

Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **Monday, 9 April 2018 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 28 March 2018

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

Part A Business (Open to the Public)

	Pages
1. Apologies for Absence	
2. Disclosures of Interest	
In accordance with the Council's Code of Conduct, Councillors of the Council are reminded that it is a requirement to declare interests where appropriate.	
3. Lobbying Declarations	
The Planning Code of Conduct requires Councillors who have been lobbied, received correspondence or been approached by an interested party with respect to any planning matter should declare this at the meeting which discusses the matter. Councillors should declare if they have been lobbied at this point in the agenda.	
4. Minutes	5 - 10
To approve as a correct record the minutes of the Planning Committee held on 20 March 2018	
5. Planning Application CR/2017/0881/FUL - 257 - 259 Ifield Road, West Green, Crawley, RH11 7HX	West Green 11 - 28
To consider report PES/247 (a) of the Head of Economic and Environmental Services	
RECOMMENDATION to PERMIT.	
6. Planning Application CR/2017/1057/FUL - BCL House, Gatwick Road, Northgate, Crawley	Northgate 29 - 48
To consider report PES/247 (b) of the Head of Economic and Environmental Services.	
RECOMMENDATION to PERMIT	

		Pages
7.	<p>Planning Application CR/2018/0069/FUL - 15 Chatfields, Gossops Green, Crawley</p> <p>To consider report PES/247 (c) of the Head of Economic and Environmental Services.</p> <p>RECOMMENDATION to PERMIT</p>	Gossops Green 49 - 56
8.	<p>Planning Application CR/2018/0075/RG3 - Northgate Playcentre, Woodfield Road, Northgate, Crawley</p> <p>To consider report PES/247 (d) of the Head of Economic and Environmental Services.</p> <p>RECOMMENDATION to PERMIT</p>	Northgate 57 - 62
9.	<p>Supplemental Agenda</p> <p>Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.</p>	
10.	<p>Exempt Information – Exclusion of the Public</p> <p>The Committee is asked to consider passing the following resolution:-</p> <p>That under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act by virtue of the paragraphs specified against the item.</p>	
11.	<p>To consider the expediency of enforcement and legal action in respect of unauthorised alterations to Flint Cottage, Brighton Road, Tilgate, a Grade II listed building</p> <p>To consider report PES/294 of the Head of Economic and</p>	Tilgate 63 - 70

Environmental Services.

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 April 2018 at 10.00am**. Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

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Agenda Item 4

Planning Committee (75)
20 March 2018

Crawley Borough Council

Minutes of Planning Committee

Tuesday, 20 March 2018 at 7.30 pm

Councillors Present:

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

Officers Present:

Roger Brownings	Democratic Services Officer
Kevin Carr	Legal Services Manager
Jean McPherson	Group Manager (Development Management)

1. Disclosures of Interest

The following disclosure of interest was made:

Councillor	Item and Minute	Type and Nature of Disclosure
Councillor P C Smith	CR/2017/0880/FUL - First Choice House, London Road, Northgate, Crawley (Minute 4)	Personal Interest – a Local Authority Director of the Manor Royal Business Improvement District.

2. Lobbying Declarations

The following lobbying declaration was made by Members:-

Councillors Boxall, Crow, Irvine, Joyce, P C Smith and Thomas had been lobbied regarding application CR/2017/0880/FUL.

3. Minutes

The minutes of the meeting of the Committee held on 27 February 2018 were approved as a correct record and signed by the Chair, subject to the following matter:-

With regard to Minute 4 (Planning Application CR/2016/0972/FUL - 44 Goffs Park Road, (formerly Oakhurst Grange), Southgate, Crawley), Councillor Jaggard referred to text included in the eighth bullet point listed (at the top of page 71 of the minutes) which related to securing obscure glazing for some of the application's Block A

Agenda Item 4

Planning Committee (76)
20 March 2018

windows. In response to the Councillor's comments on this matter, it was agreed that Officers would speak to the associated Case Officer (who had presented the application to the Committee) to ensure that he would send an email response to the Councillor to further clarify the issues she had raised.

