2030.
24. Prior to the first occupation of the flats hereby approved, the sixth floor outdoor landscaped terrace and the ground level outdoor amenity areas shall be fully implemented and made available for use by residents. The terrace and amenity space areas shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To create a high quality residential environment for future residents and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

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25. The residential units shall not be occupied until details have been submitted to and approved in writing by 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.
26. Before any above ground development is carried out, 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, full details of the connection and related infrastructure shall be submitted to and approved in writing by the Local Planning Authority and the agreed connection made operational prior to the occupation of the development. Should the report demonstrate that a connection is not technically and practically feasible, full details of the proposed Combined Heat and Power system referred to in the Method Consulting Energy and Sustainability Statements shall be submitted to and approved in writing by the Local Planning Authority and the agreed Combined Heat and Power system made operational 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.
27. No development shall commence until a scheme to provide combined television reception facilities and superfast broadband for all dwellings within 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 prior to first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity, 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.

INFORMATIVES

1. The water efficiency standard required under condition 25 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015) at Appendix A paragraph A1.
2. The proposed development is located within 15 metres of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read the guide 'Working Near Our Assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
3. A formal application for connection to the water supply is required to service the development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
4. 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.

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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.

5. The applicant is advised to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with the proposed 'No Entry' and 'Unloading and Loading' restrictions for the servicing lay-by. The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.
6. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
7. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

1. NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with the applicant and agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans/additional information to address identified issues during the course of the application.

