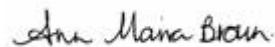


Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **9 October 2017 at 7.30 pm**

Nightline Telephone No. 07881 500 227



Head of Legal and Democratic Services

Membership:
Councillors

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

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

Published 29 September 2017

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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 18 September 2017.	
5. Planning Application CR/2017/0125/ARM - Phase 4A, Forge Wood (NES), Crawley	13 - 30
To consider report PES/240(a) of the Head of Economic and Environmental Services.	
RECOMMENDATION to APPROVE	
6. Planning Application CR/2017/0418/FUL - 14 The Chase, Furnace Green, Crawley	31 - 40
To consider report PES/240(b) of the Head of Economic and Environmental Services.	
RECOMMENDATION to PERMIT	
7. Planning Application CR/2017/0444/FUL - Kilnmead Car Park, Kilnmead, Northgate, Crawley	41 - 62
To consider report PES/240(c) of the Head of Economic and Environmental Services.	
RECOMMENDATION to PERMIT	

		Pages
8.	Planning Application CR/2017/0519/FUL - The Imperial, Broadfield Barton, Broadfield, Crawley To consider report PES/240(d) of the Head of Economic and Environmental Services. RECOMMENDATION to PERMIT	63 - 80
9.	Planning Application CR/2017/0667/LBC - Langley Grange, Langley Walk, Langley Green, Crawley To consider report PES/240(e) of the Head of Economic and Environmental Services. RECOMMENDATION to CONSENT	81 - 88
10.	Supplemental Agenda Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.	

With reference to planning applications, PLEASE NOTE:

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Thursday 5 October 2017** at **10.00am**. Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

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

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Crawley Borough Council

Minutes of Planning Committee 18 September 2018 at 7.30pm

Present:

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

Officers Present:

Valerie Cheesman	Principal Planning Officer
Heather Girling	Democratic Services Officer
Jean McPherson	Group Manager (Development Management)
Clem Smith	Head of Economic and Environmental Services
Astrid Williams	Senior Lawyer

Apologies for Absence:

Councillor K L Jaggard

40. Lobbying Declarations

No lobbying declarations were made.

41. Members' Disclosure of Interests

The following disclosures of interests were made by Members:-

Member	Minute Number	Subject	Type and Nature of Disclosure
Councillor P C Smith	Minute 45	CR/2017/0516/NCC: 2 - 3 Gatwick Road, Northgate, Crawley	Personal Interest – a Local Authority Director of the Manor Royal Business Improvement District

42. Minutes

The minutes of the meeting of the Committee held on 29 August 2017 were approved as a correct record and signed by the Chair.

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

The Committee considered report PES/239a of the Head of Economic and Environmental Services which proposed as follows:

Approval Of Reserved Matters For Phase 4 Infrastructure Pursuant To Planning Permission CC/2015/0552/NCC For A New Mixed Use Neighbourhood For Road And Drainage Infrastructure, Noise Fence, Sports Pitches, Changing Room Building, LEAP, Car Parking, Internal Access Roads, Footpaths, Parking and Circulation Areas, Hard And Soft Landscaping And Other Associated Infrastructure and Engineering Works (Amended Plans And Documents Received).

The Principal Planning Officer provided a verbal summation of the application and updated the Committee in relation to details as set out in the report. The Committee was advised that conditions had been updated, as set out below (in italics):

2. Trees

No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence erected in accordance with the Arboricultural Impact Assessment (September 2017) and as shown on the Tree Protection Plan drawing number 7827/Ph4 INF/02 Rev A .

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

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

5. Drainage

The development hereby approved shall be carried out in accordance with the overarching drainage principles set out in the documents required to be submitted under condition 16 of the outline approval CR/2015/0552/NCC and the Phase 4 - Sustainable Surface Water Drainage Strategy Report – ref P830-FN01 Issue 5 September 2017 or as otherwise agreed in writing by the Local Planning Authority.

REASON: to ensure that the proposed development is satisfactorily drained in accordance with Policy ENV8 of the Crawley Borough Local Plan 2030.

16. Cycle parking facilities

Details of the covered cycle parking facilities, including the design and materials, shall be submitted to and approved in writing by the Local Planning Authority, prior to construction of the sports and play facilities hereby approved. The development shall thereafter be implemented in accordance with the approved details.

REASON: to safeguard the appearance of the development and to ensure that the operational requirements of the development are met in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 – 2030.

In updating the Committee further, the Principal Planning Officer advised Councillors that:

- Comments were expected from Sport England regarding the sports pitch orientation and maintenance.
- Footpath designs had been amended following feedback to incorporate additional access into the sports facilities and to interconnect the Toovies Farm site, thus providing further entry into the LEAP and residential areas.
- Amendments had taken place in relation to the North-East corner of the site to incorporate the new electrical termination tower and acoustic fence.
- During the course of the consideration of the application revised plans and documents have been submitted to address issues identified. Additional publicity and consultation had been undertaken. It was recommended that the application is delegated to the Head of Economic and Environmental Services to determine on expiry of the consultation period and resolution of any outstanding issues, with a view to approval subject to conditions as printed and varied above.

Laura Humphries (Planning Agent) addressed the Committee in support of the application.

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

- Confirmed that various ecological surveys had been undertaken. It was felt that the management of the wider site as a whole and in particular the woodlands and areas of new native species planting would help to significantly increase biodiversity. Any mitigation measures would be addressed by condition.
- Alleviated the concerns regarding the protection of public footpaths as these would be addressed within the construction management plan.
- Noted that the sports facilities, including the cricket square were highlighted as requirements on the Master Plan.
- Highlighted that it was important for the developers to complete aspects of the significant drainage works prior to commencing with the residential areas and this infrastructure application would achieve early delivery.
- Confirmed that the proposed system incorporated a 40% climate change allowance as per current guidance and in terms of air quality, the use of an acoustic barrier along the eastern boundary of the site would mitigate noise across the remainder of the residential parcels, and created a 'landscape buffer' which would be a visual and barrier to the motorway.
- Explained that the drainage storage tanks were predominately situated underground, whilst the pumping stations assisted in directing the water flow. It was confirmed that Thames Water was working with the developer to agree the details of the foul drainage works. The definition of a 'Grampian condition' was clarified.
- Confirmed that allotments were not shown on the Master Plan and were not part of this application.

RESOLVED

Approved, subject to

- (1) The conditions and informatives set out in report PES/239(a), and as amended above.
- (2) Delegating to the Head of Economic and Environmental Services to determine on the expiry of the consultation period and resolution of any outstanding

issues, with a view to approval subject to conditions, as printed and as varied above.

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

The Committee considered report PES/239e of the Head of Economic and Environmental Services which proposed as follows:

Demolition of Existing Local Authority Hostel Accommodation and Erection of 10 x One Bedroom (2 Person) And 4 x Two Bedroom (4 Person) Affordable Flats with Associated Parking and Landscaping.

Councillor Stone declared he had visited the site.

The Principal Planning Officer provided a verbal summation of the application. The scheme has been revised following the earlier refusal in January 2017. The amendments to the scheme were highlighted and included:

- Reducing the proposed building height by 0.5 metres;
- Setting the main building back by 0.3 metres from Three Bridges Road;
- A reduction in hardstanding area and increased tree, hedge and other soft landscaping at the front of the site; and
- Replacement of the previously proposed yellow multi-stock brick with a red stock brick.

The Committee was updated that condition 9 had been revised, as set out below (in italics):

9. Drainage

All works related to the installation of pipework, manholes, inspection chambers and other below ground equipment for surface water drainage shall take place in strict accordance with the Edburton Method Statement dated 13 September 2017, unless otherwise agreed in writing by the Local Planning Authority.

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

Mrs Jill Frankham, Mr Martin Brown and Councillor R G Burgess, as a Ward member for Three Bridges, addressed the committee in objection to the application whilst Mr Joe Alderman, Planning Consultant spoke in support.

The Committee then considered the application. The Committee discussed in detail the concerns raised in objection including:

- The proposed development would be visually dominant within Three Bridges Road and was thought to be contrary to Local Plan policies CH1, CH2 and CH3.
- The proposal was out of scale and character with the rest of the area concerned.
- Concerns raised regarding increased traffic together with drainage implications.
- Concern that the issues raised following the earlier refusal had not been fully addressed.

However, some Members also highlighted that positive changes had been made concerning the landscaping and brickwork, which was now sympathetic to others within the surrounding area. There was encouragement that amendments had been made following the previous refusal and that the redevelopment would assist in addressing local housing needs. There was a varied pattern of house types and character in Three Bridges. The Committee was also reminded that the key matter was whether the previous reason for refusal had been addressed.

In response to issues raised, the Principal Planning Officer:

- Confirmed that ecological issues, including appropriate bat mitigation, lighting and new landscaping would be subject to conditions.
- Verified that there were no existing drainage sewers on site and as a result of the reduction in height of the proposal this had led to some amendments to the drainage layout and surface water would now drain to the rear of the site in Ridgeside.
- Identified that the area to the rear of the property was outside of the application site, was leased to a third party and contained a number of trees.

RESOLVED

Permit, subject to conditions and informatives set out in report PES/239e and as revised and subject to the completion of the S106 legal agreement.

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

The Committee considered report PES/239b of the Head of Economic and Environmental Services which proposed as follows:

Variation of Condition 2 (Approved Plans) For Minor Material Amendment To Building Elevations And Floorplans Including Loss Of Roof Overhang On Both Buildings, Reduction In Elements Of Glazing And Alterations To Fenestration Pattern, Alterations To Red Fin Detail, Alteration To Loading Doors, Internal Layout Changes, Curtain Walling Reduced & Replaced With Cladding, Brise Soleil Amended Or Removed And Minor Increase In Building Height - Pursuant To Cr/2016/1020/FUL For Erection Of One B1 Operations Building And One B1/D1 Training And Office Building, Both With Ancillary Uses and Associated Landscaping And Car Parking.

The Group Manager (Development Management) provided a verbal summation of the application, which sought minor alterations to the appearance of the building together minimal internal changes.

The Committee was advised that condition 20 had been updated with the date of the completed Construction Management Plan, agreement of the final details had been subject to further clarification on dust control and site logistics, as set out below (in italics):

20. The development shall be implemented in accordance with the Construction Management Plan as agreed on 12 September 2017 reference CR/2016/1020/CC1 (condition 20). The approved Plan shall be implemented and adhered to throughout the entire construction period.

REASON: To minimise any impact on highway users and amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

The Committee then considered the application.

RESOLVED

Permit, subject to conditions and informatives set out in report PES/239b and as updated above.

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

The Committee considered report PES/239c of the Head of Economic and Environmental Services which proposed as follows:

Oak Tree - Remove Epicormic Growth from Main Stem Up To Crown Break; Remove Deadwood; Prune to give 3m Clearance from Property; Crown Inspection (Amended Description)

The Group Manager (Development Management) provided a verbal summation of the application. It was recommended that the application was delegated to the Head of Economic and Environmental Services with a view to granting consent subject to the consultation expiry of the current site notice (21 September 2017).

The Committee then considered the application. Whilst not for consideration at this committee it was suggested that this and the remaining applications should not have been due for determination by the Planning Committee.

RESOLVED

Consent, subject to

- (1) The conditions set out in report PES/239(c).
- (2) Delegating authority to the Head of Economic and Environmental Services to issue consent on expiry of the current site notice.

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

The Committee considered report PES/239d of the Head of Economic and Environmental Services which proposed as follows:

T1 - Oak: Crown Inspect; Removal Of Deadwood; Lift Lower Branches Over Garage Block to give 3m Clearance (Amended Description).

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

The Committee then considered the application. It was recommended that the application was delegated to the Head of Economic and Environmental Services with

a view to granting consent subject to the consultation expiry of the current site notice (21 September 2017).

RESOLVED

Consent, subject to

- (1) The conditions set out in report PES/239(d).
- (2) Delegating authority to the Head of Economic and Environmental Services to issue consent on expiry of the current site notice.

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

The Committee considered report PES/239f of the Head of Economic and Environmental Services which proposed as follows:

Demolition of Existing Garage and Front Porch, and Erection of a Larger Single Storey Front Porch and Single Storey Rear and Side Extension

Councillor Stone declared he had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application. The Committee was advised of a clerical correction within the report.

Section 1.1 should read as follows (amendment in bold):

*1.1 The application site relates to a two storey, semi-detached property, located on the **western** side of Hudson Road, within the neighbourhood of Tilgate. The dwelling is brick built, with an interlocking tiled roof.*

The Committee then considered the application.

RESOLVED

Permit, subject to conditions set out in report PES/239f.

49. **Closure of Meeting**

The meeting ended at 8.53pm.

I T IRVINE
Chair

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

REFERENCE NO: CR/2017/0125/ARM

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

WARD: Pound Hill North

PROPOSAL: APPROVAL OF RESERVED MATTERS FOR PHASE 4A FOR 147 DWELLINGS AND ASSOCIATED WORKS IN RELATION TO OUTLINE PLANNING PERMISSION CR/2015/0552/NCC FOR A NEW MIXED USE NEIGHBOURHOOD (AMENDED PLANS)

TARGET DECISION DATE: 18 May 2017

CASE OFFICER: Mrs K. Palmer

APPLICANTS NAME: Persimmon Homes & Taylor Wimpey

AGENTS NAME: Pegasus Planning Group Limited

PLANS & DRAWINGS CONSIDERED:

T.0364 04 Rev A Site Location Plan, T.0364 16 Rev A Wider Context Site Location Plan, T.0364 01 Rev H Phase 4A Site Layout Plan, T.0364 05 Rev A Building Heights Plan, T.0364 21 Rev A Street Scenes, T.0364 22 Rev C Garden Sizes, T.0364 06 Rev C Affordable Housing Plan, T.0364 07 Rev C Materials Plan, T.0364 08 Rev C Refuse Strategy Plan, T.0364 09 Rev A Character Areas Plan, T.0364 11 Garages Sheet 1 of 2 , T.0364 11 Garages Sheet 2 of 2 , T.0364 12 Bin/Cycle Stores & Sheds, T.0364 14 Rev A Materials Palette, 667_262_Rev C Phase 4A Hard Landscape Proposals sheet 1 of 4, 667_263_Rev C_Phase 4A Hard Landscape Proposals sheet 2 of 4, 667_264 Rev C_Phase 4A Hard Landscape Proposals sheet 3 of 4, 667_265 Rev C_Phase 4A Hard Landscape Proposals sheet 4 of 4, 667-266 Rev C Phase 4A Soft Landscape Proposals sheet 1 of 4, 667-267 Rev C Phase 4A Soft Landscape Proposals sheet 2 of 4, 667-268 Rev C Phase 4A Soft Landscape Proposals sheet 3 of 4, 667-269 Rev C Phase 4A Soft Landscape Proposals sheet 4 of 4, TCP 7827/Ph3&4/01 Tree Constraints Plan, TCP 7827/Ph4A/02 Rev C Tree Protection Plan, P830 01 Rev F Phase 4 Bus Swept Path, P830 08 Rev E Phase 4A Horizontal Geometry and Setting Out Plan Sheet 4 of 7, P830 09 Rev E Phase 4 Horizontal Geometry and Setting Out plan Sheet 5 of 7, P830 15 Rev E Phase 4 Proposed Drainage, Levels and Contrours Plan Sheet 4 of 7, P830 16 Rev E Phase 4 Proposed Drainage, Levels and Contours Plan Sheet 5 of 7 , P830 19 Rev D Phase 4A Large Refuse Vehicle Swept Paths, P830 20 Rev C Phase 4A Swept Paths of a Medium Sized Car, P830 33 Rev D Longitudinal Section Sheet 1 of 3 , P830 36 Rev A Construction Details , P830 38 Rev B Cellular Storage Tank Details , P830 40 Rev B Phase 4A Lighting Lux Plan, T.0364 02 Sheet 1 Type A Elevations & Floor Plans (Neighbourhood Housing), T.0364 02 Sheet 2 Type B/PT36 Elevations & Floor Plans (Main Street), T0364-02 Sheet 3 CH1 Elevations & floor Plans (Neighbourhood Housing), T.0364 02 Sheet 4 Rev A Type CH1 Elevations (Main Street), T0364 02 Sheet 5 Rev A CH1 Floor Plans (Main Street), T.0364 02 Sheet 6 Rev A PB33G Floor Plans (Main Street), T.0364 02 Sheet 7 PB33G Floor Plans V2 (Main Street), T.0364 02 Sheet 8 PB33G Elevations & Floor Plans (Neighbourhood Green), T.0364 02 Sheet 9 Rev A PT41 Elevations & Floor Plans (Main Street), T.0364 02 Sheet 10 PT41 Elevations & Floor Plans (Neighbourhood Housing), T.0364 02 Sheet 11 Rev A PT42 Elevations & Floor Plans (Main Street) , T.0364 02 Sheet 12 Rev A PT42 Elevations & Floor Plans (Neighbourhood Housing), T.0364 02 Sheet 13 PA48 Elevations & Floor Plans (Neighbourhood Housing), T.0364 02 Sheet 14 PA48 Elevations & Floor Plans (Main Street), T.0364 02 Sheet 15 PA49 Elevations & Floor Plans (Main Street), T.0364 02 Sheet 16 PA49 Elevations & Floor Plans (Neighbourhood Housing), T.0364 02 Sheet 17 Rev A PB52 Elevations (Main Street), T.0364 02 Sheet 18 Rev A PB52 Floor Plans (Main Street), T.0364 02 Sheet 19 Rev B Apartment B Elevations (Main Street), T.0364 02 Sheet 20 Rev A Apartment B Floor Plans (Main Street), T.0364 02 Sheet 21 Rev B Apartment B Elevations (Neighbourhood Green), T.0364 02 Sheet 22 Rev A Apartment B Floor Plans (Neighbourhood Green), T.0364 02 Sheet 23 Rev C WP2420A Elevations & Floor Plans (Neighbourhood Housing), T.0364 02 Sheet 24 Rev C AA315 Elevations & Floor Plans

Agenda Item 5

(Neighbourhood Housing) V1, T.0364 02 Sheet 25 Rev B AA315 Elevations & Floor Plans (Neighbourhood Housing) V2, T.0364 02 Sheet 26 Rev A Apartment A Elevations & Floor Plans, T.0364 02 Sheet 27 Rev B Apartment B Floor Plans & Elevations, ,

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	GAL - Planning Department	No objection- reserve any comments on noise until it is formally submitted to discharge conditions 33 and 34.
2.	GAL - Aerodrome Safeguarding	No objections
3.	Environment Agency	No objections
4.	WSSC - Highways	Amendments were initially requested with regards to parking provision (amendments have been made to satisfy previous objections)
5.	National Air Traffic Services (NATS)	No objections
6.	Thames Water	No objections subject to informatives
7.	Sussex Building Control Partnership	No response
8.	Police	No objections- Advice given with regards to controlled parking and fencing heights
9.	Highways England	No objections subject to conditions
10.	CBC - Drainage Officer	No objection subject to drainage condition for further details
11.	CBC - Property Division	No objections
12.	CBC - Housing Manager	Amendments were initially requested with regards to the location of the affordable units (amendments have been made to satisfy previous objections)
13.	CBC - Planning Arboricultural Officer	No objections
14.	UK Power Networks	No response
15.	Homes & Communities Agency (HCA)	No response
16.	CBC - Environmental Health	No objection- reserve any comments until it is formally submitted to discharge conditions 33 and 34.
17.	Cycle Forum	No objection subject to the introduction of more pedestrian crossing points and additional cycle storage for flats.
18.	CBC - Refuse & Recycling Team	No objections following confirmation from the applicant that the roads can take the weight of the trucks and refuse storage buildings for flats contain double doors for euro bins.
19.	Southern Water	No objections
20.	CBC- Energy Efficiency & Sustainability	No objection- reserve any comments on sustainability until it is formally submitted to discharge conditions 23
21.	CBC - FP - Urban Design	Amendments were initially requested with regards to the layout and design (amendments have been made to satisfy previous objections)
22.	Ecology Officer - Mike Bird	No objections
23.	WSSC - Surface Water Drainage	No comments received
24.	NHS Crawley Clinical Group	No comments received
25.	NHS South East Coast Ambulance Service	No comments received
26.	Independent Water Networks Ltd	No comments received
27.	Gatwick Diamond Grow Group	No comments received

NEIGHBOUR NOTIFICATIONS:-

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

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

The application relates to major development regarding the Forge Wood neighbourhood in which CBC has a land interest.