4. **Planning Application CR/2017/0880/FUL - First Choice House, London Road, Northgate, Crawley**

The Committee considered report PES/246 (a) of the Head of Economic and Environmental Services which proposed as follows:

Conversion of ground floor associated storage into 12 flats

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

The Group Manager (Development Management) provided a verbal summation of the application. In so doing the Group Manager referred to a letter recently received from the Agent (dated 15 March 2018). In response to issues raised in that letter, the Group Manager:-

- Indicated that an amended plan had now been received which addressed the layout of the 1 bedroom flat. With the revised layout replacing a bath with a shower, this now technically met the minimum nationally described space standards. As a result of this alteration, the amended Refusal reason 1 would read as follows:-
 1. The proposed development, by reason of the insufficient and poor quality proposed outdoor amenity space areas and the poor outlook from the proposed flats, would be severely detrimental to the amenities of future occupiers of the development. The proposed scheme is therefore contrary to Policies CH3 and CH5 of the Crawley Borough Local Plan 2015-2030 and the guidance set out in the Urban Design Supplementary Planning Document.
- Indicated that comments made on external amenity space were inaccurate. The existing flats did have access to the amenity areas shown on the plans. These areas were not landscaped, but were hard surfaced, had some chairs and washing lines and that these were being used. The only real change proposed was some planting. This would improve the amenity space's appearance, but not its area. As the report indicated, the areas available were limited for the total number of flats in the building, would be overshadowed, and were close to the vehicular access route, so were not suitable for children.
- Commented that the outlook from the flats would be slightly improved by virtue of the proposed planters but, particularly to the front and north, would still be poor - as explained in paras 5.8-5.11 of the report.
- The inconsistency in flat numbers, as referred to in the report, and further highlighted in the letter (with still no floor plans made available to establish exactly how many units were at the site), did not hinder the determination of this planning application.
- Considered that the site was unquestionably a very noisy location and this matter had been considered by the appeal Inspector at the Appeal Hearing in 2016 when an application relating to the same site for 12 flats had been

Agenda Item 4

Planning Committee (77)
20 March 2018

refused. The appeal was considered against the former Core Strategy and Local Plan. At the appeal the Environmental Health Department did concede that there could be a technical solution to the problem of noise, however, the information provided suggested that this could only be achieved by ensuring windows were fixed closed. The Local Planning Authority did not consider that this provided a suitable environment for future occupiers.

- Explained that furthermore, the Inspector considered that the noise issue in combination with the other issues to do with the design, such as internal space standards and poor communal living environment, would make the development unacceptable for future occupiers.
- Emphasised that, since the 2016 Appeal Hearing the Local Planning Authority had a new Local Plan with a detailed policy ENV11 which sought to protect the noise environment, and which had been updated to address the known health impacts from such an environment. The application proposal did not comply with this policy.
- Confirmed that between the application being considered at this meeting and the 2016 Hearing, there had been another application refused on noise grounds. The applicants did not appeal that refusal or provide any new information to address the refusal reason imposed by the Local Planning Authority. The noise issue was therefore still considered a valid refusal reason in this case.

Ms Julia Mitchell, the Agent, addressed the Committee in support of the application.

The Committee then considered the application. In response to issues raised, the Group Manager:-

- Indicated that the difference between the consideration of this application and that previously of an existing development (which had similarities in terms of ground floor flats located next to a main road), was that the Local Planning Authority now had a new Local Plan which focussed more on the noise impacts on health.
- Emphasised that the Council's Environmental Health Officer had raised very strong concerns about noise levels for this particular development as now proposed, and the severely harmful impact that these noise levels would have upon residents' health and wellbeing.
- Considered that with the front of the flats being close to the main road, without a street environment, and with existing accommodation above, the application could not be refused for security reasons.

In their further consideration of this application, Members felt that due to high noise levels, poor outlook, disturbance from vehicle movements and lack of acceptable outdoor amenity space, the proposal would provide residential accommodation incapable of meeting decent standards,

RESOLVED

Refuse, for the reasons listed in report PES/246 (a), and the amended reason 1. above.