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

Agenda Item 7

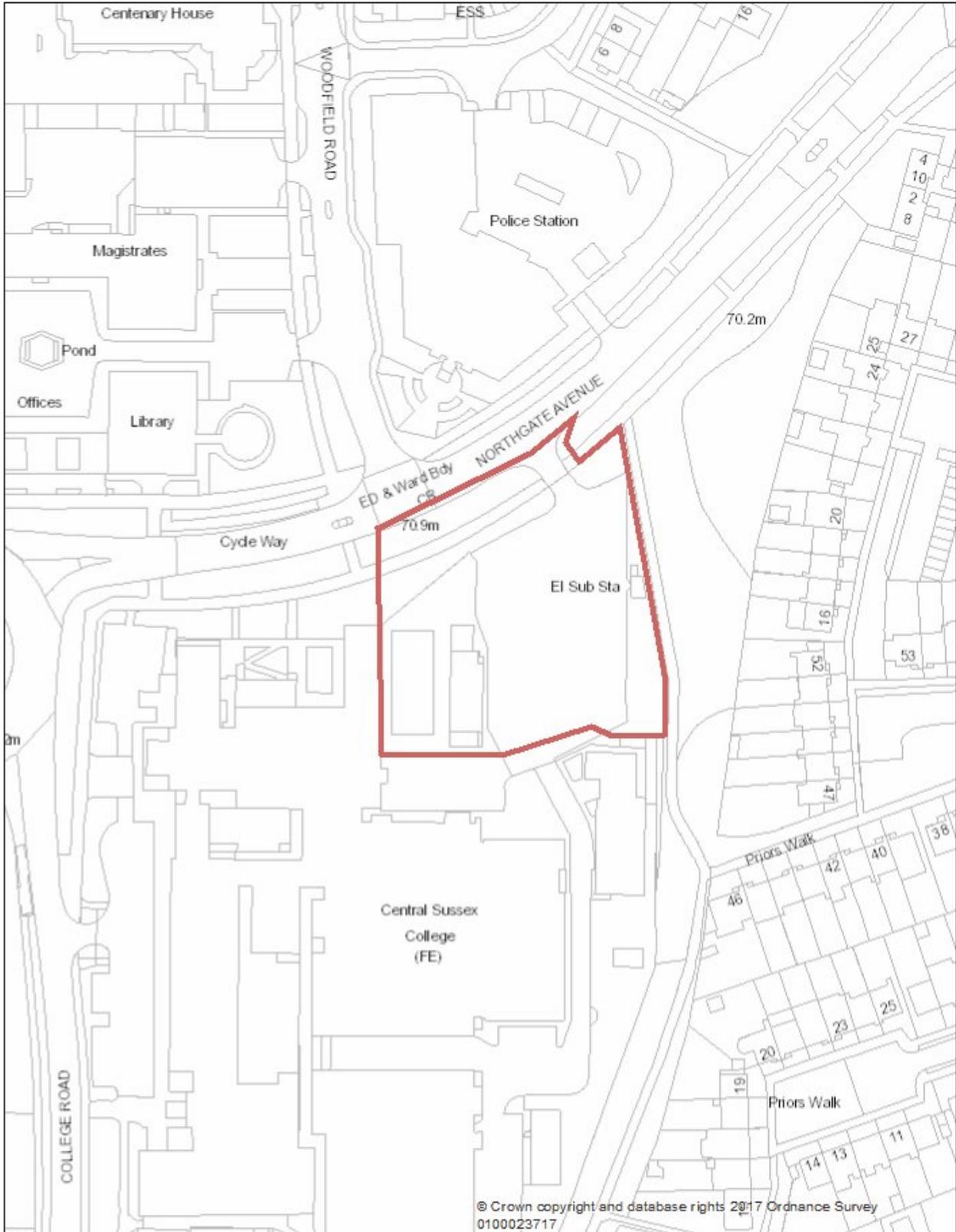


ArcGIS Web Map

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Agenda Item 8

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 2 July 2018
REPORT NO: PES/282(d)

REFERENCE NO: CR/2018/0348/FUL

LOCATION: [28 KINGSCOTE HILL, GOSSOPS GREEN, CRAWLEY](#)
WARD: Gossops Green
PROPOSAL: ERECTION OF FIRST FLOOR SIDE EXTENSION

TARGET DECISION DATE: 22 June 2018

CASE OFFICER: Miss S. Hobden

APPLICANTS NAME: Mr I Siddiqui
AGENTS NAME: PA Design Services

PLANS & DRAWINGS CONSIDERED:

PA0297-01 Rev A – Site Location, Block Plan & Existing & Proposed Floor Plans & Elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

Not applicable.

NEIGHBOUR NOTIFICATIONS:-

26, 30, 31, 32, 33 and 35 Kingscote Hill;
163 and 165 Buckswood Drive.

RESPONSES RECEIVED:-

4 responses were received raising the following concerns:-

- The proposed first floor side extension would be overly dominant and cause a loss of light and outlook.
- The front porch would extend past the original building line spoiling the character of the street-scene.
- The property would appear over developed due to modifications that have already taken place as well as the proposed development.
- Overlooking/loss of privacy.
- The porch and side extension will aesthetically change the character of both houses.
- The first floor side extension would create a terracing effect by filling up the gaps between the properties.
- Impact on parking in the street.

REASON FOR REPORTING TO COMMITTEE:-

Number of objections received and officer recommendation to permit.

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THE APPLICATION SITE:-

1.1 The application site comprises a two storey, semi-detached dwelling located on the west side of Kingscote Hill. The dwelling is brick built with tile hanging at first floor level and a tiled roof with chimney, it has a converted garage with parking in front for two cars and pitched roof over the front door and bay window. The properties in this row have a staggered building line and land levels slope down to the south and rise to the north. The property has a modest size rear garden with boundaries marked by close board fencing, it has a single storey rear extension with flat roof and shed.

THE PROPOSED DEVELOPMENT:-

2.1 Planning permission is sought for a first floor side extension. The proposed first floor extension would extend over the existing footprint of the converted garage and rear extension, it would be set back from the front elevation by 1.5m and have a width of 2.7m it would also be set down from the ridge by 0.5m. The first floor rear element would extend 2.8m beyond the original rear elevation of the main house and would include a small pitch roof at ground floor level, it would measure 3m in width, 7m in height and have a hipped roof.

Application amendments

2.2 The proposed development has been amended since originally submitted to reduce the first floor rear extension by 1.2 metres and omit the proposed front porch and pitched roof over the converted garage.

PLANNING HISTORY:-

3.1 CR/173/61A – Amended layout plan and revised details of house types 305, 319 and 319A in respect of the proposed erection of 79 dwelling houses and garages with vehicular access (Section no. 2) land on both sides of Buckswood Drive and adjacent to Crawley By-Pass, Gossops Green, Crawley – Permitted.

PLANNING POLICY:-

National Planning Policy Framework (2012)

4.1 Chapter 7 (Requiring good design), paragraph 56 indicates, the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Crawley Borough Local Plan 2015-2030

4.2 The development plan was adopted in December 2015. The relevant policies include:

- Policy SD1 (Presumption in favour of sustainable development) in line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2 (Principles of Good Urban Design) in order to assist in the creation, retention or enhancement of successful places.
- Policy CH3 (Normal requirements of all development) states all proposals for development in Crawley will be required to make 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.

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- Policy ENV6 (Sustainable Design and Construction) All development, including the alteration and extension of existing buildings, should consider how it may achieve the sustainability objectives in relation to carbon.