BACKGROUND:-

- 1.1 Outline planning permission for the North East Sector neighbourhood, now known as Forge Wood, was originally granted by the Secretary of State on 16th February 2011 under reference CR/1998/0039/OUT.
- 1.2 The outline planning permission established the principle of a mixed use neighbourhood to include up to 1,900 dwellings, 5,000 sq m of employment floorspace, 2,500 sq m of net retail space, a local centre/community centre, a primary school, recreational open space, landscaping, the relocation of a 132KV power line adjacent to the M23 and other associated works.
- 1.3 More recently a Section 73 (variation of conditions) application CR/2015/0552/NCC was permitted on 15th November 2016, which issued a new outline planning permission for Forge Wood with updated decision notice and relates to a new Master Plan, Design Statement and revised conditions.
- 1.4 The principle of the new neighbourhood, the quantum of development, as well as the access arrangements and principal road junctions have therefore been established.
- 1.5 The infrastructure application for Phase 4 (CR/2017/0127/ARM) was considered at the September 2017 Committee meeting. This application included the road layout, drainage features, sports facilities and an acoustic fence. It was resolved to approve this application subject to conditions, upon the expiry of the consultation period.

THE APPLICATION SITE:-

- 2.1 The Phase 4A site is 4.26 hectares in area and is located on the eastern side of Forge Wood between Balcombe Road and the M23. The application site is to the north east of the spine road which will serve Phases 3 and 4. Phase 4B is the subject of a separate application (CR/2017/0128/ARM) comprising the more northern and western part of the Phase 4 site towards Balcombe Road.
- 2.2 The topography of the site and surrounding area is broadly flat. The site is not heavily wooded in the manner of other parts of Forge Wood. There are some field hedgerows with mature trees on site boundaries and the site does enjoy some screening from existing trees. There is tree screening along the boundary with the M23 and along the southern boundary with Phase 3. A public footpath crosses from Balcombe Road over to the south east and goes over the M23 and forms the southern boundary of Phase 4, with phase 3 to the south.
- 2.3 In terms Phase 4A's position within the Forge Wood Masterplan, directly to the west of the site are the proposed playing fields and sports pavilion within Phase 4 and the Toovies Farm landholding. To the north are dwellings within Phase 4B and to the south are dwellings within Phase 3A. It is bounded to the east by the M23, with a bund and acoustic fence serving as a barrier from the motorway.

THE PROPOSED DEVELOPMENT:-

- 3.1 This application seeks reserved matters approval for the siting, design, external appearance and associated landscaping of a residential development of 147 dwellings. The dwellings comprise a mix of 2 and 2½ storey houses and 3 storey flats as follows:
- 30 x 2 bed flats
 - 29 x 2 bed houses
 - 55 x 3 bed houses
 - 30 x 4 bed houses
 - 3 x 5 bed houses
- 3.2 The dwellings in this sub phase are located to the east and west of the central spine road which serves Phase 4. This sub-phase comprises the following Character Areas - Main Street, Neighbourhood and Neighbourhood Green.
- 3.3 The applicants state that the density in this sub phase would be at a density of 42 dwellings per hectare, based on the net developable area.
- 3.4 The application is supported by a Design and Access Statement, a Sustainable Surface Water Strategy, an Ecological Assessment, a Drainage Strategy, Planning Statement and a Landscape Management Plan.
- 3.5 The application has been amended following a series of discussions with officers and receipt of consultees responses relating to the originally submitted overall layout and the design and ongoing revisions.

PLANNING POLICY:-

The National Planning Policy Framework 2012 (NPPF)

- 4.1 The NPPF has a golden thread running through it which seeks to ensure a presumption in favour of sustainable development and states that there are three dimensions to sustainable development and the planning system performs an economic, social and environmental role. These roles are mutually dependent. The Framework requires applications to be determined in accordance with the development plan.
- 4.2 It emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development and that planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise. Listed within the core principles in this document is the requirement that the planning system should “*always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings* (paragraph 17)”. Paragraphs 56 to 66 expand upon this principle stating amongst other things that development plans should have robust and comprehensive policies which set out the quality of development expected for an area.
- 4.3 Relevant paragraphs are:
- paragraph 14: presumption in favour of sustainable development – this means that development that accords with the development plan should be approved without delay, or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts which would outweigh the benefits or it would be contrary to the policies in the NPPF
 - paragraph 17 : core planning principles
 - Section 6: delivering a wide choice of high quality homes – this seeks to significantly boost the supply of housing. Applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities

- Section 7: requiring good design - this 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. It is proper to seek to promote or reinforce local distinctiveness and the policies and decisions should address the integration of new development into the natural, built and historic environment.

4.4 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 states that applications for planning permission must be determined in accordance with the relevant provisions of the Development Plan unless material considerations indicate otherwise.

Crawley 2030: The Crawley Borough Local Plan 2015-2030

4.5 The Plan was adopted on 16th December 2015.

4.6 Housing policy H2 identifies Forge Wood as a key deliverable housing site for up to 1,900 dwellings within the period to 2020. Policy H3 requires all housing development to provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. Affordable and low cost housing should be provided as part of the housing mix and policy H4 specifies the requirement for affordable housing. In this case the affordable housing requirements for Forge Wood are already addressed through conditions 1, 62 and 63 on the outline permission.

4.7 Overarching policy SD1 sets out the presumption in favour of sustainable development in line with 6 strategic objectives which include progress towards climate change commitments, providing a safe and secure environment for residents and visitors and meeting the social and economic needs of the current and future population and policy CH1 supports development in line with the neighbourhood principle (of which this sub-phase of Forge Wood complies with).

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

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

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

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

4.9 Policy CH3 sets out the normal requirements of all development and requires proposals to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context, be of high quality in terms of landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. In addition, proposals must provide a good standard of amenity for future residents in compliance with internal space standards and not cause unreasonable harm to the amenity of the surrounding area by way of overlooking, dominance or overshadowing, traffic generation and general activity. The policy requires the retention of existing individual or groups of trees that contribute positively to the area and seeks to ensure sufficient space for trees to reach maturity particularly when located in private gardens to ensure dwellings

receive adequate daylight. Development should also meet its operational needs in respect of parking, access, refuse storage etc. The policy also requires the development to incorporate 'Secure by Design principles' to reduce crime, consider community safety measures and demonstrate design quality through 'Building for life' criteria.

- 4.10 Policy CH4 requires the comprehensive and efficient use of land to ensure the proper phasing of development over a wider area.
- 4.11 Policy CH5 sets out the internal space standards for all new dwellings in line with the Nationally Described Space Standards and also requires development to include appropriate provision of external space.
- 4.12 Policy CH6 seeks to ensure landscape proposals for residential development contribute to the character and appearance of the town and seeks to ensure 1 new tree for each dwelling and where trees are lost, seeks mitigation in line with the published replacement standards.
- 4.13 Policy CH11 requires proposals that detract on the character of a right of way or other type of recreational route to be adequately mitigated. (Directly to the south of the site there is a public footpath).
- 4.14 Policy CH12 seeks to protect heritage assets and their setting. Directly to the west of the site lies Toovies Farm, which is a Grade II Listed Building. This site has also been identified as an archaeologically sensitive area and condition 19 on the outline permission covers these requirements.
- 4.15 Policy ENV2 requires all proposals to encourage biodiversity where appropriate and to refuse proposals where there would be significant harm to protected habitats or species unless harm can be appropriately mitigated.
- 4.16 Policy ENV6 sets out the requirement for all development to maximise carbon efficiency with all new dwellings being required to have strengthened on-site energy performance standards while policy ENV9 seeks to ensure development is planned and designed to minimise the impact on water resources and promote water efficiency.
- 4.17 Policy ENV8 seeks to ensure development proposals must avoid areas which are exposed to an unacceptable risk from flooding and must not increase the risk of flooding elsewhere. The suitability of this site was considered as part of the outline application, through the overall masterplan layout and via the site wide drainage strategy covered by condition 16. The reserved matters applications are required to include the specific drainage details for the relevant phase/sub phase.
- 4.18 Policy IN1 seeks to satisfactory infrastructure provision on and off site and where necessary mitigation (this site was considered as part of the outline application, through the overall masterplan layout and via planning conditions).
- 4.19 Policy IN2 requires residential development to be designed and connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- 4.20 Policy IN4 requires development to meet its needs when assessed against the Council's car parking and cycle parking standards.

Supplementary Planning Guidance and Documents

- 4.21 The Council's following Supplementary Planning Documents and Guidance Notes are also relevant to this application. The Supplementary Planning Documents were all adopted in October 2016:
 - Planning and Climate Change – 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 – 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 – Sets out the Council's approach to trees, open space and biodiversity. It includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling.
- Developer Contributions Guidance Note (Adopted July 2016) - Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.

PLANNING CONSIDERATIONS:-

- 5.1 The principle of the new neighbourhood, the quantum of development and the main access arrangements have been established with the grant of the original outline planning permission (CR/1998/0039/OUT) and the subsequent application CR/2015/0552/NCC which resulted in the issue of a new outline planning permission for Forge Wood.
- 5.2 This application is for the approval of Reserved Matters, that is, for the detailed design and layout only and the LPA cannot refuse it on grounds which go to the principle of the development but can only consider detail relevant to that particular application.
- 5.3 The key issues to consider in determining this application are:
- Is the proposal in substantial accordance with the approved Masterplan and Design Statement?
 - Design approach and links with existing and subsequent phases of the development.
 - Housing mix and affordable housing
 - Adequacy of the dwellings for future occupiers including parking and servicing requirements
 - Noise impacts and sustainable design considerations
 - Impacts on ecology, trees and landscaping
 - Surface Water Drainage
 - Foul Drainage
 - CIL

Is the Proposal in Substantial Accordance with the Approved Masterplan and Design Statement?

- 5.4 The Masterplan and Design Statement for Forge Wood sets out the general structure of the overall development and identifies character areas. This application site is comprised of areas designated as Main Street, Neighbourhood Housing and Neighbourhood Green as set out in the Design Statement.
- 5.5 The general road arrangements correspond with that shown on the Masterplan and the finer details of this sub phase have been developed from the road layout and other details shown in the Phase 3 and 4 infrastructure applications.
- 5.6 The Masterplan shows the general arrangement of this part of the site, with a main spine road which runs north/south through the middle of the site, with residential development either side. This main road leads from the Phase 3A in the south, runs through this sub phase and connects to Phase 4B to the north of the site. The details now shown for this sub phase has Main Street housing facing the spine road, with cul de sacs leading off the spine road to the east and west, serving the dwellings in the areas of Neighbourhood Housing. The Neighbourhood Green area incorporates the areas of housing that immediately surround the playing fields. Overall, the layout is considered to be in accordance with the Masterplan and the density at 42 dwellings per hectare would be in accordance

with condition 1 of the outline permission CR/2015/0552/NCC, which requires it to be no lower than 4.1 dwellings per hectare.

5.7 In terms of the approved Design Statement, the objectives are:

Main Street

- Create a low speed highway network where the carriageway is subservient to the urban form.
- Provide a highly permeable development to encourage pedestrian and cycle movement.
- Create a sequence of clearly designed spaces to aid orientation and local identity.
- Building heights to be predominantly 2 to 2½ storeys with occasional 3 storey development to punctuate or enclose key spaces or to terminate vistas.
- On curtilage parking to be discrete, set back behind main building line or in courtyards.
- On street parking to be in groups of no more than 3 spaces.
- Varying road width with a minimum of 5.5 metres with a footpath on either side although not necessarily contiguous with the carriageway.

Neighbourhood Housing

- Create a low speed highway network where the carriageway is subservient to the urban form.
- Provide highly permeable development to encourage pedestrian and cycle movement.
- Provide mainly 2 to 2½ storey housing with occasional 3 storey houses.
- Create a series of lower key, clearly designed spaces to aid orientation and local identity.
- Provide high quality landscape to green the residential environment
- Provide a coordinated approach to front gardens/privacy strips.

Neighbourhood Green

- Housing orientation to maximise views of open space, and laid out in a more formal arrangement;
- Footpath and cycleway along the edge of the playing fields with links to the existing footpath network; and
- Consistency in approach to the design of properties facing onto the green with building heights typically of 2.5 storeys as well as occasional 3 storey building heights.

5.8 The proposal comprises a mix of 2, 2½ and 3 storey development and the overall layout of roads and streets and the dwellings within them continues the approach established in earlier phases of Forge Wood, and are considered to be in accordance with the approved Design Statement and consistent with the development character now established for Forge Wood.

Design Approach and Links with Existing and Subsequent Phases of the Development

- 5.9 The proposed layout and detailing of 2 and 2½ storey houses and 3 storey flats within the character areas continues the overall design approach established in earlier phases of Forge Wood. The house types and designs are generally similar to those that were approved previously, but with some variations to address the character area within which they are located and the local context of this sub phase.
- 5.10 The details also incorporate refinements to the scheme which have emerged and are ongoing as the neighbourhood has been built out. The proposed detailing and palette of materials for the dwellings are also broadly in line with the approved Design Statement. The specific materials can be further considered and agreed in more detail through condition 38 attached to the outline planning permission.
- 5.11 During the consideration of the application a number of issues have been identified that have required revisions, including the layout and design approach of particular areas of this sub phase, the location of the affordable units, amenity space provision, street scene impact, garden sizes, hard and soft landscaping, parking provision and layout, circulation within the site for vehicles and pedestrian linkages, with alterations in design approach and detailing present for each of the identified character areas.

5.12 The amendments that have been submitted comprise the following:

- The high concentration of the affordable units on the eastern side of the site has now been dispersed. The affordable and discounted market sale housing has now been mixed together on Shared Street Surface 1, Lane 1 and Street 01. The current layout no longer includes a high concentration of affordable units in one area, providing a more inclusive approach to the mix of housing across the site.
- Some of the double garages and all of the three-bay garage blocks have now been removed. There has also been a reduction in off-street parking spaces for some of the larger units which originally were over provided. This has enabled relieved space, enabling the provision of more acceptable garden sizes and improved visual amenity.
- Garden sizes significantly improved through reconfiguration of the layout throughout all parts of this sub-phase.
- An apartment block has been relocated to the corner of Street 01 and Main Street. This has enabled the creation of a landmark feature for this interchange to frame view towards the playing field and add interest. This has also ensured compliance with the Design Statement.
- Frontage parking has been relocated in several locations. This has enabled provision of front gardens space and improved visual amenity by reducing the dominance of the car.
- The semi-private courtyard to the pair of largest apartment blocks on Street 02 has been amended from parking spaces and footpath with no termination point to visually attractive amenity space for residents, with more parking moved to the sides. This has provided a better functioning, more attractive layout for this part of the site.
- Concentration of one particular housing type in Shared Surface Street 04 has been relieved to provide a more varied mix of dwelling styles. This has reduced the monotony of dwelling style in this location, providing visual interest.
- The double garage of Plots 34 and 35 has been amended to be a less prominent feature, thereby ensuring that the character of this part of Lane 01 would be dominated by the trees and two larger dwellings, rather than the garage building.
- Boundary treatment changed from 1.1m high railings to 0.4m high knee rail fencing surrounding the parkland and Toovies Farm. This has provided a more open aspect to this area of open space and accessibility to it.
- Alterations have been made to design detailing of apartment block adjacent to playing field to ensure conformity with the identified Masterplan character area, as it forms part of Neighbourhood Green. This has also improved variation of design and visual interest
- The material for the driveways has been altered to demarcate private space from public and provide variation for the hard landscaping. This has improved legibility and created a more attractive layout.
- A new access route has been created from Shared surface Street 02 to the playing field. This has improved pedestrian access links through the site.
- Turning heads have been added to end of cul de sacs which has improved manoeuvring for vehicles in compliance with WSCC Highways requirements.
- Improvements have been made to visitor parking to create additional spaces in appropriate locations, in line with WSCC Highways requirements.
- Refuse collection points and doors to communal refuse storage buildings have been amended in line with requirements.