Agenda Item 4

Planning Committee (78)
20 March 2018

5. **Planning Application CR/2017/1019/TPO - Land adjacent to the Museum, The Tree, 103 High Street, Northgate, Crawley**

The Committee considered report PES/246 (b) of the Head of Economic and Environmental Services which proposed as follows:

T16.6.9A - Horse Chestnut: remove for safety reasons

T16.6.9T2 - Horse Chestnut: reduce by up to 1.5m all round in accordance with BS3998 2010 and carry out resistance test every 18 months to monitor condition.

Councillors Jaggard and Tarrant declared they had visited the site.

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

The Committee then considered the application. In response to issues raised, the Group Manager:

- Confirmed that Condition 3 would be amended to clarify the size of the replacement tree as follows (the underlined text refers):-
 3. Within 12 months of the felling of the tree which shall include the removal of the stump and as much root material as practical, the owner of the land shall plant a Hornbeam tree, in the same location as the felled tree. The tree shall be not less than 25cm in girth (equating to approximately 4.5 - 5.5 metres in height) and conform to British Standard 3936: Nursery stock specification. In the event that the tree dies within five years following such planting, it shall be replaced with a similar tree in a similar position during the next planting season.
REASON: In the interests of the amenity of environment of the locality in accordance with The Town & Country Planning (Tree Preservation) (England) Regulations 2012.
- Explained that as this was a Council application, it was required to be considered by the Committee.
- Explained that the two trees concerned were highlighted by stars on the TPO location plan (and bordered by a red line), whilst the 3rd tree indicated on the plan, which was not protected, was not part of the application.
- Emphasised that the Council's Amenity Services had undertaken a good deal of work to produce some convincing evidence that the trees were in decline.
- Indicated that Amenity Services did have a system for monitoring trees generally.
- Indicated that the replacement Hornbeam tree was more resistant to infection and was not susceptible to bacterial canker.

RESOLVED

Consent, subject to the Conditions set out in report PES/246 (b), and the updated Condition 3 above.

6. **Planning Application CR/2018/0131/RG3 - The Barn, Tilgate Nature Centre, Tilgate Park, Crawley**

The Committee considered report PES/246 (c) of the Head of Economic and Environmental Services which proposed as follows:

Agenda Item 4

Planning Committee (79)
20 March 2018

Erection of single storey side extension on southern elevation.

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

The Committee then considered the application.

RESOLVED

Permit, subject to the Conditions set out in report PES/246 (c).

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 8.10 pm

IT IRVINE
Chair

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Agenda Item 5

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 9 April 2018
REPORT NO: PES/247(a)

REFERENCE NO: CR/2017/0881/FUL

LOCATION: [257 - 259 IFIELD ROAD, WEST GREEN, CRAWLEY, RH11 7HX](#)
WARD: West Green
PROPOSAL: ERECTION OF 5NO. 2 STOREY, 2 BEDROOM AFFORDABLE DWELLINGS FOR SOCIAL RENT AND ASSOCIATED PARKING FOLLOWING DEMOLITION OF 2NO. EXISTING SEMI-DETACHED DWELLINGS (AMENDED PLANS RECEIVED).

TARGET DECISION DATE: 18 December 2017

CASE OFFICER: Ms Z. Brown

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: GWP Architects

PLANS & DRAWINGS CONSIDERED:

16/127/SKLP		Site location plan
16/127/SKBP	Rev A	Block plan
16/127/SK10	Rev J	Site plan - showing ground floor plans
16/127/SK12	Rev G	Proposed elevations (plots 1-2)
16/127/SK11	Rev D	Proposed floorplans (plot 1-2)
16/127/SK14	Rev E	Proposed elevations (plots 3-5)
16/127/SK13	Rev E	Proposed floorplans (plots 3-5)
16/127/SKCM1	Rev A	Construction method plan
1000003868-3-010-01	Rev A	Drainage General arrangement
1000003868-3-050-01	Rev A	Drainage strategy
PJC/4560/17/CB	Rev 02	Tree Protection Plan
16/127/LP1	Rev B	Landscape plan
16/127/SK17		Proposed elevations Plot 5
16/127/SK16	Rev A	Proposed and existing street elevations
16/127/SK15		Existing floorplans and elevations of buildings to be demolished