Supplementary Planning Documents

4.3 The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It contains guidelines on the standards the Council expects for the design of extensions. In particular, it states that:

- *'An extension with good design in mind will relate appropriately to the parent dwellings character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area.'*
- *'Development should incorporate materials and colours that match the existing dwelling.'*
- *'Extensions should consider existing roof pitches. A roof design that sits in harmony with the existing roof will usually be more acceptable.'*
- *'As with front extensions, an extension on the side of a property will be prominent. The filling up of the gaps between houses by the construction of two storey side extensions can make detached, or semi-detached houses in a street look like terrace houses. A design solution that can be used to prevent the 'terracing effect' will leave a 2 metre setback between the side extension and the adjacent property or site boundary. Furthermore, where a side setback may not be suitable, it could be explored by setting the side extension in from the front elevation.'*

PLANNING CONSIDERATIONS:-

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

- The impact on the design and character of the dwelling and the street-scene.
- The impact on neighbour amenity.
- The impact on parking arrangements.

The impact on the design and character of the dwelling and the street-scene.

5.2 The proposed first floor side extension would be sited on the northern side elevation of the dwelling over the existing footprint of the converted garage and rear extension, it would be set 0.5m below the existing roof ridge. It would leave a 0.9m gap to the side boundary and a 2.4 metre gap between the side extension wall and the neighbouring property to the north. The guidance contained within Urban Design SPD advises that two storey side extensions should leave a gap of at least 2 metres between the extension and the adjacent property or site boundary, it is therefore considered that the development achieves this and does not create a 'terracing effect'.

5.3 The proposed extension would be clearly visible within the street scene, however given the size and design, including the matching roof design and materials, it is considered that the proposed extension would not be an unsympathetic and disproportionate addition to the existing dwelling. In addition the extension would extend over the existing footprint of the single storey rear extension and would therefore retain adequate garden area for private outdoor space.

5.4 It is considered that the proposed first floor side extension would not cause any significant harm to the appearance of the application site, the street scene or the surrounding area and would comply with the relevant local plan policies, the design guidance contained within the Urban Design SPD and the relevant paragraphs of the NPPF.

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The impact on neighbour amenity.

- 5.5 In terms of the impact on neighbour amenity, the main consideration is the impact on the occupiers of 26 Kingscote Hill located to the north and 30 Kingscote Hill to the south.
- 5.6 The proposed extension would be located approx. 2.4 metres away from the side elevation of no. 26. An objection was received in relation to loss of light, outlook and over dominance. Following amendments to reduce the first floor rear element. A 60° angle measured from the nearest edge of the neighbour's first and ground floor windows showed that the extension would not encroach into this area. Furthermore, no. 26 is situated on higher ground level and as such the extension is not considered to have an overshadowing or overbearing impact. The extension would also have a hipped roof to the rear that would pitch away from the neighbouring property thus reducing the loss of light. It is therefore considered the amended proposal would not have a significant impact on the amenities enjoyed by the neighbour in terms of overshadowing/loss of outlook/loss of light.
- 5.7 In respect to no. 30 to the south of the application property and the adjoining neighbours to the rear of the site. The proposal is not considered to have an impact on no. 30 as the extension would be located approx. 5 metres away from the shared boundary. Furthermore, the extension has been reduced in depth and would not encroach into the area measured 60° measured from the neighbours nearest window and door apertures and the proposed first floor side window has been moved to the rear elevation, consequently there would be no overlooking. However, a condition has been attached to the planning permission removing the right to install any windows at first floor level on the northern and southern side elevations.
- 5.8 The distance maintained between the rear windows of 163 Buckswood Drive and the rear facing window of the extension would measure approx. 22 metres. The guidance contained within Urban Design SPD advises that two storey extensions should maintain a minimum distance of 21 metres therefore, the proposal is not considered to overlook these properties.
- 5.9 The proposal is therefore considered acceptable in this regard and would comply with the relevant local plan policies, the design guidance contained within the Urban Design SPD and the relevant paragraphs of the NPPF.

The impact on parking arrangements.

- 5.10 The application proposal would involve the creation of additional rooms at first floor level. The parking standards for a three plus bedroom dwelling is 2-3 off-street parking spaces. The application property currently has a hardstanding area to accommodate 2 vehicles therefore, the parking arrangements are considered to comply with the adopted parking standards for a dwelling of this size and in this location.

CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the scale and design of the proposal is acceptable, would not have an adverse impact on the character and appearance of the dwelling and the street scene, the amenities enjoyed by the occupants of neighbouring properties and would comply with the adopted parking standards therefore, the proposed development is considered to accord with the policies outlined in the NPPF (2012), the Crawley Borough Local Plan (2015-2030) and the Urban Design SPD (2016).

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RECOMMENDATION RE: CR/2018/0348/FUL

PERMIT subject to the following condition(s):-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The materials and finishes of the external walls (and roof(s)) of the proposed first floor side extension hereby permitted shall match in colour and texture those of the existing building(s).
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) no windows or other openings (other than those shown on the plans hereby approved) shall be formed in the northern and southern elevations of the proposed first floor side extension without the prior permission of the Local Planning Authority on an application in that behalf.
REASON: To protect the amenities of adjoining residential properties, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

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

- Seeking amended plans/additional information to address identified issues during the course of the application.

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

Agenda Item 8



ArcGIS Web Map



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Agenda Item 9

Crawley Borough Council

Report to Planning Committee

2 July 2018

Section 106 Monies – Quarter 4 2017/18

Report of the Head of Economic & Environment Services, **PES/295**

1. Purpose

- 1.1. Developers are often required through Section 106 (S106) planning agreements to make financial contributions towards the provision or improvement of infrastructure if a need is generated by the new developments. These monies must be spent as set out in the planning agreements and in accordance with government guidance.
- 1.2. This report summarises all the S106 monies received/ spent and committed to project schemes in Quarter 4 (Q4) of the financial year 2017/18.

2. Recommendations

That the Planning Committee:

- 2.1. Notes the update on S106 monies received, spent and committed in Q4 of the financial year 2017/18.

3. S106 Monies Received (to date) 2017/18.

- 3.1. During the Q4 of the financial year 2017/18 a total of £121,874 of monies were paid to the Council by developers in accordance with their obligations under the S106 agreements with the local planning authority.
- 3.2. The following table provides a breakdown of the amounts received by category of spend and the developments from which these monies were received.

| S106 Spend Category | Ref | Address | Value |
|----------------------------|------------------|---|--------------|
| Open Space | CR/2017/0444/FUL | KILNMEAD CAR PARK, NORTHGATE, | £5,474 |
| Tree Contribution | CR/2016/1053/FUL | FORMER DEPOT GOFFS PARK, OLD HORSHAM ROAD, SOUTHGATE, | £33,032 |
| Tree Contribution | CR/2017/0564/FUL | 83 - 87 THREE BRIDGES ROAD, THREE BRIDGES | £9,900 |
| Tree Contribution | CR/2017/0910/RG3 | Queensway and the Pavement, Northgate | £7,700 |
| Tree Contribution | CR/2017/0444/FUL | KILNMEAD CAR PARK, NORTHGATE, | £61,600 |
| Tree Contribution | CR/2017/0483/FUL | LAND ADJACENT TO DOBBINS PLACE, IFIELD, | £4,168 |

£121,874

4. S106 Monies Spent (to date) 2017/18.

4.1. In Q4 of 2017/18, a total of £582,336 of S106 monies were spent by the Council and West Sussex County Council on infrastructure projects. The following table lists the projects on which the funds were spent.

| S106 Spend Category | Lead Org | Project Name | Project Cost | Status |
|---------------------|----------|--|--------------|----------|
| Transport | WSCC | Transfer to WSCC | -£229,598 | Invoiced |
| Transport | WSCC | WSCC TRO | -£10,338 | Invoiced |
| Transport | WSCC | WSCC Pelham Place | -£38,145 | Invoiced |
| Transport | CBC | New Cemetery Cycle and Roundabout | -£34,605 | Complete |
| Transport | CBC | Tilgate Crossing - W2301 | -£7,992 | Complete |
| Transport | CBC | Three Bridges Station W3801 | -£89,350 | Ongoing |
| Transport | CBC | 2017/18 Bike it Qrt3 & Qrt4 | -£15,000 | Ongoing |
| Transport | CBC | Manor Royal Crawters Brook, Mall Path | -£44,007 | Ongoing |
| Tree Contribution | CBC | Tilgate Park - Tree Planting TTR1 | -£6,000 | |
| Town Centre | CBC | High St Public Real Improvement Scheme | -£19,724 | Ongoing |
| Town Centre | CBC | Museum | -£40,000 | Invoiced |
| Town Centre | CBC | Town Centre Signage | -£14,183 | Ongoing |
| Open Space | CBC | Kilmead Court Close, Play | -£13,000 | Complete |
| Open Space | CBC | Cemetery | -£10,395 | Complete |
| Open Space | CBC | Peter House Parade | -£10,000 | Complete |

-£582,336

5. S106 Monies Committed (to date) 2017/18.

5.1. A further £69,417 of S106 monies was committed to infrastructure projects during Q4 of 2017/18, through the Council's agreed approval process.