5.13 Overall it is considered that significant improvements have been made to the design approach and layout of this phase from the initial submission, resulting in an acceptable design approach. The layout is also considered to assimilate with the key linkages identified in the Master Plan, including the footpath and cycle connections into adjacent parcels to the north and west (Phase 4B) and south (Phase 3A) and further across to the local centre and central parkland in Phase 1. It would also integrate with the approved layout and details for phase 3A and should not prejudice the development of Phase 4B to the north and west.

Housing mix and affordable housing

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- 5.14 A total of 147 units are proposed, comprising a mix of houses and flats, divided between 94 private market units and 53 affordable dwellings.
- 5.15 In terms of the private dwellings, the mix is:
- 24 x 2 bed flats
 - 7 x 2 bed houses
 - 22 x 3 bed houses
 - 10 x 4 bed houses
 - 3 x 5 bed houses
- 5.16 This range of private market dwellings is considered to be acceptable and provides for an appropriate mix of dwelling sizes.
- 5.17 The provision of affordable housing is specifically covered by condition 62 of the outline permission, as well as policy H4 of the Local Plan.
- 5.18 Condition 62 requires 40% affordable housing provision in each phase of the Forge Wood development and a 70:30 split between social rented accommodation and intermediate affordable housing.
- 5.19 For sub phase 4A, of the 147 dwellings proposed, 53 are affordable and therefore the level of provision is 36% for this particular sub phase. The wording of the condition is such that the 40% requirement applies to a phase as a whole, so it is possible for a sub phase to be below the 40% requirement.
- 5.20 This approach has been taken in phases 1 and 2, where different levels of affordable housing on the sub phases were considered to be appropriate and have been/are to be reconciled on other sub phases.
- 5.21 It should be noted that Taylor Wimpey who are developing this sub phase, have advised that they are set to deliver 40% across the development as a whole on their particular land parcels, given their over-provision of 44% in phase 1. They have been asked to verify these figures and an update will be given at the meeting.
- 5.22 Phase 4B, which is to be developed by Persimmon Homes is still under consideration, and the layout, total number of dwellings and affordable provision have yet to be decided.
- 5.23 Furthermore, given the variations across sub phases, it has been recognised that the later phases would be where numbers are reconciled to achieve the 40% requirement for the neighbourhood as a whole, within the maximum level of 1900 units.
- 5.24 In these circumstances, subject to the receipt of further information as set out above, it is considered that 36% affordable housing on this particular sub phase is acceptable, when the Forge Wood development is viewed as a whole.
- 5.25 The mix of the affordable and market discount units provided in Phase 4A is:
- 6 x 2 bed flats
 - 22 x 2 bed houses
 - 25 x 3 bed houses
- 5.26 The tenure split of these 53 affordable units is 38 units for affordable rent and 15 units for discount, which meets the 70:30 criteria.
- 5.27 With regard to the location of the affordable units the revised layout plan now shows that the high concentration of the affordable units on the eastern side of the site has been dispersed. The

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affordable and discounted market sale housing has now been mixed together on Shared Street Surface 1, Lane 1 and Street 01, reducing the concentrations of affordable in two parts of the site.

- 5.28 The amendments that were requested by the council in relation to affordable housing concentrations have now been made and the Housing Development Manager considers that there is now an acceptable mix of tenures across this sub-phase and the range and location of dwellings would be appropriate and policy compliant.
- 5.29 The design and detailing of the affordable dwellings is very similar to the market housing and therefore a good degree tenure blindness will be achieved. The difference from the private market housing is that the affordable units do not have garages. Otherwise the level and form of detailing between the house types is consistent. The amendments to the layout have looked at the provision of adequate garden space and parking provision for the affordable units to ensure that the affordable units are assimilated into the overall layout in a sympathetic manner. There is now a degree of variety in the parking provision, and a reduction in the extent of frontage parking. This ensures that affordable housing is more likely to be tenure blind and not an obviously different element of the development.
- 5.30 Overall it is considered that the dwelling mix would be appropriate, providing an adequate mix of dwelling sizes and styles to address the nature of the housing market, creating a varied form of development, both for this phase and taking into account the Forge Wood development as a whole.

Adequacy of the Dwellings for Future Occupiers including Parking and Servicing Requirements

- 5.31 Internal dwelling sizes for all dwellings are in accordance with the National Space Standards and Policy CH5.
- 5.32 In respect of amenity space and garden sizes guidance contained within Policy CH5 and the Council's the Urban Design SPD outlines minimum floor area standards for private amenity space. It also states that *'external space standards are of particular importance to affordable housing. Since affordable housing tends to be fully occupied after construction, garden sizes for affordable housing should be met given the likely level of full occupancy'*.
- 5.33 With regard to the flats in this sub phase, the flat blocks are set in landscaped grounds, particularly the blocks in the western side of the site, facing the playing fields. This is considered to be an attractive, spacious and appropriate layout for these units.
- 5.34 With regards to the 117 houses in this sub phase, it is acknowledged that not all of the units would accord with the Council's Outdoor Space Standards. 20 of the houses (13.6%.) do not meet the outdoor space standards, with 11 being within 10% of the standards and 9 being within 25% of the standards. 86.4% of the dwellings in this phase do meet the outdoor space standards.
- 5.35 Officers acknowledge that the garden sizes for houses are not fully in accordance with the outdoor space standards. This application has been the subject of four sets of revisions, each time with further improvements made to the sizes of the gardens, and in particular to those of the affordable housing units. As a result the garden sizes have significantly improved from the original submission. Given the constraints of the site and the requirement to provide 1900 new dwellings across all phases, including affordable housing, it is considered that the proposed garden sizes would be acceptable. In addition separation distances are all compliant and either meet or exceed the Urban Design SPD's minimum requirement of 21m distance of window to window relationships, which is also an indication that the development has been designed so to ensure that there would be adequate space surrounding the properties and privacy between the dwellings.
- 5.36 Of the 20 dwellings that do not meet the standards the scheme has now been amended and redesigned to a point where the additional rear garden space for these could not be achieved without resulting in harm to the aesthetic urban environment, the public realm open space and soft landscaping. The applicant has provided a detailed explanation of why each specific plot cannot be amended further, without causing harm to other aspects of the development. In addition, given the

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location of the site and surrounding open space and nearby woodland it is considered that the development would also benefit significantly from additional nearby open space.

- 5.37 Overall when assessing the application as a whole and having regard to the delivery of the neighbourhood as a package, and the significant areas of open space and landscaping and also taking into account that garden sizes are set out as guidance not policy, and the lesser weight that this affords, it is considered that the development will have an appropriate level of amenity space overall and officers are of the view that the scheme should be considered acceptable.
- 5.38 With regards to parking provision parking spaces within the development are in accordance with standards and as revised are readily accessible. The requirements are 1.5 spaces per 2 bed unit and 2-3 spaces for 3+ bed units. For the houses the parking provision proposed is in the form of garages or surface parking either to the front or side of the dwellings.
- 5.39 Parking for the flats is in the form of surface spaces in a courtyard arrangement in the immediate surrounds of the flats. The flats have one allocated parking space per unit, plus visitor spaces. WSCC had requested minor amendments in relation to a number of parking spaces, and visitors space locations. The layout was subsequently amended in accordance with the requests to satisfy the requirements of WSCC Highways.
- 5.40 Cycle storage for the houses is either within the garages or by a storage shed in the garden. For the flats cycle stores are to be provided within the curtilage of the flat blocks or attached to the building. The Cycle Forum have requested that the flats be served by two cycle spaces per unit, it is considered that the storage can provide additional spaces internally and the details of this can be assessed by way of condition to ensure that they meet the cycle standards.
- 5.41 With regard to refuse and recycling arrangements, individual houses have refuse storage facilities within curtilages and would have the usual kerbside collection point. Flats would have communal collection from the bin stores attached to the buildings or from the separate bin store buildings in their courtyards.
- 5.42 CBC Refuse & Recycling Team initially objected to the refuse and recycling strategy as not all units were to be served in this way. The objection related to a number of communal collection points for individual houses and cited management issues on earlier phases with residents leaving bins out throughout the week and missed collections. Following a meeting with the applicant and the refuse team it was confirmed that all roads would be constructed to take the weight of a collection vehicle and there is no need for the bin collection point for plots 94 & 95. Amendments were also made to the doors to communal refuse storage buildings in-line with refuse team requirement to ensure they can open centrally to accommodate euro bins. It is considered that the provision for refuse vehicles and collections, including carry distances would be acceptable.

Noise Impacts and Sustainable Design Considerations

- 5.43 Due to the proximity of the site proximity to Gatwick, the impact of aircraft noise from both a single and two runway airport on the development was a key consideration at the Planning Inquiries and a number of conditions were imposed by the Inspector to safeguard the amenities of future occupiers. In addition, mitigation for this sub phase is required in relation to road noise.
- 5.44 The outline planning permission under condition 34 requires a scheme to demonstrate the dwellings have sufficient protection against these noise sources. The approved infrastructure application for phase 3 and 4 (CR/2016/0781/ARM) includes the construction of a noise bund with acoustic fencing to mitigate the effects of noise from the M23. In addition specific measures for the dwellings themselves will be required but these will not have a significant impact of the external appearance of the dwellings under current consideration and thus the acoustic requirements for Phase 4A can be dealt with through the subsequent discharge of condition 34.
- 5.45 Consultee responses have indicated that the development proposed will result in a generally acceptable noise environment in aircraft and traffic respects. The noise assessment for the

development indicates that there will generally not be an unacceptable impact from aircraft or traffic noise, although a ventilation strategy is proposed, as with windows open the noise criteria for living rooms and bedrooms would exceed thresholds. A system of ventilation will therefore be required for the dwellings and can be secured via a submission under condition 34.

- 5.46 The outline planning permission requires an assessment of the buildings to meet sustainable design and construction measures offsetting 10% of predicted carbon emissions (energy) through a combination of sustainable design and construction of on-site renewable energy. The developers are proposing a fabric first approach and this sustainable construction approach would have no impact on the exterior of the buildings as designed, but would meet the sustainable construction objectives of the condition and Policy ENV6. The introduction of renewables (most likely PV panels) would have a visual impact on the design of the dwellings and it is proposed that in such circumstances details of any PV panels to be installed is controlled via a condition to safeguard the visual quality of the development.

Impacts on Ecology, Trees and Landscaping

- 5.47 An ecological report was provided with the application which concludes that there would not be any significant adverse effects on any statutory or non-statutory sites interest and the application site and wider site has been surveyed for bats, badgers, birds, dormice, reptiles and great crested newts. Habitats are of some limited ecological value for faunal species but the ecological value of the habitats is limited on account of the fact that they are species poor. The main habitats of greater value being the hedgerow and woodland areas. Habitat works will be undertaken to remove suitable vegetation and ensure reptiles are not present. Enhancements and mitigation within the site will ensure all wildlife is protected and that the site provides benefits post development.
- 5.48 Natural England's standing advice for reptiles has been considered in relation to grass snakes, the loss of this habitat was accepted with the grant of outline permission. The proposed mitigation will ensure that species are not harmed and translocation measures can be implemented.
- 5.49 The Council's ecological advisor raises no objection. Outline planning conditions relating to a CEMP and a Biodiversity Management Plan adequately cover ecology matters on a site wide basis rather than in regard to a particular area of an individual reserved matters application. Other previously approved reserved matters applications have stipulated that the development is to proceed in accordance with the submitted Ecological Report and it is recommended that a similar condition is imposed for this sub phase.
- 5.50 The proposal does not result in significant tree loss as 5 trees deemed to be of low value are proposed to be removed and the two more mature, high value trees are proposed to be retained. The application is also accompanied by landscaping proposals which are considered to mitigate the loss, enhance landscaping and mitigate the impact of the development generally. Additional planting has been incorporated into this area. Other areas of enhanced planting include the landscaped courtyard in between the two apartment blocks and an area on the southern side of Lane 01, and there is also tree planting throughout the layout, especially along Main Street. It is accepted that as a greenfield site and through the outline approval of the masterplan layout that there will generally be a loss of countryside and trees. Within phase 4A, the loss of trees will not be significant and woodland is preserved for the most part looking at Phase 4A as a whole. The arboricultural officer has raised no objection to the layout on the basis that the trees to be retained are protected in accordance with the submitted tree protection measures.
- 5.51 In this case it is not considered that the policy requirements of CH6 are appropriate in respect to the expected level of tree replacement within this sub phase given the nature and scale of the development overall across Forge Wood as a whole and the wider and comprehensive landscaping proposals and extensive open space. As part of the layout within phase 4 as a whole, the applicants are proposing to mitigate tree loss through the landscaping within the open space and bunds, along streets throughout the layout and at the site entrance.

Surface Water Drainage

- 5.52 There is a need to ensure that there is an effective drainage strategy for the construction of this phase of the development and to serve the development as a whole. This is controlled through condition 16 on the outline planning permission which requires the submission of a site wide drainage strategy which includes details of the ongoing management and maintenance. Outline application condition 8 also requires a detailed surface water strategy for each phase or sub-phase to be submitted as part of the Reserved Matters applications.
- 5.53 The Forge Wood site, as a whole, is split into a number of smaller sub catchments. Each will deal with its own surface water drainage before discharging into the downstream sub-catchment and ultimately into the Gatwick Stream. Within each sub catchment, flows will be attenuated through the provision of an off-line grassed detention basins, on-line tank sewers and off-line cellular storage.
- 5.54 The Phase 4 drainage strategy as a whole incorporates swales, permeable surfaces and cellular and concrete storage tanks. Surface water from this Phase will then be directed towards the sewer along Balcombe Road and the local watercourse and ditch system along the M23. The proposed system incorporates a 40% climate change allowance as per current guidance. This has been considered previously under the Phase 4 infrastructure application CR/2017/0127/ARM at the September Planning Committee.
- 5.55 The principles of the site wide drainage strategy have been agreed. The outstanding strategy matter regarding drainage is the future long term maintenance and management of the drainage features and this is the subject of ongoing discussions in respect of the submitted site wide drainage strategy under ref CR/2015/0552/CC3 for condition 16. The approach is that the drainage would be the responsibility of a private management company and finalised details of the arrangements and financial safeguards are to be agreed as part of the discharge of condition 16.
- 5.56 The Councils Drainage Engineer has advised that the drainage calculations & general submission provided is deemed suitable. Further details of the proposed future maintenance regime and responsibilities will need to be approved as part of the discharge of condition 16.

Foul Drainage

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

CIL

- 5.60 The Forge Wood development is CIL liable, but as set out in the Committee report for CR/2015/0552/NCC (meeting date 8th November 2016), liability is only triggered and be chargeable where additional floorspace is approved over and above that envisaged with the original outline planning permission. To address this point condition 4 on the revised outline permission sets a maximum floorspace figure for the Forge Wood development as a whole. A CIL informative for the decision notice for this sub phase would therefore be required setting out the procedure.

CONCLUSIONS:-

- 6.1 This application for Phase 4A at Forge Wood as amended is considered to have addressed the design parameters and relevant conditions imposed on the outline planning permission CR/2015/0552/NCC and is considered to be in substantial accordance with the Masterplan and Design Statement.
- 6.2 The revised design and layout as now proposed is considered to follow the approach established with the 'reserved matters' in previous phases and the various character areas. A generally cohesive development pattern and distinctive character to Forge Wood will be delivered. The design details and dwelling styles are generally considered appropriate.
- 6.3 The proposed Phase 4A scheme is considered to comply with the adopted standards and to have adequate gardens, albeit not entirely in accordance with the SPD. Overall, what is proposed would be a residential environment of good quality. In addition, the layout in terms of its design, landscaping and indicative palette of materials provides an attractive and legible layout and safeguards the privacy and amenity of future occupants.
- 6.4 The layout of the scheme as a whole is also considered to appropriately address the environmental safeguards set out in the outline conditions in terms of ecology, noise and drainage subject in some cases to further information to discharge the relevant conditions.
- 6.5 The application has also been considered in relation to the wider requirements on the outline permission and is considered to meet the parameters and conditions as set out.

RECOMMENDATION RE: CR/2017/0125/ARM

The recommendation is to APPROVE this reserved matters application subject to the following conditions and informatives:

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.
2. Provision shall be made for high speed broadband to serve all dwellings with the development in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the relevant dwelling being first occupied.
REASON: To ensure delivery of high quality communications in accordance with Policy IN2 of the Crawley Borough Local Plan 2015-2030.
3. Provision shall be made for combined aerial facilities to serve all flat development in accordance with details to be first submitted to and approved in writing by the Local Planning Authority and shall be provided prior to the occupation of any flat in each particular block.
REASON: In the interests of the visual amenities in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

Agenda Item 5

4. Before the properties approved in this phase are first occupied, details of the design and location of lighting to be provided in the parking areas shall be submitted to and approved in writing by the Local Planning Authority, and the lighting thereafter implemented in accordance with the agreed details.
REASON: To safeguard the appearance of the development and the amenities of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 -2030.
5. Notwithstanding the details submitted and prior to the first occupation of the residential flats which they are intended to serve, details of the provision to be made for the storage of cycles for the apartment blocks shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage facilities shall be provided in accordance with the approved details and shall thereafter be retained and maintained solely for the duration of the permitted use.
REASON: To provide sustainable means of transport for occupants of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 -2030.
6. The secure cycle store(s) and refuse stores shown on the approved drawings shall be constructed and operational prior to the first occupation of the dwellings which they are intended to serve.
REASON: To safeguard the appearance of the development and the amenities of the area and to ensure the operational requirements of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 -2030.
7. No solar panels or renewables which may be required pursuant to the discharge of a condition on the outline planning permission shall be installed unless and until full details of their design and location are submitted to and agreed by the Local Planning Authority in writing. The works shall thereafter be implemented in accordance with the agreed details.
REASON: To control the design of the development in detail and to ensure a satisfactory visual appearance in the interests of visual amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015 – 2030.
8. No development, including site works of any description shall take place on the site unless and until all the trees/bushes/hedges to be retained on the site have been protected in accordance with the approved drawing(s) and submitted details. Within the areas thereby 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 roots with a diameter of 25mm or more shall be left un-severed.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH3 and CH6 of the Crawley Borough Local Plan 2015-2030.
9. The construction of the development shall be undertaken in accordance with the safeguards detailed within the submitted Ecological Assessment dated February 2017 provided by Ecological Solutions.
REASON: To ensure that the ecology of the site is protected and enhanced in accordance with policy ENV2 of the Crawley Borough Local Plan 2015-2030 and Para 118 of the NPPF 2012.
10. All landscaping works shall be carried out in accordance with the approved drawings and details. No alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of visual amenity and because the scheme has been designed to mitigate bird hazard and avoid endangering the safe movements off aircraft and the operation of Gatwick Airport through the attraction of birds in accordance with Policy CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
11. All planting, seeding or turfing comprised in the approved details of landscaping within Phase 4A shall be carried out in accordance with a phased scheme, including timing of planting, seeding and turfing, to be first submitted to and approved in writing by the local planning authority and any trees or plants or turfing 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.