5.2. The following table provides a breakdown of the individual project schemes to which the S106 funds were committed Q4 2017/18.

| S106 Spend Category | Lead Org | Project Name | Project Cost | Due to Complete | Status |
|---------------------|----------|--|--------------|-----------------|----------|
| Town Centre | CBC | Signage and Wayfinding | £35,817 | 2018/19 | On Going |
| Transport | WSCC | WSCC Drop Crossing, Boroughwide | £2,400 | 2017/18 | On Going |
| Transport | WSCC | WSCC Safer Route to School Hilltops CR/2005/0335/OUT | £31,200 | 2017/18 | On Going |

£69,417

5.3. The following table lists the projects which had S106 funds committed prior to 01.01.18 and are still ongoing/ final invoices to be submitted.

| S106 Spend Category | Lead Org | Project Name | Project Cost | Due to Complete |
|---------------------|----------|--|--------------|-----------------|
| Manor Royal PR | CBC | Cycle way Langley walk | £22,582 | Complete |
| Open Space | CBC | Ditchling Hill, Southgate. Improve Type B Play Area | £65,000 | Sep-18 |
| Open Space | CBC | Ewhurst Playing Fields, Ifield. Improve Type B Play Area | £65,000 | Sep-18 |
| Open Space | CBC | Gainsborough Road Play Area, Tilgate. Improve Type B Play Area | £65,000 | Sep-18 |
| Open Space | CBC | Three Bridges Playing Field | £61,586 | Sep-18 |
| Town Centre | CBC | High St Public Real Improvement Scheme | £10,276 | 2017/18 |
| Transport | CBC | Bike It | £37,500 | Jun-19 |
| Transport | CBC | BOULEVARD CYCLE PATH | £94,030 | TBC |
| Transport | CBC | Three Bridges Station | £304,409 | Mar-21 |
| Transport | CBC | Crawters Brook Cycle Path ,Mall Path | £55,746 | Aug-18 |
| Transport | CBC | Bus Shelters | £104,676 | TBC |
| Transport | WSCC | RTPI1 | £48,400 | Mar-18 |
| Transport | WSCC | RTPI3 | £86,600 | Mar-18 |

£1,020,804

6. Available Funds and potential future spend

6.1. Officers at the Council have identified a programme of infrastructure projects to the value of £2,725,588 which are intended to be delivered by 2021. The individual projects that make up this programme will be subject to the existing S106 approval process before any formal commitment is made. As of 30.03.18 there remains £700,577 of uncommitted S106 monies where projects have not yet been identified.

6.2. The table below lists the proposed infrastructure projects, which will be coming forward in due course for consideration through the S106 approval process.

| Contribution Type | Project Name | Funds Provisionally Allocated | Delivery by | Org. Requesting Funding | Status |
|-------------------|---|-------------------------------|-------------|-------------------------|---------------------|
| Education | Specific Clause | £278,439 | TBC | WSCC | Process to Commence |
| Library | Dementia Pack | £4,608 | TBC | WSCC | Process to Commence |
| Library | Crawley Library in 2017 to upgrade the shelving | £7,079 | TBC | WSCC | Process to Commence |
| Manor Royal PR | Public realm improvements at Crawter's Brook | £22,846 | TBC | MRBID | Process to Commence |
| Manor Royal PR | Gateway 1 | £37,701 | 2017/18 | MRBID | Process to Commence |
| Manor Royal PR | Public Realm LEP | £103,795 | 2020/21 | MRBID | Process to Commence |
| Open Space | Memorial Gardens Play area | £170,000 | 2018/19 | CBC | Spend Authorised |
| Open Space | Kidborough Rd Play Area Type B, Gossops Green | £65,000 | 2018/19 | CBC | Process to Commence |
| Open Space | Stoney Croft Type B Play Area, Ifield | £40,000 | 2018/19 | CBC | Process to Commence |
| Open Space | 2 Type A Play Areas, Broadfield | £26,000 | 2018/19 | CBC | Process to Commence |
| Open Space | 4 type A Play Areas, Ifield | £52,000 | 2019/20 | CBC | Process to Commence |
| Open Space | 2 Type A Play Areas, Pound Hill | £26,000 | 2019/20 | CBC | Process to Commence |
| Open Space | Perkstead Court Play Area, Bewbush | £20,000 | 2019/20 | CBC | Process to Commence |
| Open Space | 2 Type A Play Areas, Bewbush | £13,000 | 2019/20 | CBC | Process to Commence |