Agenda Item 5

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.

12. Details of the design and location of external flues and gas pipes to be provided to serve the dwellings (including flats/apartments) shall be submitted to and approved in writing by the Local Planning Authority, and the external flues and gas pipes shall thereafter be implemented in accordance with the agreed details before first occupation.

REASON: To control the design of the development in detail and to ensure a satisfactory visual appearance in the interests of visual amenity in accordance with CH3 of the Crawley Borough Local Plan 2015 – 2030.

INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. 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 www.aoa.org.uk/policy-campaigns/operations-safety/)
2. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.
3. The applicant is advised that the management and maintenance of the drainage proposals for this site and Forge Wood as a whole must be the subject of an application to discharge condition 16 of the outline planning permission.
4. The applicant may be required to apply for other consents directly from the Environment Agency. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and we have a regulatory role in issuing and monitoring them.

The applicant should contact 03708 506 506 or consult the EA website to establish whether a consent will be required – <https://www.gov.uk/environmental-permit-check-if-you-need-one>

NPPF Statement

Agenda Item 5

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 members/consultees/respondents/applicant/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.



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

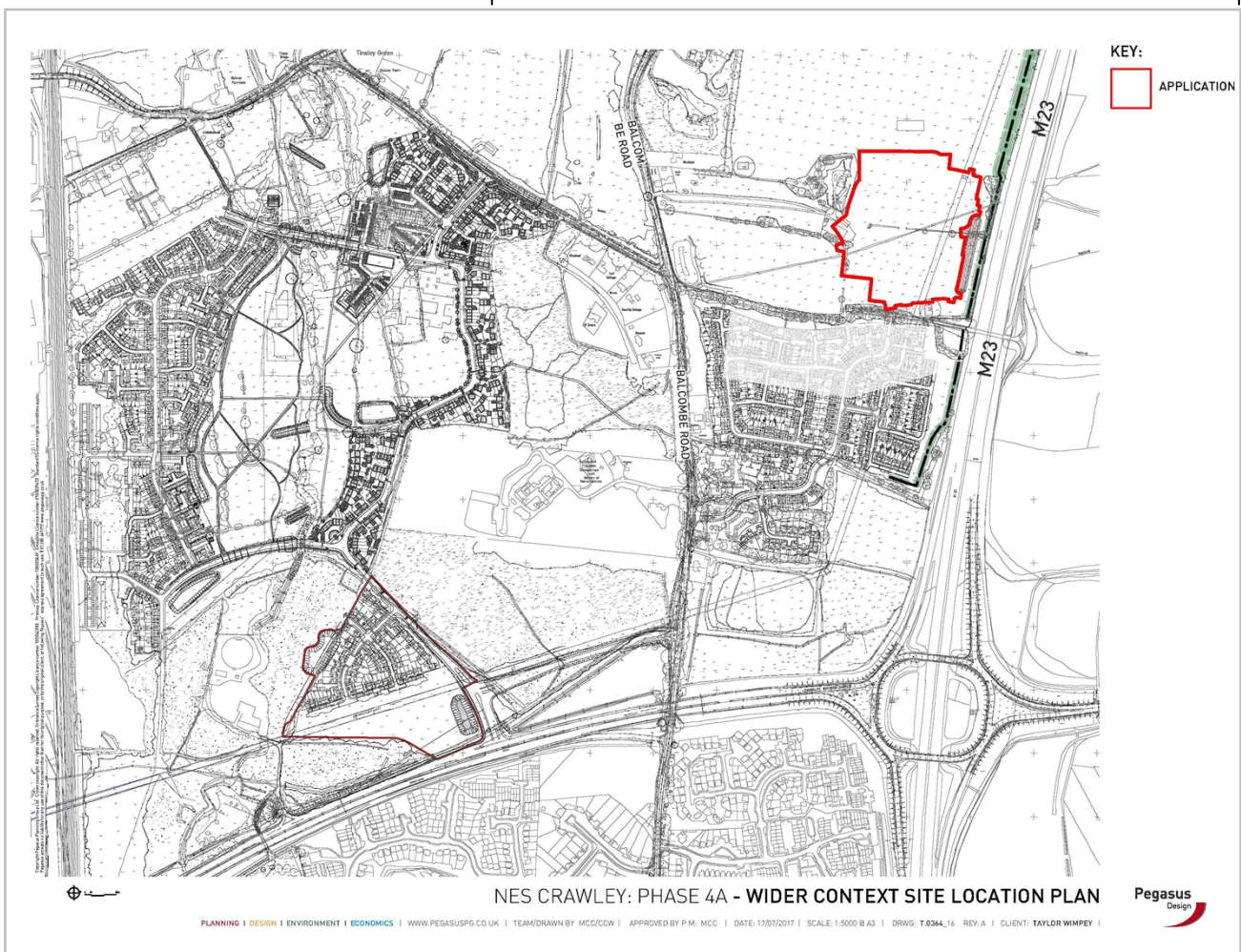
Tel: 01293 438000
Fax: 01293 438603

CR/2017/0125/ARM

Date 28 September 2017

Approx. Scale 1:1,250

PHASE 4A, FORGE WOOD (NES), CRAWLEY



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

REFERENCE NO: CR/2017/0418/FUL

LOCATION: [14 THE CHASE, FURNACE GREEN, CRAWLEY](#)
WARD: Furnace Green
PROPOSAL: ERECTION OF FIRST FLOOR FRONT EXTENSION OVER GARAGE, TWO STOREY REAR EXTENSION (AMENDED PLANS AND DESCRIPTION)

TARGET DECISION DATE: 24 August 2017

CASE OFFICER: Ms Z. Brown

APPLICANTS NAME: Mr and Mrs Zulfiqar
AGENTS NAME: D R and J M Bailey

PLANS & DRAWINGS CONSIDERED:

1681 125-1 Rev A - Block plan, Existing floor plans and section, 1681 125-2 Existing Elevations, CBC 001 Site location plan, 1681 125-6 Proposed Floorplans, 1681 125-5 Rev A Proposed Roof Plan, 1681 125-7 Proposed Elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

None

NEIGHBOUR NOTIFICATIONS:-

Nos 4, 6 and 8 The Glade
Nos 9 to 13 and 15 The Chase.

RESPONSES RECEIVED:-

Eight letters from the occupiers of nearby properties have been received raising objections to the proposal on the following grounds:

- Overbearing and dominant impact of proposed front extension
- Detrimental impact on the character of the area and neighbourhood.
- Visually displeasing
- Overlooking and loss of privacy particularly to neighbours to the front
- Appearance of 2 semi-detached properties, and potential multiple occupancy or subdivision
- Construction noise and disruption
- Traffic generation and increased vehicles

Comments were also received regarding inaccuracies with the drawings and labelling, these issues have been addressed in the amended plans.

Re-consultation of the above mentioned neighbours regarding the amended plans 30/08/2017 for 14 days with the expiry date 13/09/2017:

Four further letters of objection have been received stating that all the previous comments of overbearing and dominance of the proposal, loss of privacy and overall appearance of the proposal still stand.

Comments were also received stating that the scale of the development is an improvement on the original proposal.

REASON FOR REPORTING TO COMMITTEE:-

The number of objections received to a recommendation to permit.

THE APPLICATION SITE:-

- 1.1 The application site relates to a two storey detached dwelling, located at the end of The Chase, within the neighbourhood of Furnace Green. The property is brick built with a pitched tiled roof. It benefits from a rear conservatory, and has an integral garage located on the northern side of the front elevation. The first floor front elevation is hung with green tiles which is a common feature of New Town dwellings in this street. There is also a flat roof canopy which extends across the garage and front entrance, creating an open porch. There is an area of hardstanding to the front of the property which provides parking for approximately 3 vehicles. An extended dropped kerb and crossover has recently been installed.
- 1.2 The property is sited on an irregular shaped plot which widens to the rear (east) on the eastern side of the turning circle.
- 1.3 The houses at the end of The Chase are characteristic of larger detached New Town properties and form an attractive group. They all feature pitched tiled roofs, and some have two storey front gables, single storey flat roofed garages and porches. Typically all of the properties are brick built and feature a panel of tile hanging or white timber cladding at first floor level.
- 1.4 There are no identified site constraints.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of a first floor front gable extension over the existing garage, a two storey rear extension and an enclosed porch.
- 2.2 The proposed first floor front extension over the existing garage would project 2.2 m from the front elevation, to be in line with the existing garage. It would have a front gable with a maximum ridge height of 6.5m, 1.25m below the main roof ridge. The proposal would contain 1no. window on the front elevation. Internally it would provide an extension to bedroom four.
- 2.3 The two storey rear extension would project 4m from the rear elevation and would measure 10.8m in width extending across the full width of the rear elevation and 0.9m beyond the south-eastern side wall. It would have 2 rear gables with roof valley gutter in between. The maximum ridge height would be 7m, 0.75m below the main roof ridge. Following internal alterations on the ground floor a kitchen and extended living room would be provided, and on the first floor a total of 5 bedrooms/study and their bathrooms/en-suites.
- 2.4 The proposed porch would project 2m from the front elevation of the dwelling, to be in line with the existing front wall of the garage, it would include a front entrance door and window on the eastern elevation. Internally there would also be an entrance door into the garage/store.
- 2.5 The extensions would be constructed in materials to match the existing.

PLANNING HISTORY:-

- 3.1 No recent planning history.

PLANNING POLICY:-

National Planning Policy Framework (2012) (NPPF)

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

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

- 4.2 The relevant policies include:
- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
 - Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.
 - Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.
 - 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.

Urban Design Supplementary Planning Document (adopted October 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. In particular, it states that:
- *‘An extension with good design in mind will relate appropriately to the parent dwelling’s character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area’.*
 - *‘Development should incorporate materials and colours that match the existing dwelling’.*

Agenda Item 6

- *Extensions should consider existing roof pitches. A house extension with a roof pitch that is different to the existing one can look out of place, while an extension with a matching roof pitch will likely be more suitable.*
- *'Overshadowing or dominating neighbours' houses and gardens can be avoided by keeping rear extensions relatively small as compared to the size of the main buildings and the gardens in which they stand.'*
- *'A rear extension should not consume the entirety of a dwelling's private amenity space. A garden should be retained with a minimum depth of 10.5m measured from the extension's rear external wall to the property's rear boundary in length, in order to ensure adequate private outdoor space.' One or two storey rear extensions will need to maintain a minimum distance of 21 metres between the rear windows of an opposing dwelling and the rear facing windows of the extension, in order to avoid any potential overlooking and privacy issues'.*
- *'Applying the 45° guide test: The guide test can be applied to detached, semi-detached and terraced houses. A single storey extension should not encroach into an area measured by drawing a 45° angle from the nearest edge of a neighbour's window or door aperture.'*
- *A two storey extension should not encroach into an area measured by drawing a 60 degree angle from the nearest edge of a neighbour's window or door.*
- *'Side extensions should avoid a 'terracing effect' in the streetscape. A 2m separation distance between the side elevation and the property boundary can achieve this, or sometimes a set back from the principle elevation.*
- *'The roof form above an extension will contribute to the appearance of the extension and the dwelling as a whole. A roof design that sits in harmony with the existing roof will usually be more acceptable'.*

It also includes the Crawley Borough Parking Standards and as such the minimum parking standard for this application is 2-3 spaces.

PLANNING CONSIDERATIONS:-

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

- The design & appearance of the proposal and its impact on the dwelling, street scene & wider area
- The impact on neighbouring properties and amenities
- Parking considerations
- Other matters

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

5.2 The main considerations for the proposed first floor front and two storey rear extensions are their scale, design, and the impact on the appearance of the dwelling, particularly whether they are in keeping with the street scene and the character of The Chase. Policy CH3 (Normal Requirements of All New Development) of the Crawley Borough Local Plan states that all proposals for development are required to make a positive contribution to the area, be of a high quality of urban design and retain a good standard of amenity for all nearby and future occupants of land and buildings. The Urban Design SPD states it is important that an extension should relate appropriately to the original dwelling's character and style, dimensions, materials and finishes and the character of the neighbourhood.

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- 5.3 During the course of the determination of the application amended plans were received significantly reducing the scale of the proposed development. The reduction in the scale is considered to have addressed some of the concerns raised by neighbours, particularly as the proposed side extensions on the northern and southern sides of the dwelling, and the front extension on the southern side of the front elevation have been removed. There would be an element of the two storey rear extension which extends beyond the southern side wall of the dwelling by 1m, and although this would be visible from the street scene, it would be significantly smaller than the original proposal and set well back into the site.
- 5.4 The design and detailing of the proposed two storey rear and 1st storey front extension whilst introducing gable features to these elevations would incorporate matching materials including brick work, roof tiles and uPVC windows and doors, with the existing green hung tile detailing on the 1st floor front elevation retained. Comments were received from neighbours in regards to the design and detailing of the proposed development at No. 14, and it is considered that the additional details provided in the revised drawings have clarified the proposed materials and detailing.
- 5.5 The proposed two storey rear extension would project 4m from the rear of the dwelling and would measure 10.8m in width whereby it would extend beyond the southern side wall of the property by 1m. Although a small section of the rear extension would be visible from the street scene the view would be limited due to the orientation of the property, shape of the plot and its setback from the frontage. As a result it is not considered to have a detrimental impact on the appearance of the dwelling. Although the proposed rear extension is of a significant size and would result in a substantial addition to the dwelling, whereby it would project 4m from the rear elevation, matching materials would be used, and the incorporation of the 2 rear gable roofs would not adversely effect its appearance when viewed from the east and neighbouring properties No. 13 and 15 The Chase.
- 5.6 From the rear elevation of the proposed rear extension, a garden depth of 13m would be retained, which provide adequate private outdoor amenity space for current and future occupants, and would remain in accordance with the Urban Design SPD guidance.
- 5.7 In regards to the proposed first floor front extension it would project 2.2m from the front elevation to be in line with the front wall of the existing garage, and would measure 3.7m in width. As the proposed 1st floor front extension would not project further than the existing front wall of the garage and would be less than half the width of the original dwelling, it is not considered to dominate the original front elevation of the dwelling. The proposed front extension would have a gable roof, and although this would significantly alter the appearance of the dwelling, there are other properties within The Chase which have similar front gable features on their front elevation, including No. 13 the adjacent neighbour (north) and No. 10 opposite (west) and it is not out of keeping within the street scene. The use of matching materials would ensure the 1st floor front extension is in keeping with the main dwelling. Overall the proposed front extension is considered acceptable.
- 5.8 The proposed porch would project 2m from the front elevation and measure 3.3m in width, it would have a flat roof with a maximum height of 2.6m. The proposed porch would not project further than the existing front wall of the garage. Despite the proposed porch projecting more than the Urban Design SPD guidance for front porches and extensions which is 1.5m, it is not considered to be overly dominant and would follow a similar footprint as the existing open porch. The design of the porch is also considered to be in keeping with the New Town character of the property and the streetscene.
- 5.9 To conclude, the proposed development would satisfactorily integrate within the character of the existing property, and although it is of a significant size it is not considered to detrimentally impact the street scene or character of The Chase. As a result it is considered to be in accordance with Local Plan Policies CH2 and CH3, the design guidance contained within the Urban Design SPD and relevant paragraphs of the NPPF which seek sympathetic and high quality design.

The impact on neighbouring properties and amenities

Agenda Item 6

- 5.10 The properties most affected by the proposed development would be No. 13 The Chase to the north and No. 15 The Chase to the south.
- 5.11 No. 13 The Chase is a two storey detached dwelling with a two storey front gable extension on the northern side of the front elevation. It is setback approximately 7m from the highway and is positioned at an angle on an irregular shaped site which increases in width to the rear (east).
- 5.12 The proposed 1st floor front extension would follow the footprint of the existing garage, there would be a gap of 1.2m between the proposed extension and the side boundary, and a gap of 4m between the extension and No. 13. In regards to the proposed 2 storey rear extension, there would be a gap of 3.5m-4m between the extension and the side boundary of the site, and it is considered there would be a sufficient gap between the proposed development and neighbouring property No. 13 in order for it not to cause an overbearing impact. The Urban Design SPD states that two storey rear extensions should satisfy the 60 degree test, whereby an extension should not encroach into an area measured 60 degrees from the nearest edge of a neighbours window or aperture. The proposed rear extension would not encroach into an area measured 60 degrees from the rear window of No. 13.
- 5.13 There are no windows proposed on the northern side wall of the front extension. On the 1st floor 1no. obscure glazed window is proposed on the original northern side elevation, and on the ground floor of the rear extension an additional window and door are proposed. Comments were received regarding loss of privacy and overlooking to No. 13, but as there is a high fence along the northern shared boundary with No. 13, the proposed windows on the ground floor would be screened. The window on the 1st floor would be obscure glazed and there is not considered to be an adverse impact in terms of overlooking or loss of privacy. The proposed two storey rear extension would be a dominant addition to the rear of No. 14, although it would cause some overbearing impact and overshadowing over the garden of No. 13, given the positioning of No. 13 whereby it is angled to the north-east, it is considered on balance that the overall impact would be negligible and would not cause unreasonable harm to the amenity enjoyed by the occupants of No. 13 The Chase.
- 5.14 No. 15 located to the south is a two storey detached dwelling which has undergone multiple alterations including a 2 storey side extension on the northern side of the dwelling positioned right up to the shared boundary with No. 14. The proposed two storey rear extension would be set in 2m from this shared boundary and neighbouring two storey side extension. On the southern side elevation of the resultant dwelling 1no. window is proposed on the 1st floor, 1no. window on the ground floor of the rear extension and 2 doors at ground floor. In terms of overlooking and loss of privacy the proposed first floor window would serve a non-habitable room (hallway) and can be obscure glazed, and as there are no windows on the blank flank wall of the two storey extension at No. 15, and there would be not impact of loss of privacy. The proposed two storey rear extension would also not encroach into an area measured 60 degrees from the edge of the nearest window at No. 15. Despite the two storey rear extension being of a significant scale it is not considered to cause a detrimental overbearing impact on occupants of No. 15 The Chase.
- 5.15 In regards to neighbours No. 11, 10 and 9 The Chase to the front (east), there would be a gap of 30m between the proposed window on the front elevation of the 1st floor front extension and No. 10 and No. 9, and 25m between the proposed window and No. 11. In terms of neighbouring properties to the rear, Nos. 4 and 6 The Glade, there would be a gap of approximately 30m between the rear windows of the two storey rear extension and Nos. 4 and 6 The Glade, which would be in accordance with the Urban Design SPD guidance. Overall there is not considered to be an impact of overlooking or loss of privacy these neighbours.
- 5.16 In conclusion in terms of neighbouring amenity, it is considered that although the proposal is of a significant scale it would not have a detrimental impact on the amenities enjoyed by the occupants of neighbouring properties, and would accord with the relevant Policies contained within the Crawley Borough Local Plan, the Urban Design SPD guidance on householder extensions and neighbour amenity and the NPPF.