| | | | | | |
|-------------|---|----------|---------|--------------|---------------------|
| Open Space | Medlar Close, Langley Green - Type B Play Area | £65,000 | 2019/20 | CBC | Process to Commence |
| Open Space | Meadowlands Type B Play Area, West Green | £40,000 | 2019/20 | CBC | Process to Commence |
| Open Space | Southgate Playing Field | £19,173 | TBC | CBC | See Note |
| Open Space | Bewbush Changing Rooms | £209,695 | TBC | CBC | Might not go ahead |
| Open Space | Playing Pitches | £56,500 | TBC | CBC | Process to Commence |
| Open Space | Specific Clause | £5,121 | TBC | CBC | Process to Commence |
| Town Centre | Potential Match Funding, LEP | £148,609 | 2020/21 | CBC/WSCC | Process to Commence |
| Town Centre | Art within the Town Centre | £60,000 | 2020/21 | CBC | Process to Commence |
| Transport | WSCC Worth Park Cycle Avenue | £107,000 | 2017/18 | WSCC | Process to Commence |
| Transport | WSCC Safer Route to School Hilltops CR/2005/0335/OUT | £9,392 | 2017/18 | WSCC | Process to Commence |
| Transport | WSCC Drop Crossing, Boroughwide | £3,265 | 2017/18 | WSCC | Delegated Process |
| Transport | WSCC School Keep Clear, East Crawley | £8,125 | 2017/18 | WSCC | Process to Commence |
| Transport | Three Bridges Station | £13,000 | 2020/21 | CBC | Process to Commence |
| Transport | Gatwick Road, Cycle Path | £95,677 | 2019/20 | CBC | Process to Commence |
| Transport | Potential Match Funding, LEP | £616,368 | 2020/21 | CBC/ WSCC | Process to Commence |
| Transport | Cycle Park 3 Bridges station, S106 restriction | £24,193 | 2020/21 | S106 | Process to Commence |
| Transport | Ifield Bus Shelter Heritage CR/2005/0335/OUT | £7,000 | 2018/19 | CBC | Process to Commence |
| Transport | Three Bridges Cycle Path | £60,000 | 2020/21 | CBC | Process to Commence |
| Transport | WSCC Ifield Avenue Walking Cycling | £99,101 | 201//19 | WSCC | Process to Commence |
| Transport | WSCC Travel Plan - Manor Royal | £3,048 | 2020/21 | WSCC | Process to Commence |
| Transport | Specific Clause | £101,004 | TBC | TBC | TBC |
| Transport | Specific Clause | £107,850 | TBC | TBC | TBC |

£2,725,588

7. Summary of S106 Monies

7.1. The table below provides an overview of the S106 monies spent, received and committed during Q4 2017/18 and shows the change in the balance of S106 at the end of Q4 of the financial year 2017/18 (far right hand column) compared to the balance of S106 funds at the end of Q3, 2017/18 (2nd column from the left).

On Going Projects.

| S106 Categories of Spend | Balance Brought Forward 01.01.18 | Received Q4 2017/18 | S106 Spend Q4 2017/18 | Committed prior to Q4 2017/18 Project Ongoing | Committed Q4 2017/18 | Provisionally Allocated Q4 2017/19 | Uncommitted/ not Provisional Allocation 30.03.18 | Total Balance brought forward 2018/19 |
|--------------------------|----------------------------------|---------------------|-----------------------|--|----------------------|------------------------------------|--|---------------------------------------|
| Transport | £2,630,690 | £0 | -£469,034 | £731,361 | £33,600 | £1,255,022 | £141,672 | £2,161,656 |
| Manor Royal PR | £186,923 | £0 | £0 | £22,582 | £0 | £164,341 | £0 | £186,923 |
| Library | £41,723 | £0 | £0 | £0 | £0 | £11,687 | £30,036 | £41,723 |
| Open Space | £1,186,687 | £5,474 | -£33,395 | £256,586 | £0 | £807,489 | £94,692 | £1,158,766 |
| Town Centre | £328,609 | £0 | -£73,907 | £10,276 | £35,817 | £208,609 | £0 | £254,702 |
| Fire | £78,402 | £0 | £0 | £0 | £0 | £0 | £78,402 | £78,402 |
| Education | £429,523 | £0 | £0 | £0 | £0 | £278,439 | £151,084 | £429,523 |
| CCTV | £53,291 | £0 | £0 | £0 | £0 | £0 | £53,291 | £53,291 |
| Affordable Housing | £41,000 | £0 | £0 | £0 | £0 | £0 | £41,000 | £41,000 |
| Tree Contribution | £0 | £116,400 | -£6,000 | £0 | £0 | £0 | £110,400 | £110,400 |
| Total | £4,976,848 | £121,874 | -£582,336 | £1,020,804 | £69,417 | £2,725,588 | £700,577 | £4,516,386 |

8. Year review of S106 Monies

8.1. The table below provides an overview of the S106 monies spent, received and committed during 2017/18 and shows the change in the balance of S106 at the end of the financial year 2017/18 (far right hand column) compared to the balance of S106 funds at the beginning of the financial year 2017/18 (2nd column from the left).

| S106 Categories of Spend | Balance Brought Forward 01.04.17 | Received 2017/18 | S106 Spend 2017/18 | Remainder Committed To projects Project Ongoing | Provisionally Allocated 2017/19 | Uncommitted/ not Provisional Allocation 30.03.18 | Total Balance brought forward 2018/19 |
|--------------------------|----------------------------------|------------------|--------------------|--|---------------------------------|--|---------------------------------------|
| Transport | £2,481,315 | £239,004 | -£558,665 | £764,961 | £1,255,022 | £141,672 | £2,161,656 |
| Manor Royal PR | £171,055 | £15,868 | £0 | £22,582 | £164,341 | £0 | £186,923 |
| Library | £35,309 | £6,414 | £0 | £0 | £11,687 | £30,036 | £41,723 |
| Open Space | £1,130,729 | £61,432 | -£33,395 | £256,586 | £807,489 | £94,692 | £1,158,766 |
| Town Centre | £330,109 | £0 | -£75,407 | £46,093 | £208,609 | £0 | £254,702 |
| Fire | £83,572 | £5,764 | -£10,933 | £0 | £0 | £78,402 | £78,402 |
| Education | £429,305 | £150,279 | -£150,061 | £0 | £278,439 | £151,084 | £429,523 |
| CCTV | £53,291 | £0 | £0 | £0 | £0 | £53,291 | £53,291 |
| Affordable Housing | £41,000 | £0 | £0 | £0 | £0 | £41,000 | £41,000 |
| Tree Contribution | £0 | £116,400 | -£6,000 | £0 | £0 | £110,400 | £110,400 |
| Total | £4,755,685 | £595,162 | -£834,461 | £1,090,221 | £2,725,588 | £700,577 | £4,516,386 |

8.2. The table below provides a list of all of the S106 contributions received in 2017/18.

| S106 Spend Category | Ref | Address | Value |
|----------------------------|------------------|--|-----------------|
| Education | CR/2013/0576/FUL | 110-112 SPENCERS ROAD, WEST GREEN | £7,640 |
| Education | CR/2015/0389/FUL | SITE OF FORMER IFIELD COMM. COLLEGE | £142,639 |
| Fire | CR/2015/0389/FUL | SITE OF FORMER IFIELD COMM. COLLEGE | £5,764 |
| Library | CR/2015/0389/FUL | SITE OF FORMER IFIELD COMM. COLLEGE | £6,414 |
| Manor Royal PR | CR/2014/0764/OUT | Thales, Gatwick Road (Parcel 2) | £14,124 |
| Manor Royal PR | CR/2017/0228/FUL | UNIT 3, LAND AT FARADAY ROAD, NORTHGATE, | £1,744 |
| Open Space | CR/2013/0576/FUL | 110-112 SPENCERS ROAD, WEST GREEN | £6,970 |
| Open Space | CR/2015/0389/FUL | SITE OF FORMER IFIELD COMM. COLLEGE | £48,988 |
| Open Space | CR/2017/0444/FUL | KILNMEAD CAR PARK, NORTHGATE, | £5,474 |
| Transport | CR/2013/0576/FUL | 110-112 SPENCERS ROAD, WEST GREEN | £9,407 |
| Transport | CR/2015/0389/FUL | SITE OF FORMER IFIELD COMM. COLLEGE | £229,598 |
| Tree Contribution | CR/2016/1053/FUL | FORMER DEPOTGOFFS PARK, SOUTHGATE | £33,032 |
| Tree Contribution | CR/2017/0564/FUL | 83 - 87 THREE BRIDGES ROAD, 3 BRIDGES, | £9,900 |
| Tree Contribution | CR/2017/0910/RG3 | Queensway and the Pavement, Northgate, | £7,700 |
| Tree Contribution | CR/2017/0444/FUL | KILNMEAD CAR PARK, NORTHGATE, | £61,600 |
| Tree Contribution | CR/2017/0483/FUL | LAND ADJ. TO DOBBINS PLACE, IFIELD | £4,168 |
| | | | £595,162 |