Parking considerations

- 5.17 The proposed floor layout would result in the property becoming a 5 bedroom house. The existing garage would be subdivided leading to the loss of one off street car parking space. To the front of the property is a large area of hardstanding measuring 13m wide and ranging in a depth of between 4.8-7.5m. An extension to the existing dropped kerb has recently been completed. The Urban Design Supplementary Planning Document Appendix 1: Crawley Borough Parking Standards advises that dwellings with 3+ bedrooms should provide 2-3 parking spaces. Despite the loss of the garage space, there would still be sufficient space for 3no. vehicles on the hardstanding. Therefore, the development would meet the minimum parking standards in the Urban Design SPD, and would comply with Policy IN4 of the Crawley Borough Local Plan.
- 5.18 Concerns were raised by neighbours over increased traffic movement and parking on the turning circle of The Chase. As the property would be used by a single family and given the sufficient on-site parking arrangements, there is not considered to be a detrimental impact on the on-street parking arrangements.

Other matters

- 5.19 With regards to comments received about the landscaping of the front garden, this is not part of the proposal for this application therefore cannot be considered in the determination of this application.
- 5.20 In respect to the use of the property, comments have been received suggesting that the property may be used as a house of multiple occupation (HMO) or divided into separate dwellings, the conversion or subdivision of the property is not part of the current application. The applicant is reminded that the subdivision of the property into two separate dwellings would require a separate planning application as would use as a HMO with more than 6 occupants.
- 5.21 Comments were received regarding construction noise, disruption, parking and working hours, however it is considered that due to the proposal being a householder development it would not be reasonable to control the impact from construction via planning condition. This is covered under the Control of Pollution Act 1974.

CONCLUSIONS:-

- 6.1 In conclusion it is considered that the design and scale of the proposal is acceptable, and would not have an adverse impact on the appearance of the dwelling or the streetscene of The Chase. Although there would be a loss of 1 on-site parking space, there is still considered to be satisfactory parking arrangements. Likewise there is not considered to be a detrimental impact on the amenities enjoyed by neighbouring occupants. The proposed development as amended is considered to comply with Policies outlined in the NPPF (2012), the Crawley Borough Local Plan (2015-2030) and the Urban Design SPD (2016), and it is recommended to grant permission for this application subject to conditions.

RECOMMENDATION RE: CR/2017/0418/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.

Agenda Item 6

3. The materials and finishes of the external walls and roofs of the extensions hereby permitted shall match in colour and texture those of the existing dwelling.
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The windows on the first floor northern and southern elevation of the building shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening.
REASON: To protect the amenities and privacy of the adjoining properties, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
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 members/consultees/respondents/applicant/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.



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Tel: 01293 438000
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CR/2017/0418/FUL

Date 25 September 2017

Approx. Scale 1:1,250

14 THE CHASE, FURNACE GREEN, CRAWLEY



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

REFERENCE NO: CR/2017/0444/FUL

LOCATION: [KILNMEAD CAR PARK, KILNMEAD, NORTHGATE, CRAWLEY](#)

WARD: Northgate

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

TARGET DECISION DATE: 25 August 2017

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: HNW Architects

PLANS & DRAWINGS CONSIDERED:

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

CONSULTEE NOTIFICATIONS & RESPONSES:-

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

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

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

No objection.

No response received.

No objection.

No objection provided all works are carried out in accordance with the Tree Development Report provided by Connick Tree Care. Joint response (see below Sustainability comments)

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

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

No objection; adequate provision for bins.

No objection subject to informative for a formal application.

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

No response received.

No response received.

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

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

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

No objection subject to open space contributions.

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

9. CBC - Drainage Officer
10. CBC - Property Division
11. West Sussex Fire Brigade
12. CBC - Housing Enabling & Development Manager
13. CBC - Planning Arboricultural Officer
14. CBC - Environment Team
15. CBC - Environmental Health
16. Cycle Forum
17. CBC - Refuse & Recycling Team
18. Southern Water
19. CBC - FP - Energy Efficiency & Sustainability
20. CBC - FP - Retail & Employment
21. CBC - FP - Urban Design
22. Listed Building and Conservation Advisor
23. Ecology Officer - Mike Bird
24. WSCC - Surface Water Drainage (SWD)
25. CBC - FP - Countryside & Open Space
26. Archaeology Officer - Alex Egginton

NEIGHBOUR NOTIFICATIONS:-

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

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

RESPONSES RECEIVED:-

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

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

REASON FOR REPORTING TO COMMITTEE:-

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

THE APPLICATION SITE:-

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

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

THE PROPOSED DEVELOPMENT:-

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

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

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

PLANNING HISTORY:-

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

PLANNING POLICY:-

National Planning Policy Framework (2012) (NPPF)

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

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

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

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

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

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

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

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

Supplementary Planning Documents (adopted October 2016)

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

Urban Design SPD 2016:

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

Green Infrastructure SPD 2016:

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

Planning and Climate Change SPD 2016:

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

Emerging Affordable Housing SPD

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

Crawley Community Infrastructure Levy Charging Schedule 2016

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

Developer Contributions Guidance Note (published July 2016)

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

Dyers Almshouses Conservation Area Statement (March 2017)

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

PLANNING CONSIDERATIONS:-

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

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

The principle of the development in this location

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

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

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

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

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

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

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

The impact on neighbouring properties and amenities

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

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

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

Noise considerations

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

The acceptability of the proposed development for future occupiers

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

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

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

Parking and Highway safety

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

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

Impact on trees, landscaping and boundary treatment

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

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

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

Drainage

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

Sustainability

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

Provision of Infrastructure Contributions

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

Provision of Affordable and Low Cost Housing

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

CONCLUSIONS:-

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

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

RECOMMENDATION RE: CR/2017/0444/FUL

PERMIT - Subject to the conclusion of a Section 106 agreement to secure the financial contributions of £61,600 for replacement and additional tree planting, £5,474 for open space and the provision of 40% affordable housing on the site, and subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No works on cycle and refuse stores shall be carried out unless and until a schedule and samples of materials and finishes to be used for cycle and refuse stores have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve cycle and refuse store of high quality design and appearance due to close proximity to the Dyers Almshouse Conservation Area in accordance with Policies CH3, CH12 and CH13 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
5. No part of the development shall be occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents. The cycle parking spaces shall be maintained as such thereafter.
REASON: To encourage sustainable travel options and in accordance with Policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
6. Before any work for the implementation of this permission commences, detailed plans and particulars of the land levels and the finished floor levels of the dwellings shall be submitted to and approved in writing by the Local Planning Authority, and the buildings shall be constructed in accordance with the approved levels.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

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

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13. No drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.
REASON: For the protection of Controlled Waters as the site is located above a Secondary Aquifer and in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
14. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
REASON: To ensure the protection of groundwater in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
15. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres or such distance as may be agreed in writing by the Local Planning Authority. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
16. The works of the development hereby approved shall only be undertaken in accordance with the Tree Development Report and the Arboricultural Method Statement provided by Connick Tree Consultants and dated 20th September 2017.
REASON: To ensure the retention and maintenance of trees important to the visual amenity / the ecological quality / and for the environment of the development in accordance with Policies CH2 and CH3 of Crawley Borough Local Plan 2015-2030.
17. The hard and soft landscaping scheme of the development hereby approved shall be implemented in accordance with the approved landscape proposals associated with the application.
REASON: In the interests of amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
18. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
19. No development shall commence on site until a statement setting out how the recommendations (including avoidance of lighting impacts and enhancements) in the preliminary ecological appraisal and subsequent bat roost assessment of trees report by Middlemarch Environmental will be implemented, been submitted to, and approved by, the local planning authority. The approved method statement shall be implemented in full.
REASON: To ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030.
20. No development shall commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been

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

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

21. No development shall commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.

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

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking and re-enacting that Order, no development to the three terraced houses hereby approved fronting Kilnmead falling within Classes A, B and E of Part 1 of Schedule 2 of the Order shall be carried out without the prior, express planning permission of the Local Planning Authority.

REASON: To retain the outdoor private amenity area for future occupants of the site in accordance with Policy CH5 of the Crawley Borough Local Plan 2015-2030.

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking and re-enacting that Order, no development to the three terraced houses hereby approved fronting Kilnmead falling within Classes D and F of Part 1 of Schedule 2 and Classes A and B of Part 2 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.

REASON: In the interests of visual amenity and highway safety in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

24. The flats hereby approved shall not be occupied until details of combined television, DAB and FM aerial facilities to serve all flats within the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented in full in accordance with the approved details prior to the occupation of any flat.

REASON: In the interests of the visual amenities in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

25. No works on the dwellings or flats shall commence until a scheme to provide superfast broadband to the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To help reduce social exclusion and to allow good access to services in accordance with Policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.

26. Before construction of the development commences, details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that the Town Centre District Energy Scheme is delivered shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the approved details.

REASON: In the interests of environmental sustainability in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030.

27. Before the occupation of the development hereby permitted, a feasibility report for the connection of the development to a District Energy Network shall be submitted to and approved in writing by the Local Planning Authority. Should the report demonstrate that a connection is technically and practically feasible the full details of the connection and infrastructure shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

REASON: In the interests of environmental sustainability in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030.

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28. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with Policy ENV9 of the Crawley Borough Local Plan 2015-2030.
29. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority.
REASON: The site is near to the centre of Crawley Historic Core and has an enhanced potential to contain either known or previously unknown below ground Heritage Assets, and as such it is important that it is investigated in accordance with Policy CH12 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

1. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.
2. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
3. The water efficiency standard required under Condition 28 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
4. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk
5. The applicant's attention is drawn to the advice provided by Thames Water in their correspondence of 5th June 2017 in respect to their requirements for waste water disposal. If discharge is proposed into a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.



Crawley Borough Council,
Town Hall,
The Boulevard,

CR/2017/0444/FUL

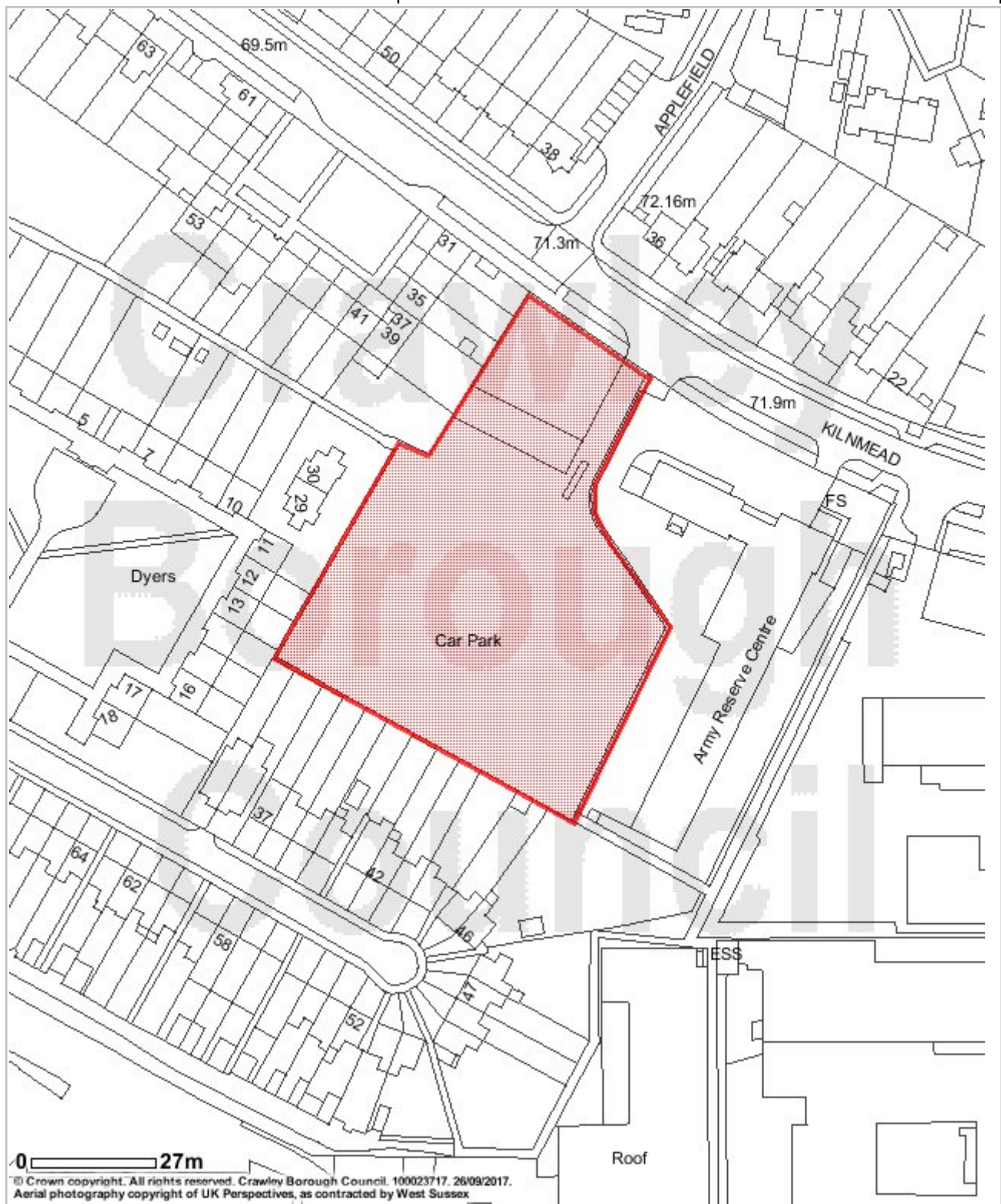
Date 26 September 2017

Approx. Scale 1:1,250

Crawley,
West Sussex RH10 1UZ

Tel: 01293 438000
Fax: 01293 438603

KILNMEAD CAR PARK, KILNMEAD, NORTHGATE,
CRAWLEY



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

REFERENCE NO: CR/2017/0519/FUL

LOCATION: [THE IMPERIAL, BROADFIELD BARTON, BROADFIELD, CRAWLEY](#)
WARD: Broadfield North
PROPOSAL: DEMOLITION OF THE EXISTING PUBLIC HOUSE AND ASSOCIATED FLAT AND THE ERECTION OF A FIVE STOREY MIXED USE DEVELOPMENT CONSISTING OF 7 X ONE BEDROOM AND 12 X TWO BEDROOM FLATS, 1 X DRINKING ESTABLISHMENT (A4 USE) AND 2 X RETAIL UNITS (A1 USE), WITH LOWER GROUND FLOOR PARKING (AMENDED DESCRIPTION AND PLANS)

TARGET DECISION DATE: 19 September 2017

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Metropol Homes Limited

AGENTS NAME: Appleby Architects

PLANS & DRAWINGS CONSIDERED:

15166 001 P1 Site Location Plan, 15166 002 P1 Existing & Proposed Block Plans, 15166 003 P1 Existing Elevations, 15166 004 P1 Demolition Plan, 15166 005 P3 - Proposed Ground Floor Plans, 15166 006 P2 - Proposed First & Second Floor Plans, 15166 007 P2 - Proposed Third Floor Plan, 15166 008 P2 - Proposed Front & Rear Elevations, 15166 009 P3 - Proposed Side Elevations, 15166 010 P3 - Proposed Sections, 15166 011 P1 Site Survey, 15166 012 P1 Proposed East Elevation

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|--|
| 1. | GAL - Aerodrome Safeguarding | No objection subject to the requirement for a bird hazard management plan. |
| 2. | Environment Agency | No comment required. |
| 3. | WSCC - Highways | No objection as it is not considered there would be a severe impact on the highway network. The remodelled access onto Pelham Place would be acceptable to accommodate the anticipated level of traffic. There are no known highway capacity issues and congestion issues in the area. The 19 spaces are acceptable, would comply with WSCC Parking Demand Calculator. There is unlikely to be an increase in on road parking. This is a sustainable location well served by the Broadfield Barton neighbourhood centre and bus stops. |
| 4. | National Air Traffic Services (NATS) | No objection |
| 5. | Thames Water | No objection. A condition controlling piling is recommended. |
| 6. | Sussex Building Control Partnership | No comment received. |
| 7. | Sussex Police | The amended plans addressed some of their concerns however the residential and commercial access/parking need to be kept separate and therefore the proposals could result in an increase in the opportunity for and |

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- | | |
|---|---|
| 8. CBC - Drainage Officer | the fear of crime. Sussex Police do not support the application.
The proposal needs to provide evidence of how it will reduce surface water run-off rates. A further update is to be made at the committee meeting. |
| 9. West Sussex Fire Brigade | No comment received. |
| 10. CBC - Housing Enabling & Development Manager | No objection to the affordable housing offer of 8 units. Requests that parking is offered on a pro-rata basis. Two units need to be low cost and offered with a 10% discount. |
| 11. UK Power Networks | No comment received. |
| 12. CBC - Environment Team | No comment received |
| 13. CBC - Environmental Health | Comments that there could be potential issues with noise disturbance from the pub to future residents and fumes from extracts. Conditions to restrict the hours and noise generating activities are therefore recommended as well as requiring additional noise insulation. |
| 14. Cycle Forum | Cycle parking should be provided for 31 spaces. There should also be 3 visitor cycle parking spaces. The cycle parking could be more intensively provided in the proposed space. |
| 15. CBC - Refuse & Recycling Team | Agreed that the amended layout would be acceptable subject to ensuing level access to the residential bin storage area. |
| 16. CBC - FP - Energy Efficiency & Sustainability | No objection subject to a condition to ensure a suitable level of sustainability is achieved for the development. |
| 17. CBC - FP - Retail & Employment | No objection. The provision of a replacement pub will comply with policies CH1 and IN1 of the Local Plan seeking to safeguard community facilities. The commercial floor-space in terms of layout and quantity is considered appropriate to a neighbourhood centre, and the proposal is in principle therefore considered to comply with policy EC7 of the Local Plan. |
| 18. WSCC - Surface Water Drainage (SWD) | No objection. |
| 19. CBC - FP - Housing | No objection in principle. The site would provide a windfall to the level of housing provision with 40% affordable being provided. |
| 20.. CBC - Planning Arboricultural Officer | Comments that the proposals will result in the loss of the oak tree adjacent to the development site to the west. The tree has particularly strong amenity and although part of a group it is the dominant member with the highest level of visibility. Its loss would be detrimental to the green amenity of the area. The loss of the trees in service yard is not objected to. |

NEIGHBOUR NOTIFICATIONS:-

This is a “major” application and in accordance with the Council’s protocols has been advertised by site notices erected around the site and by press advert.

RESPONSES RECEIVED:-

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One representation has been received objecting to the proposal on the following grounds:

- No more over-priced small flats when good cheap family homes needed with gardens.
- Loss of pub as community facility
- A supermarket would be better on the site.

One representation has been received asking the following questions:

- How will underground parking help prevent crime and antisocial behaviour.
- What retailers will there be?

REASON FOR REPORTING TO COMMITTEE:-

The proposal is a “major” application.

THE APPLICATION SITE:-

- 1.1 Located on the north side of Broadfield Barton at its western end adjacent to the bus-stops, the site is currently occupied by The Imperial public house. This is effectively a three storey building with service yard opening onto Pelham Place to the north. The ground floor is level with the shopping parade to the south, and there is a flat above. The basement level opens onto the service yard and is not visible from the front/south. There is a significant drop in levels of approximately 4m between the front of the site and the rear access onto Pelham Place. The building itself when viewed from Broadfield Barton has a number of projecting ground floor rendered bays providing the pub façade. The 1st floor flat is situated within the roof-space. The building was erected in the 1970's.
- 1.2 To the east is the side elevation of Poundland, a large primarily brick façade with little decoration/interest. To the south facing the site are the three storey buildings of Broadfield Barton, comprising ground floor shops/commercial uses with flats and offices above on the upper two floors. To the north-west are the bus-stops for the parade/neighbourhood centre. To the west are a number of mature trees in an area of a public amenity space that slopes down to the north. There is an access from Pelham Place to Broadfield Barton along the north-western boundary of the site separating it from a petrol station to the west. To the north of Pelham Place are the residential units in former units 1-14 Pelham Court Business Centre and the side facing elevation of commercial unit 18 Pelham Court Business Centre.

THE PROPOSED DEVELOPMENT:-

- 2.1 This planning application seeks permission to demolish the existing public house and flat on site and erect a 5 storey building comprising:
 - 2 x shop (A1 use class) units,
 - 1 x drinking establishment (public house) (A4 use class) unit,
 - 7 x one bedroom flats
 - 12 x two bedroom flats
 - Individual and communal outdoor amenity space
 - 21 x parking spaces
 - 31 cycle parking spaces
 - Commercial and residential bin stores.
- 2.2 The building would be five storeys when viewed from Pelham Place to the north and four storeys when viewed from the south. It would cover most of the site and the trees in the north east corner of the site would be lost. The main material proposed is brick with extensive glazing and balconies to provide private outdoor amenity space. When viewed from the south, excepting the three storey projection on the south-west corner of the building would step up away from the ground floor. The ground floor would be aligned with the front of the Poundland building to the east.

- 2.3 The top floor would be set away from the main west elevation by 5.5m and it is proposed to be finished in a dark grey panel system, with opaque glass privacy screens.

PLANNING HISTORY:-

- 3.1 In 1976 out line permission was granted for housing, service industry, youth centre, public house, library and community centre. Ref. CR/46/76
- 3.2 In 1977 planning permission was granted for detailed application for the public house. Ref CR/298/77.
- 3.3 In 1977 planning permission was also granted for the erection of a canopy over external terrace and the use of the terrace for outside drinking. Ref. CR/298/77
- 3.4 In 1987 planning permission was refused and an appeal dismissed for the erection of extension to form entrance and control area for night club at lower ground floor Ref. CR/555/1987.
- 3.5 In 1989 planning permission was granted for the erection of new entrance lobby and window alterations ref. CR/634/1989.
- 3.6 In 2016 a planning application for a change of use of service yard to manual car wash was withdrawn before determination. Ref. CR/2016/0739/FUL.

PLANNING POLICY:-

The National Planning Policy Framework (2012):

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 4.2 Part 4 applies to promoting sustainable transport and emphasises that development should only be refused on transport grounds where the residual cumulative impacts of development are severe. It also supports the use of travel plans, balancing land uses to minimise journey lengths and sets out considerations to take into account in relation to parking standards.
- 4.3 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.
- 4.4 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.
- 4.5 Part 8 emphasis the need to facilitate social interaction and create healthy, inclusive communities including strong neighbourhood centres, safe and accessible environments where crime and disorder and fear do not undermine the quality of life. It includes planning positively for community facilities such as public houses and guard against the loss of valued facilities and services.

- 4.6 Part 10 includes a requirement to ensure there is no increase in flood risk and Part 11 aims to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. Conditions can be used to mitigate impacts from noise.

National Planning Policy Guidance

- 4.7 Includes a section providing guidance on how planning can manage potential noise impacts from new development, including the measures to mitigate it such as through engineering, layout, the use of planning conditions (restricting activities, at certain times, or specifying permissible noise levels), and suitable noise insulation.

The Crawley Borough Local Plan 2015-2030

- 4.8 The plan was adopted in December 2015 and the following policies are of relevance:-
- 4.9 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.
- 4.10 Policy CH1 seeks to protect and enhance the neighbourhood principle in the town including appropriate development in sustainable locations, retaining neighbourhood centres as the focal point for local communities and encouraging development unless it would result in the loss of local facilities and services. (This includes public houses as community facilities).
- 4.11 Policy CH2 'Principles of Good Urban Design' seeks to assist in the creation, retention or enhancement of successful places in Crawley. In particular it seeks to reinforce locally distinctive patterns of development, create continuous frontages onto streets, and create public spaces and routes that are attractive whilst integrating land uses and transport networks.
- 4.12 Policy CH3 'Normal Requirements of All New Development' states that all proposals should be based on a thorough understanding of the significance and distinctiveness of the site, be of a high quality in terms of its design, sympathetic to its surroundings, provide a good standard of amenity for future occupants, retain trees which contribute positively to the area, meets its own operational requirements and demonstrate that it addresses the principles included within both 'Secure by Design' and 'Building for Life' criteria.
- 4.13 Policy CH5 'Standards for All New Dwellings' requires development to accord with the Nationally Described Space Standards.
- 4.14 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 however, where this is not feasible commuted sums will be sought in lieu on a per tree basis.
- 4.15 Policy CH8 identifies important views which should be protected. These views are divided into two categories, linear contained and long distance views. Of particular relevance to this site are the linear views north along Brighton Road from A23/A264 junction and the long distance view from Tilgate Park.
- 4.16 Policy EC4 includes a requirement for development proposals adjacent to residential areas to not result in adverse harm to local amenity or the function of the surrounding area.
- 4.17 Policy EC8 includes the change of use of ground floor uses and seeks to ensure that development is appropriate to the role of the neighbourhood centre in terms of scale and function, does not adversely affect the ability of the parade to cater for day to day needs of local residents, will not

adversely impact upon amenity and the environment and will maintain and enhance the vitality of the parade.

- 4.18 Policy H3 states that all housing development should provide a mix of dwelling types and sizes to address local housing needs and market demand.
- 4.19 Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs. This includes 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. All reasonable opportunities including brownfield site will be considered.
- 4.20 Policy H4 requires 40% affordable housing from all residential developments. In addition 10% low cost housing is required on developments for 15 or more dwellings. These targets will apply unless evidence can be provided to show that the site cannot support those requirements from a viability perspective and that the development clearly meets a demonstrable need.
- 4.21 In addition to supporting the provision of new necessary infrastructure policy IN1 seeks to protect existing infrastructure and services. This includes public houses which are community facilities. It also sets the background for implementing CIL and seeking S106 agreements to address site specific issues.
- 4.22 Policy IN2 requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- 4.23 Policy IN3 requires development to be concentrated in locations where sustainable travel patterns can be achieved.
- 4.24 Policy IN4 sets out that the appropriate amount of car and cycle parking to meet the needs of a development is assessed against the Council's car and cycle parking standards.
- 4.25 Policy ENV5 requires development to make provision for open space and recreational facilities.
- 4.26 Policy ENV6 requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes.
- 4.27 The site is within a priority area for District Energy Networks, Policy ENV7 encourages the delivery of district energy networks and associated infrastructure or low carbon energy approach for new development.
- 4.28 Policy ENV8: (Development and Flood Risk) advises that development proposals must avoid areas which area exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- 4.29 Policy ENV9 requires development to minimise its impact on water resources and promote water efficiency.
- 4.30 Policy ENV10 deals with pollution management and land contamination.
- 4.31 Policy ENV11 requires applications to be accompanied by a noise impact assessment where there is likely to be exposure to significant or unacceptable noise exposure.

Other Material Considerations:

- 4.32 Planning and Climate Change – 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.

- 4.33 Urban Design – 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.
- 4.34 Green Infrastructure – Sets out the Council’s approach to trees, open space and biodiversity. It 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.
- 4.35 The draft Affordable Housing SPD June 2017 is currently out to consultation - It provides guidance on affordable housing requirements from developments including on-site provision, tenure options, design and layout, house types and sizes,

PLANNING CONSIDERATIONS:-

- 5.1 In addition to consideration of the acceptability in principle of the demolition of an existing community facility (The Imperial Public House) and its replacement by 19 flats, 2 shop units and a new drinking establishment the following are the key matters in the determination of this application:
- The impact upon visual amenity, the street scene and the character of the area;
 - The impact upon nearby occupiers amenities;
 - The acceptability of the development for future residents.
 - The impact on highways and parking;
 - The operational requirements of the site;
 - Infrastructure impacts and the provision of affordable housing;
 - Other

The Principle of the Development.

- 5.2 There is no objection in principle to additional housing and small scale retail units being provided at a neighbourhood centre or to the increased efficiency of the use of the land from its more intensive and sustainable use.
- 5.3 The public house on the site is defined as a community facility and its loss would be contrary in principle to policies CH1 and IN1 of the Crawley Borough Local Plan 2015-2030 that seek the retention of these community facilities and the protection of the operation of the neighbourhood centres. The proposal seeks to replace the existing public house with a smaller A4 use class drinking establishment on the ground floor of the new building opening out onto the pedestrianised Broadfield Barton. In principle therefore the existing public house use would be maintained and this could accord with the direction of government advice and the Councils own policies which seek to retain these facilities where they contribute to the neighbourhood or town overall, unless an equivalent replacement or improvement to services is provided or there is suitable alternative provision. As there is no other public house use within Broadfield there is no alternative provision in the area, and it is therefore necessary to retain this use on this site in these circumstances. Notwithstanding the new A4 drinking establishment would be significantly smaller than the existing building and is not therefore an equivalent replacement it would re-provide this facility.
- 5.4 There is however a concern that the planning application would allow for the demolition of the existing building and this could result in the cessation of the use. This would be contrary to the Local Plan policies if the facility is not replaced. It is therefore considered necessary to protect the public house use, both in the short term by preventing the use ceasing and the building being demolished, and in the longer term to ensure that a public house use is re-provided on site to ensure the range of facilities at Broadfield Barton is not diminished. It is therefore recommended

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that in order to ensure the public house use is safeguarded a condition to phase the development to ensure the replacement drinking establishment is provided as quickly as possible and a S106 legal agreement will be needed to ensure the re-provision is made.

- 5.5 It is therefore considered that the positive contribution of the additional residential units and the new retail units with the re-provision of a A4 drinking establishment (public house), (although of a smaller scale than the existing facility), would on balance accord in principle with the requirements set out in the Local Plan policies relating to neighbourhood principles, housing provision, and infrastructure provision.

The impact upon visual amenity, the street scene and the character of the area;

- 5.6 The proposal seeks to utilise the whole site to provide a building up to 5 storeys in height with flats roofs. The building would step back as it rises allowing the provision of balcony/private outdoor amenity areas on the roofs of the flat below. The taller parts of the building would be situated towards the western and southern sides of the site, but would not generally be immediately adjacent to the boundaries. There would be an open courtyard area/communal garden above the 1st floor within the centre of the site. This would have an outlook to the north/rear. The ground floor shop/pub frontage would be level with the frontage of Poundland to the east.
- 5.7 In terms of materials the main wall material is shown as either a chocolate or buff brick and there would be large glazed openings and balconies on all elevations. The top floor would be in a contrasting dark grey cladding. Windows and door frames and the balustrades to balconies would have aluminium frames finished in dark grey. There would also be the limited use of cedar infill panels and some solid dark grey panels within the fenestration.
- 5.8 When viewed from Broadfield Barton to the south the building would be 4 storeys in height, with the frontage of each floor above the ground floor set back from the floor below. There would be a three storey high element at the western corner of the southern façade that would not be set back, and this would as a consequence be more prominent than the rest of the frontage and create a feature on the corner when viewed from Broadfield Barton to the east and west..
- 5.9 When viewed from the west the building would have its maximum 5 storeys in height towards the rear/north, and the bulk of the building would be set back 4m from the elevation at its most westerly point, with the intervening part of the building being up to 2 storeys in height.
- 5.10 From the rear/north a single storey element would project from a predominantly 4 storey building, with the top floor being set further to the rear. This would be 16m wide and the remaining 7.6m of the site up to Poundland would be two storeys in height with the bulk of the rest of the building 16m behind this resulting in a the creation of a significant gap.
- 5.11 The building would have a modern contemporary design, and notwithstanding it would be overall a storey taller than the buildings in Broadfield Barton facing the site to the south, it is considered that the building would be an enhancement to the area when compared to the existing public house and its large service yard.
- 5.12 The building would result in the loss of two trees within the site, close to the northern boundary in the service yard and close to Poundland. These trees do not have significant amenity due to their location and their loss would not therefore have an adverse impact on the street scene and the character of the area.
- 5.13 The Council's Arboricultural Officer has raised a concern regarding the impact of the development on an oak outside of the site but close to the western boundary within an area of amenity land. Much of the canopy of this tree, which has significant public amenity both individually and as a part of the group of trees, would have to be reduced to allow the development to proceed. Furthermore this level of reduction would be need to be maintained in order to prevent nuisance to future occupiers, and it is considered that the viability of this tree would be severely compromised by the development. The loss of this tree is unfortunate, however, it is not considered that the impact of

the loss of this single tree would outweigh the benefit of developing this site more intensively to provide 19 flats, additional shops and a replacement pub, and on this basis it is therefore considered to be acceptable.

- 5.14 To accord with policy CH6 the trees lost would need to be replaced. As there is no room for replacement planting on site, these trees will need to be sited elsewhere, and a commuted sum would therefore be required as set out in the Green Infrastructure SPD 2016. As the oak to be lost is an urban tree it is considered that the “tree in hardstanding” figure will form the basis for the replacements.

The impact upon nearby occupier's amenities;

- 5.15 There are two main areas where there would be an impact on neighbouring occupiers, comprising the facing 3 storey buildings to the south in Broadfield Barton and the dwellings formed from the recently converted commercial office units in 1-14 Pelham Court Business Centre (Orchid Court) to the north. To the east of these dwellings is the side elevation of a building still in commercial use.
- 5.16 To the south the ground floors and uppers floors still appear to all be commercial and the impact of this larger building upon the occupiers of these buildings to the south would therefore be acceptable.
- 5.17 To the north the new dwellings in the previously commercial Pelham Court Business Centre would have their front windows facing the site across the busy Pelham Place, which at this point effectively becomes a service road to the rear of commercial units in Broadfield Barton. At its closest point, no. 14 Pelham Court Business Centre (Orchid Court) would be 18.5m from the single storey element of the rear elevation and 24m from the rear 4 storey part of the proposal. The impact is increased by the slight drop in levels from the application site to these dwellings provided in the former office units.
- 5.18 The outlook to the south towards the site from these new permitted development dwellings is poor as they face a petrol station and the service area and rear elevation of the current public house. Beyond the petrol station the outlook is partially softened by the amenity of the street trees. The outlook from these dwellings would be retained across the petrol station forecourt towards the trees, excepting the outlook from no. 14 which would directly face the proposed development to the south with living and bedroom windows, with the petrol station off to the south west. The bulk and massing of the new building would have an adverse impact on the light to the front of these dwellings, but as they have no outdoor amenity space and the front is very close to the road, it is not considered that the development, even with its balcony/outdoor amenity areas, would adversely impact upon privacy. Notwithstanding the scale and location of the proposed building, the replacement of the service yard and the untidy rear elevation of The Imperial, together with the partial screening of the bulk of the blank side elevation of Poundland with the new building would in the view of your officers improve the view from these dwellings.
- 5.19 It is therefore considered that notwithstanding there would be negative impacts from the building on the occupiers of these dwellings, there would also be positive effects, and taking into account all of the impacts overall the development would not result in harm so demonstrable as to warrant a refusal on neighbour amenity grounds.

The acceptability of the development for future residents.

- 5.20 All of the proposed flats would comply in floor space terms with the Nationally Prescribed Space standards, and all living/bedrooms would have a window with an acceptable outlook. None of the flats would have windows that would directly look into neighbours flats and the general outlook to the units is outside the site. The flats would also be provided with their own outdoor amenity areas and there would also be a small communal out-door amenity area.
- 5.21 There is only one flat with a single aspect which would have an outlook over the communal amenity area towards the north across Pelham Place. This outlook would be between the side elevation of

Poundland to the east and the rest of the proposed building to the west, and although this is not ideal it would not have an impact on future occupiers that would be harmful to their amenity.