8.3. The table below provides an overview of all of the projects that have been funded through S106 contributions.

| Spend Cat | Project | Lead Org | Spend | Committed | Status |
|------------------|--------------------------|-----------------|--------------|------------------|---------------|
| Education | Northgate Primary School | WSCC | -£150,061 | £0 | Invoiced |
| Fire | Smoke Detectors | WSCC | -£10,933 | £0 | Invoiced |
| Open Space | Cemetery | CBC | -£10,395 | £0 | Completed |
| Open Space | Kilnmead Court Close | CBC | -£13,000 | £0 | Completed |

| Spend Cat | Project | Lead Org | Spend | Committed | Status |
|-------------------|--|-----------------|--------------|------------------|---------------|
| Open Space | Peter House Parade | CBC | -£10,000 | £0 | Completed |
| Town Centre | Canopy Changing Places | CBC | -£1,500 | £0 | Completed |
| Town Centre | High St Public Real Improvement Scheme | CBC | -£19,724 | £0 | On going |
| Town Centre | Museum | CBC | -£40,000 | £0 | Completed |
| Town Centre | Town Centre Signage | CBC | -£14,183 | £0 | On going |
| Transport | 2017/18 Bike it | CBC | -£30,000 | £0 | Completed |
| Transport | Manor Royal Crawters Brook, Mall Path | CBC | -£48,263 | £0 | On going |
| Transport | New Cemetery Cycle and Roundabout | CBC | -£34,605 | £0 | Completed |
| Transport | RTPI Bus Shelters Ifield and Manor Royal | WSCC | -£14,362 | £0 | Invoiced |
| Transport | Three Bridges Station W3801 | CBC | -£89,350 | £0 | On going |
| Transport | Tilgate Crossing - W2301 | CBC | -£7,992 | £0 | Completed |
| Transport | Transfer to WSCC - Roundabout | WSCC | -£229,598 | £0 | Invoiced |
| Transport | WSCC Ifield Drive | WSCC | -£56,013 | £0 | Invoiced |
| Transport | WSCC Pelham Place | WSCC | -£38,145 | £0 | Invoiced |
| Transport | WSCC TRO | WSCC | -£10,338 | £0 | Invoiced |
| Tree Contribution | Tilgate Park - Tree Planting TTR1 | CBC | -£6,000 | £0 | Completed |
| Manor Royal PR | Cycle way Langley walk | CBC | £0 | £22,582 | On going |
| Open Space | Ditchling Hill, Southgate. Improve Type B Play Area | CBC | £0 | £65,000 | On going |
| Open Space | Ewhurst Playing Fields, Ifield. Improve Type B Play Area | CBC | £0 | £65,000 | On going |
| Open Space | Gainsborough Road Play Area, Tilgate. Type B Play Area | CBC | £0 | £65,000 | On going |
| Open Space | Three Bridges Playing Field | CBC | £0 | £61,586 | On going |
| Town Centre | High St Public Real Improvement Scheme, phase 2 | CBC | £0 | £10,276 | On going |
| Town Centre | Signage and Wayfinding, phase 2 | CBC | £0 | £35,817 | On going |
| Transport | 2018/19 Bike It | CBC | £0 | £37,500 | On going |
| Transport | BOULEVARD CYCLE PATH | CBC | £0 | £94,030 | On going |
| Transport | Three Bridges Station | CBC | £0 | £304,409 | On going |
| Transport | Crawters Brook Cycle Path, Mall Path | CBC | £0 | £55,746 | On going |

| Spend Cat | Project | Lead Org | Spend | Committed | Status |
|------------------|--|-----------------|------------------|-------------------|---------------|
| Transport | Bus Shelters | CBC | £0 | £104,676 | On going |
| Transport | RTPI1 | WSCC | £0 | £48,400 | On going |
| Transport | RTPI3 | WSCC | £0 | £86,600 | On going |
| Transport | WSCC Drop Crossing, Borough wide | WSCC | £0 | £2,400 | On going |
| Transport | WSCC Safer Route to School Hilltops CR/2005/0335/OUT | WSCC | £0 | £31,200 | On going |
| | | | -£834,461 | £1,090,221 | |

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