- 5.22 Views to the west towards the petrol station would be poor, particularly given the illuminated advertising on the canopy, but an outlook would be provided. Views to the south towards the three storey buildings along Broadfield Barton would be into floors currently in commercial use, and it is not considered there would be significant privacy issues. As previously noted views to the west across the amenity land, would be significantly impacted by the canopy of the adjacent tree and it is accepted that the tree would not be viable given how much would have to be cut from the canopy to implement and allow the occupation the building without branches spreading across balconies or up to windows. Overall however, the outlook from the flats is considered to be acceptable, and there would not be significant issues relating to privacy.
- 5.23 There are concerns from the Environmental Health Department regarding the potential for noise and disturbance from the drinking establishment. In order to prevent future disturbance to residents a number of conditions are recommended including control of hours, restrictions on music and a requirement for a noise insulation scheme. Whilst this would be likely to alleviate these issues, it could curtail the operation of the public house and there are concerns that this would impact adversely its viability in the future, which could result in a loss of this community facility.

The impact on highways and parking;

- 5.24 The proposal would provide vehicular access from the rear via Pelham Place. Due to the design of the building, access to the site by larger vehicles would be restricted as they could not enter the basement car-park due to the low ceiling height. On this basis only smaller commercial vehicles could enter the site and will have to stop within the car-park on the access road as there is no parking space for these vehicles. West Sussex County Council as the highway authority has commented on the access arrangements, and were specifically asked to comment on the service/delivery vehicle access. It confirmed that it had no objection to what is proposed in terms of highway safety or capacity, but that the Local Planning Authority should ensure that the waste arrangements were acceptable. On the basis that the amendment to the development to the basement level has not been objected to by the Waste and recycling team provided there is level access so bins can be wheeled to where the dustbin lorry would halt, it is considered that the access arrangements for the development would be acceptable.
- 5.25 In terms of parking, it is proposed that 21 spaces would be provided. This would include two spaces capable of providing disabled access. The Urban Design SPD 2016 parking standard for this area is for 1.2 spaces per one bed and 1.5 spaces per two bed unit. In addition, the retail units would require one space per 20sqm and the drinking establishment (if considered under the historic A3 definition) would require 1 space per 5sqm of public area and 2 spaces per bar for staff.
- 5.26 The indicative minimum parking standard for the mix of uses proposed for the site would be:
- 7 x One bedroom units x 1.2 = 8.4
 - 12 x two bedroom units x 1.5 = 18
 - 2 x a1 retail units 300sqm /20 = 15
 - 1 x Drinking Establishment (Based on half the proposed floor area and one bar being provided) (143sqm/5) + 2 = 31
- 5.27 On this basis, the Urban Design SPD 2016 guidance implies that this mixed use development as a whole could require 72 parking spaces. This however does not take into account the context of the site. The site is located within the Broadfield neighbourhood centre at Broadfield Barton and is immediately adjacent to bus stops. The neighbourhood centre is also well served by the by the Council owned public car-park to the east. The site is therefore a highly sustainable location and visitors to the proposed shops would, as with the other commercial units in the centre, use the Council public car-park. The drinking establishment use which currently functions as a neighbourhood pub is within a relatively short walking distance of the residents of Broadfield in

addition to being well served by public transport. Visitors by car can be accommodated in the neighbourhood centre public car-park to the east.

- 5.28 In relation to the residential element of the proposals, there would be (according to the Urban Design SPD 2016), an indicative minimum of 26.4 spaces required. The applicant is proposing a total of 21. This would allow for a space for each of the 19 flats with two extra indicated as parking for visitors. Given the sites sustainability and the immediate access to local facilities within the neighbourhood centre it is considered that a parking allowance of one per unit would be acceptable. This could also allow for the remaining two spaces to be used more flexibly, including potentially being retained for the drinking establishment use to assist with its long term viability. It is therefore considered that the parking proposed for the building would be acceptable.
- 5.29 The development also provided a tall room in the basement for the storage of cycles. This originally did not provide adequate storage, however the applicant has advised of an alternative cycle parking system allowing for the parking of 38 cycles and on this basis it is accepted that the development could meet is 31 cycle parking requirement and additional visitor cycle parking could be provided within this room. In addition it should be noted that many of the flats are in excess of the Nationally Prescribed Space Standards and are provided with small outdoor amenity areas/balconies, and could therefore provide individual cycle storage themselves for residents.

The operational requirements of the site;

- 5.30 The developer is proposing the provision of rooms in the basement that can accommodate residential and commercial waste separately. The Council's Waste and recycling team have also been consulted, and whilst vehicles will not be able to fully enter the site, the arrangements for collection of residential waste in the amended plans are considered acceptable. The commercial waste area would be accessed via its own separate entrance into the car-park. Only smaller vehicles would be able to collect this waste due to the restriction caused by the height of the ceiling in this part of the building. Commercial waste collection is not however a function of the Local Authority and the future occupiers would have to organise this service themselves using smaller vehicles or have a larger vehicle stopped by the rear access to the site. . The collection of waste from the site would therefore be acceptable.
- 5.31 Internally, the development has been revised to separate residential and commercial uses. The commercial uses would have their own lift from the basement to the first floor, waste storage and access corridors. As with waste collection vehicles, deliveries to the rear would have to be undertaken using smaller vehicles due to the restricted height of the ceiling, and as access to the front of the site would be restricted due to the bus-stops at its closest point to the highway to the south west. Although difficult, it is considered that the access/delivery arrangements for the drinking establishment and shops could be achieved.
- 5.32 The internal layout at the basement and ground floor levels has been altered, and the services for the respective residential and commercial uses has been separated, so that there is no need for shared staircases, corridors, lifts and storage areas. This would allow the different uses to operate independently of one another and prevent potential conflicts between future residents and the businesses. It is however accepted that due to the layout of the vehicle access and car-park that this area would at times be shared.

Infrastructure impacts and the provision of affordable housing;

- 5.33 The proposal would be liable for the CIL.
- 5.34 Three trees would be lost due to the development and their replacement off-site (there is no tree planting proposed on site), in accordance with policy CH6 of the Local Plan and the Green Infrastructure SPD will therefore be required. The oak off site to the west and Ash and Oak in the rear service yard have diameters of 40-50cm, and this would equate to a need for 12 replacement trees. In addition policy CH6 also requires the provision of at least one additional tree for each new dwelling. The net increase in dwellings proposed would be 18, there is a total requirement for 30

new trees. As they cannot be replaced on site a commuted payment will be sought as set out in the Green Infrastructure SPD 2016 at a cost of £700 per tree. The infrastructure requirement for trees would therefore be for £14000.

- 5.35 The developer has also offered to provide 8 of the flats comprising 5x one bed and 3x two bed units as affordable units. This is considered to accord with the requirements of policy H4 that seeks 40% affordable housing from all residential schemes split 70% affordable rent to 30% intermediate tenures. Policy H4 also seeks 10% of all housing development with more than 15 units to be provided as low cost housing with a discount of 10% to first time buyers, and although this has not been specifically addressed in the affordable housing statement it will be a requirement of the S106 agreement.

Other

Crime prevention

- 5.36 Sussex Police do not support the application as are concerns regarding the internal layout that had spaces shared by both the commercial and residential uses. Although a number of recommendations are made as regards crime prevention measures it considers that the development could lead to an increase in crime and the fear of crime. A condition is however recommended to ensure that security measures are provided to make the development safer.

CONCLUSIONS:-

- 6.1 The development is considered to provide acceptable accommodation for future residents, and would enhance the appearance of this end of Broadfield Barton, even with the tree that would be lost. Operationally the uses could operate within the building and there would be an acceptable level of parking for future residents. The provision of new shop units is welcomed as is the potential re-provision of a public house. Sussex Police have concerns regarding the layout as regards its impact on crime and the fear of crime
- 6.2 There is also concern that the development would result in the loss of the public house which is an important community facility for Broadfield, and the replacement floor-space within the proposed building could be subject to controls that could limit its long term viability. The loss of this community facility providing the only pub in Broadfield would be contrary to the aims of providing facilities to local residents and this would be contrary to the Local Plan. It is therefore essential that there are adequate controls to ensure that the replacement A4 drinking establishment use is re-provided and the current building is not demolished and the site left empty, and it is recommended that this will require control via a legal agreement in addition to the S106 requirements. Subject to these controls and the following conditions it is considered that the development would provide additional housing including a 40% as affordable units, and it is therefore considered that the benefits of the development would outweigh the harm and on balance it is recommended that a resolution to permit be granted subject to the completion of the S106 legal agreement.

RECOMMENDATION RE: CR/2017/0519/FUL

To permit subject to the completion of a S106 Legal Agreement to ensure the long term viability of a public house on the site, replacement and additional tree planting and the provision of affordable housing.

If a Legal Agreement is not in place by 1st December 2017 then the application be refused for the following reason:

An agreement is not in place to secure the appropriate infrastructure provisions, the retention of community facilities and affordable housing. The development is therefore contrary to policies CH1, IN1 and H4 of the Crawley Borough Local Plan 2015-2030 and the emerging Affordable Housing SPD and the adopted Green Infrastructure SPD.

Agenda Item 8

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. Prior to the demolition of The Imperial a phasing plan of the works to ensure the provision the A4 drinking establishment prior to the completion and occupation of the residential units shall have been submitted to and been approved in writing by the Local Planning Authority. The development shall thereafter only be implemented in accordance with the approved phasing plan to ensure the A4 use Drinking Establishment community facility is re-provided.
REASON: To ensure the re-provision of a community facility in accordance with policies CH1 and IN1 of the Crawley Borough Local Plan 2015-2030.
4. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
5. No construction shall commence until detailed plans and particulars of the land levels and the finished floor levels of the building relative to an identified datum point have been submitted to and been 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.
6. The no construction shall take place until details of the proposed surface water (and foul) drainage and means of disposal have been submitted to and approved by the Local Planning Authority and no building shall be occupied until all drainage works have been carried out in accordance with such details as approved by the Local Planning Authority.
REASON: To ensure that the proposed development is satisfactorily drained in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
7. No walls, roofs, windows doors or balconies shall be erected unless and until a schedule of materials and finishes and samples of such materials and finishes to be used for external walls, roofs, window frames, door frames and balconies of the proposed building 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.
8. Prior to the installation of any shopfronts, (including the drinking establishment), windows, doors and balconies detailed drawings of them comprising the whole element to include the reveals at a scale of 1:20 and joinery details at a scale of no less than 1:5 shall first have been submitted to and been approved in writing by the Local Planning Authority. The shopfronts, windows, doors and balconies shall thereafter be implemented only in accordance with the approved details.
REASON: To ensure a building of quality in accordance with policy CH3 of the Local Plan 2015-2030.

9. The flats hereby approved shall not be occupied until details of combined television, DAB and FM aerial facilities to serve all flats within the development have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented in full in accordance with the approved details prior to the occupation of any flat.
REASON: In the interests of the visual amenities in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
10. No works on the dwellings or flats shall commence until a scheme to provide superfast broadband to the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To help reduce social exclusion and to allow good access to services in accordance with Policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
11. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with Policy ENV9 of the Crawley Borough Local Plan 2015-2030.
12. No construction shall take place until precise details of the energy strategy and sustainability measures for the new development which are referred to in the submitted Sustainability and Energy Efficiency Statement have been submitted to and agreed in writing by the Local Planning Authority. the dwellings shall not be occupied until the agreed measures have been implemented.
REASON: To address sustainability measures required under policies ENV6 and ENV7 in the Crawley Borough Local Plan 2015-2030.
13. No part of the development shall be occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide car-parking space for the uses in accordance with policy CH3 of the Crawley borough Local Plan 2015-2030.
14. The layout of the proposed development shall provide two parking spaces for the A4 Drinking Establishment and each of the 19 dwellings shall be allocated one space each.
REASON: To ensure that adequate and satisfactory provision is made for the parking of vehicles clear of all highways in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
15. Cycle storage for at least 39 cycles shall be provided prior to the occupation of any of the residential units within the room indicated for cycle storage on the approved proposed lower ground floor plan. the cycle storage shall thereafter be retained solely for the parking of cycles in accordance with the approved plans.
REASON: To ensure adequate cycle parking is provided for the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
16. Waste and recycling storage shall be provided prior to the occupation of any of the retail (A1 use), drinking establishment (A4 use) and residential units within the rooms indicated for commercial bin storage and the residential bin storage on the approved proposed lower ground floor plan. The commercial bin storage and residential bin storage shall thereafter be retained solely for the storage of waste and recycling in accordance with the approved plans.
REASON: To ensure adequate bin storage is provided for the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
17. Notwithstanding the details shown on proposed lower ground floor plan, a dropped kerb shall be provided and thereafter maintained outside the double doors between the two lifts providing disabled access to allow the residential bins to be rolled onto the access road.

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REASON: To ensure the operational requirements of the site can be met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

18. Notwithstanding the details shown on proposed lower ground floor plan, a level access shall be provided and thereafter maintained to the commercial bin store and goods lift from the access road immediately to the north east of space 15 and south of the staircase to allow the commercial bins and deliveries to be rolled to and from the access road.
REASON: To ensure the operational requirements of the site can be met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
19. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
- the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
 - details of public engagement both prior to and during construction works.
- REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
20. No use shall commence and no dwelling occupied until security measures have been installed with details that have first been submitted to and been approved in writing by the Local Planning Authority.
REASON: To ensure opportunities to reduce crime and the fear of crime are taken in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
21. There shall be no live or amplified music in the approved drinking establishment A4 unit.
REASON: To ensure the amenities of future occupiers are protected in accordance with ENV11 of the Crawley Borough Local Plan 2015-2030.
22. Prior to the commencement of development, written proposals for a sound insulation and control scheme ("the scheme") between the commercial units and any structurally adjoining residential dwelling shall be submitted to the Local Planning Authority (the "LPA") for approval. The scheme shall include full details of all proposed sound insulation and sound control techniques, predictive calculations, assumptions and measurements made. Development shall not commence until written approval of the scheme has been given by the LPA and the scheme will be implemented in accordance with the approved details prior to the occupation of any residential unit and thereafter maintained.
REASON: To ensure the amenities of future occupiers are protected in accordance with ENV11 of the Crawley Borough Local Plan 2015-2030.
23. The opening hours for the retail units shall be only between 07:00 to 23:00.
REASON: To ensure the amenities of future occupiers are protected in accordance with ENV11 of the Crawley Borough Local Plan 2015-2030.
24. The opening hours for the Drinking Establishment A4 Unit shall only be between 07:00 to 23:30.
REASON: To ensure the amenities of future occupiers are protected in accordance with ENV11 of the Crawley Borough Local Plan 2015-2030.

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25. There shall be no collections or deliveries to the drinking establishment and the retail units outside the hours of 07:00 to 20:00 Monday to Friday; 07:00 to 13:00 Saturday; with no collections or deliveries on Sundays and public Holidays.
REASON: To ensure the amenities of future occupiers are protected in accordance with ENV11 of the Crawley Borough Local Plan 2015-2030.
26. Submission of a Bird Hazard Management Plan
Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
The Bird Hazard Management Plan shall be implemented as approved upon completion of the 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 minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport.

INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
2. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.
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's attention is drawn to the advice provided by Thames Water in their correspondence of 25th July 2017 in respect to their requirements for waste water disposal. If discharge is proposed into a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

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 and correspondence.
- Liaising with consultees, and the applicants 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 and additional information to address identified issues during the course of the application.
- Advising the applicant of conditions prior to the determination of the application.

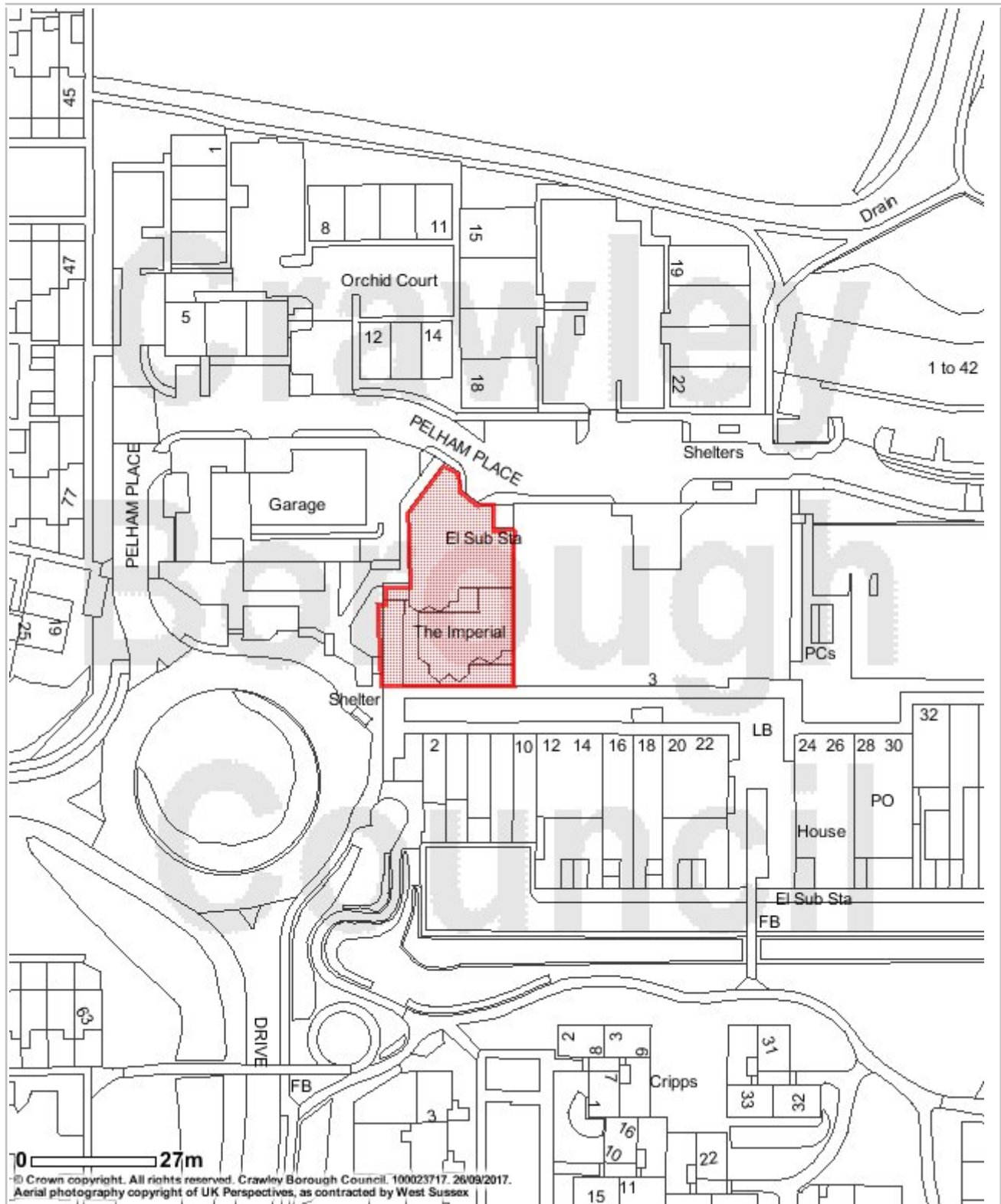
This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.



Crawley Borough Council,
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CR/2017/0519/FUL	
Date 26 September 2017	Approx. Scale 1:1,250
THE IMPERIAL, BROADFIELD BARTON, BROADFIELD, CRAWLEY	



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

REFERENCE NO: CR/2017/0667/LBC

LOCATION: [LANGLEY GRANGE, LANGLEY WALK, LANGLEY GREEN, CRAWLEY](#)
WARD: Langley Green
PROPOSAL: LISTED BUILDING CONSENT FOR REINSTATEMENT OF OAK FLOOR BOARDING, RAISING THE FLOOR IN THE LANDING STORE AND CONNECTING THE BATHROOM TO EXISTING DRAINAGE.
STRUCTURAL WORKS TO GROUND FLOOR AND BASEMENT, SUMP PUMP TO BASEMENT TO DRAIN TO INSPECTION CHAMBER, INSTALLATION OF MECHANICAL VENTILATION TO BASEMENT, FIRE ALARM AND ELECTRICAL CABLES TO BE RUN IN CONDUIT, RE-SITING OF HEATING AND DOMESTIC PIPE WORK AS REQUIRED AND FORMALISING OF THE REPLACEMENT ROOF TILES. (AMENDED DESCRIPTION).

TARGET DECISION DATE: 26 September 2017

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: Crawley Borough Council

PLANS & DRAWINGS CONSIDERED:

LG/LG/201 Basement Plan, LG/LG/202 Floor Boarding Plan, LG/LG/202 Other Works, LG/LG/202 Elevations Showing Replacement Roof Tile Areas, LG/LG/205 Site Location & Block Plans

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|---|
| 1. | GAL - Aerodrome Safeguarding | No objection |
| 2. | Historic England | No comment received |
| 3. | National Air Traffic Services (NATS) | No objection |
| 4. | CBC - Property Division | No objection |
| 5. | Listed Building Officer | No objection subject to conditions to require specific details of the attic joist repairs and requiring the other works to be undertaken in accordance with the heritage statement. |

NEIGHBOUR NOTIFICATIONS:-

The application is for Listed Building Consent and has been advertised through site notices erected around the site and through a press advert published on 16th August 2017. No neighbour consultations have therefore been undertaken.

RESPONSES RECEIVED:-

No other representations have been received.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 Langley Grange is a Grade II Listed building located to the north west of Langley Walk. The site is flat and is access by a CBC access track. There are ditches forming the eastern and southern boundaries of the site. There is a detached garage to the north east of the building.
- 1.2 The building was previously in use as a Hostel but is currently empty whilst works are being undertaken.
- 1.3 Listing description - Early C17 3 bay timber-framed house, altered and enlarged in C19. Two storeys. Ground floor painted brick. First floor tile hung with bands of fishscale tiles. Hipped modern tiled roof broken on the north side by a timber-framed stair vyse with exposed timberwork. Three modern leaded casements. Fine projecting chimneybreast at east end, the lower courses of local dressed stone, the upper portion of brick, the stack rebuilt. West gable end tile hung. C19 2-storey additions, red brick on north side. Interior has stair vyse with newel post which extends from the ground to the second floor.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks listed building consent for the following restorative works:
 - a. Retrospective consent for the steel framework and new joists supporting the ground floor in the main living room (R01) above the basement.
 - b. Installation of new extract fan into existing opening into the basement to increase ventilation.
 - c. Existing sump pump in basement to be run along the wall to be linked to the existing inspection chamber.
 - d. Installation of oak floor boards in substantial areas of the first and second floors, and the main living room of the ground floor where the previous flooring had been replaced by Oriented strand board (OSB) in the late 1990's. This includes the removal of packers installed to allow the new floor boards to follow the original contours of the joists of these rooms.
 - e. Retrospective consent for the boarding removed to expose ground floor inglenook fireplace in the main living room (R01).
 - f. Panel wall in main ground floor living room (R01) to be affixed to new oak floor boarding.
 - g. New Oak skirting to rooms where there is a difference between the finished floor level and the wall/existing skirting.
 - h. Retrospective consent to retain existing L2 fire alarm in the main living room (R01). All cabling for which within the building is to be installed in black plastic conduit with saddles.
 - i. Raise the floor in the storage area on the 1st floor to match the surrounding floor levels.
 - j. Install new oak braced and ledged doors to the 1st floor storage area
 - k. Remove fire proofing plasterboard from the first floor storage area and make good walls with lathe and plaster.
 - l. In R24 on the second floor, remove the existing repair to joists around the chimney breast and repair with oak floor joists.
 - m. Alter pipework from boiler in the cellar so they run between joists and do not run through the joists. If not possible to run between the joists they will be affixed to new skirting with cast brass pipe brackets.
 - n. Making good existing internal walls with lathe and lime plaster.
 - o. Retention of plasterboard in bathroom on first floor (R17).
 - p. Retrospective consent for the retention of the Marley standard sand faced concrete plain roof tiles and new tandalised battens.

PLANNING HISTORY:-

- 3.1 In 2012 a Listed Building application was submitted to restore and repair a number of unauthorised alterations made to the building. Ref. CR/2012/0371/LBC. This has been granted consent.

- 3.2 In 2016 Listed Building Consent was granted for minor reinstatement works to interior and to external elevations. Ref. CR/2015/0834/LBC. These works are proposed to restore the building to a condition prior to its use as a hostel, and includes the removal of roof-lights, and internal partitions and the rebuilding of chimney stacks amongst many other small scale alterations.
- 3.3 In 2016 planning permission was granted to change the use of the building from a hostel into a single dwelling house. Ref. CR/2016/0372/FUL.

Planning (Listed Buildings and Conservation Areas) Act 1990

- 4.1 Section 16(2) of the PLBCA 1990 places a statutory duty on local planning authorities and provides that:
"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

The National Planning Policy Framework 2012

- 4.2 Chapter 12 addresses conserving and enhancing the historic environment.
- 4.3 Paragraph 131 states that:
"In determining planning applications, LPAs should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - the desirability of new development making a positive contribution to local character and distinctiveness."*
- 4.4 Paragraph 132 highlights the importance of considering the significance of the heritage asset and that any harm or loss should require clear and convincing justification.
- 4.5 Paragraph 134 states that:
"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

The relevant policies of the Crawley Borough Local Plan 2015-2030 are:

- 4.6 CH12 (Heritage Assets). All development should ensure that Crawley's heritage assets are treated as a finite resource and that key features of significance are not lost as a result of development. Required Heritage Impact Assessments should describe the significance of the asset affected and the contribution made by their setting, the impact of the development and any measures adopted to ensure the heritage asset is respected, preserved or enhanced or exceptionally relocated.
- 4.7 CH15 (Listed Buildings and Structures). This requires all works to Listed Buildings to consistent with the character, appearance and heritage value of any Listed Building in accordance with National Legislation, policy and Guidance. Changes must preserve or enhance the design and character of the Listed Building and have regard to its historic significance.

PLANNING CONSIDERATIONS:-

- 5.1 The consideration in the determination of this application is the impact of the proposals on the special architectural and historic character of the Listed Building in this regard the determining consideration is *"...the desirability of preserving the building or its setting or any features of special*

architectural or historic interest” as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990.

The basement and structure of the main ground floor living room (R01). (Works listed in 2.1 a, b and c above).

- 5.2 There is extensive evidence of historic water damage to the retained timbers within this area and the basement has been seen to be damp. It is therefore considered that the works had been previously been undertaken to this area to alleviate the damp problem, and that to this affect only the main structural timber could be retained. Whilst non-traditional materials and techniques have been used for this repair, (i.e. the steel framing supporting the modern floor joists) it is considered that the special circumstances created by the damp/water in the basement justify in this instance the robust modern methods of construction used.
- 5.3 In order to alleviate ongoing damp issues it is considered that the alterations to the sump pump to enable it to discharge directly into the external inspection chamber and the installation of an extract fan to increase ventilation within the basement would assist in making the basement area less damp. It is therefore considered that the works to the structure of the floor in this area are an acceptable solution to ensure the long term viability of the use of this room. The proposed measures to reduce the future possibility of issues with dampness would not impact adversely upon the special historic or architectural character of the listed building.

Replacement flooring and other alterations to the flooring. (Works listed in 2.1 d, g, i and l above)

- 5.4 Generally the historic joists within the building have been retained and except for the relatively minor damage from cutting through some of them to enable services to be installed they are in good condition. However nearly all of the historic flooring in the upper floors and in the main living room on the ground floor (R01) has been removed and was last replaced by modern sheet boarding in the late 1990s. It is therefore proposed to replace all of the modern sheet boarding with 225mm wide by 19/20mm new oak floor boarding (item d), to be similar to the small examples of retained historic boarding identified within cupboards on the 1st floor and on the landing of the second floor. The replacement material would be affixed with cut clasp nails and would be able to warped/bent to follow the contours of the existing joists as the packing that been previously installed would be removed.
- 5.5 It is considered that the material would be a high quality material similar to the historic floorboards identified within the building and it would be installed using a traditional method. Whilst it would be identifiably new it would complement the historic retained flooring and would be a significant enhancement when compared to the existing unauthorised floor material. It is therefore considered that this element of the proposal would restore the flooring to a situation closer to its original materials/condition, and it would therefore have a positive impact on the special architectural and historic character of the listed building.
- 5.6 The fixing of a skirting board within room R01 (item g) would be an acceptable method of concealing any gaps between the wall and the new flooring that may result as a consequence of the works to install the more appropriate oak flooring set out in paras 5.5 and 5.6 above.
- 5.7 The proposal also seeks to raise the level of the flooring in the storage area on the first floor item i. above. The original floor would be retained and a new floor on oak floor joists with oak boarding is proposed. No historic material would be lost and the new materials would match those being proposed for the replacement flooring in the rest of the building. The change is minor and is not considered to detract from the special architectural and historic character of the building.
- 5.8 The repairs to the joists around the chimney breast (item L) in the second floor room comprising the replacement of a soft wood repair with new oak is considered to be a positive restoration of the floor structure in this room that would enhance the special architectural and historic character of the listed building and assist in restoring it to its original form. Further details of the methodology for how this would be achieved will be required via condition.

Roof (*Works listed in 2.1 p above*)

- 5.9 The application also seeks consent to retain the roof concrete tiles and the new battens (item p). The tiles have been identified by the applicant as being “modern” replacements, and as the building was listed in 1948, this alteration therefore requires consent, notwithstanding the amended description provided in 1983 which identifies the roof as a modern tile. The tile used on the building has now been on the building overall for quite an extensive period of time and has weathered well. On this basis the roof tile now appears appropriate on the building, although if it was needed to be replaced in the future it is likely that a plain handmade clay peg tile would be sought as a more appropriate material. Battens are a feature of roofs that generally need updating when roofs are replaced, and are not considered to be an important feature of the structure of a building.
- 5.10 The retention of the weathered Marley sand faced concrete tile and the tanalised battens is therefore not considered to result in harm to the special architectural and historic character of the listed building.

Other alterations (*Works in 2.1 e, f, g, h, j, k, m, n, and, o above*)

- 5.11 The other alterations the building comprising (retrospectively), the removal of the unauthorised boarding around the ground floor fireplace, (item e), and affixing the walls in this room to the flooring, (item f) removing of over-boarding in the 1st floor storage area, (item k) and re-routing pipework so it does not cut through the joists (item m) are all works that would restore the building back closer to its original character and are therefore supported.
- 5.12 The retention of the fire alarm in the main ground floor living room (R01) and the installation of cabling in black plastic conduit (item h) are considered to be modest reversible changes that enable the building to be re-used. The proposed doors for the first floor storage area (item j) would be acceptable and would not harm the special architectural or historic character of the building.
- 5.13 Making good with lathe and plaster is a sympathetic repair (item n) and the retention of the plaster boarding in the bathroom within building room R17 (item o) is acceptable as it protects the historic walls behind without harming the special architectural and historic character of the building.

CONCLUSIONS:-

- 6.1 The works being applied for retrospectively and proposed are not considered to cause harm to the special architectural or historic character of the listed building, and in the case of the replacement flooring in particular will enhance the building. It is considered that the works comply with the requirements of Section 16(2) of the PLBCA 1990 and the relevant National and Local policies, and the application is therefore recommended to be granted consent subject to the following conditions:

RECOMMENDATION RE: CR/2017/0667/LBC

Grant Listed Building CONSENT subject to the following conditions:-

1. The works for which Listed Building Consent is hereby granted must be begun not later than the expiration of three years beginning with the date of this consent.
REASON: To comply with Section 18 of the Town & Country Planning (Listed Buildings & Conservation Areas) Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the Heritage Statement dated July 2017 and 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.

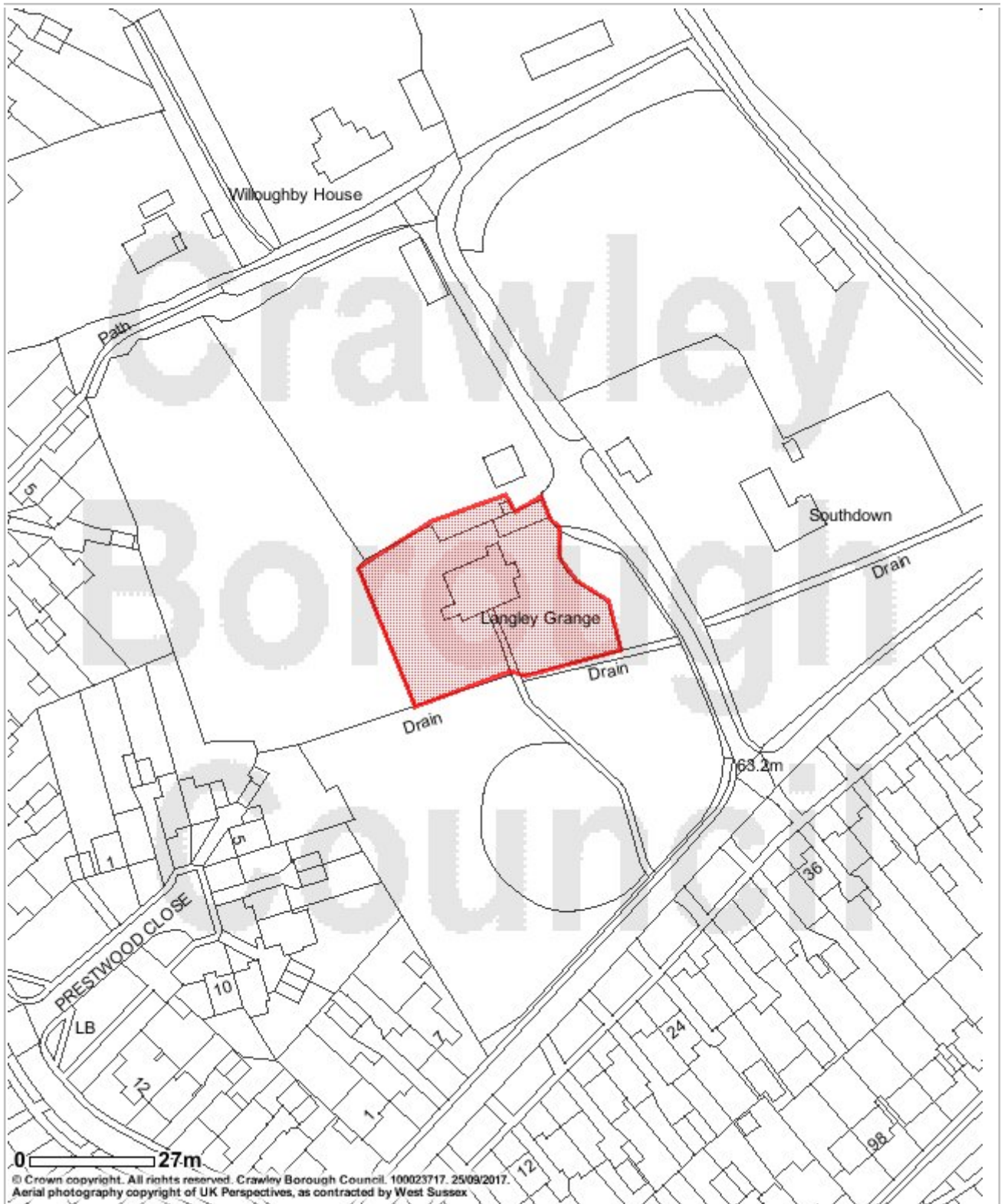
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3. The reconstruction / making good / of the building to complete the execution of the works for which consent is hereby granted shall be carried out as far as may be practicable with original materials or as set out in the Heritage Statement dated July 2017. Any variation from the original materials must be with the written approval of the Local Planning Authority.
REASON: To preserve the special character of the building for the future in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
4. The works to repair to the joists in R24 around the chimney breast shall only be undertaken in accordance with a detailed methodology setting out the precise method of repair that has first been submitted to and approved in writing by the Local Planning Authority.
REASON: To preserve the special character of the building and its features of architectural interest in accordance with policy CH15 of the Crawley Borough Local Plan 2015-3030.



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CR/2017/0667/LBC	
Date 25 September 2017	Approx. Scale 1:1,250
LANGLEY GRANGE, LANGLEY WALK, LANGLEY GREEN, CRAWLEY	



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