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|---------------------------------------|--|
| 1. | WSCC – Highways | No objection subject to conditions regarding access, details regarding construction plant and materials, vehicle parking and turning, and cycle parking. An informative regarding highway works. |
| 2. | Thames Water. | No objection subject to condition regarding surface water drainage. |
| 3. | Sussex Building Control Partnership | No response received. |
| 4. | CBC - Drainage Officer | No objection. |
| 5. | CBC - Property Division | No objection. |
| 6. | CBC - Planning Arboricultural Officer | No objection, subject to condition. |
| 7. | CBC - Environment Team | No response. |
| 8. | CBC - Refuse & Recycling Team | No objection. |
| 9. | Southern Water Ltd | No objection. |

Agenda Item 5

- | | | |
|-----|---|--|
| 10. | CBC - FP - Energy Efficiency & Sustainability | No objection subject to condition and informative for water management. |
| 11. | Ecology Officer - Mike Bird | No objection subject to condition requiring the recommendations set out in the Reptile Survey Report and Preliminary Roost Assessment are implemented in full. |
| 12. | CBC - Housing Enabling & Development Manager | No objection. |
| 13. | CBC - Environmental Health | No objection subject to condition regarding a noise mitigation scheme. |

NEIGHBOUR NOTIFICATIONS:-

252, 253, 250 and 255 Ifield Road,
44 to 48 (even nos) Deerswood Road,
77 to 83 (odd nos) Furzefield.

RESPONSES RECEIVED

One letter of representation has been received raising objections to the proposal. The letter highlighted concerns about construction noise and dust which would affect their family.

A site notice was displayed from 06/11/2017 to 27/11/2017.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

APPLICATION SITE

- 1.1 The application site currently contains a pair of 2no. bedroom semi-detached dwellings with rear gardens, located on the eastern side of Ifield Road within the neighbourhood of West Green. The application site measures 0.12 hectares. It is situated at the end of Ifield Road which forms a cul-de-sac, opposite a large turning circle which contains unrestricted parking. To the north but not directly accessible is the A23 Crawley Avenue. Furzefield and a block of garages lie to the east.
- 1.2 The existing two storey semi-detached dwellings are brick built with pitched roofs and have front gable features. They have red brick detailing around the windows and doors and brick chimneys. There is a detached garage located on the northern side of No. 259 which provides off street parking, however No. 257 does not have a driveway. The dwellings are unoccupied as they are not considered to be safe following a structural assessment dated 4th November 2015. There is significant cracking in the brick work, bulging of the side flank walls, and loose brickwork to the sides and rear which has occurred due to poor construction. Due to the high cost of repairing the properties it has been decided that they should be demolished and rebuilt.
- 1.3 The surrounding area of Ifield Road is residential, and to the south, east and west of the site are a mixture of two storey terraced and semi-detached dwellings. The dwellings on Ifield Road are all of a similar style and all feature chimneys, red brick detailing, either front gables or pitched roofs, with flat roof canopies over the front entrances. The properties on Furzefield are also uniformly designed and are arranged in short terraces with pitched roofs and canopy roofs over the entrances.
- 1.4 There are a number of trees on the site, including a row of 4no. mature lime trees along the eastern boundary. A footpath runs along the northern boundary of the site, providing pedestrian and cycle links between Ifield Road and Furzefield. This footpath also connects to Crawley Avenue and the wider local footpath/cycle path routes.
- 1.5 The site does not lie within a flood zone, however there have been historic local flooding events. The site lies within the Built Up Area Boundary and adjacent to an area of structural landscaping. A

Agenda Item 5

long distance view from Tilgate Park runs across the eastern half of the site. There are no other identified site constraints.

PROPOSED DEVELOPMENT

- 2.1 Planning permission is sought for erection of 5no. dwellings following the demolition of the existing 2 properties. The proposal comprises 4no. semi-detached dwellings and 1no. detached dwelling. All of the dwellings would be Affordable Housing for Social Rent.
- 2.2 The scheme has been amended since the application was submitted. The layout and types of properties have been revised whereby the originally proposed three terraced properties have been replaced by a pair of semi-detached dwellings facing Crawley Avenue and one detached property facing Furzeffield. There have also been changes to the design and detailing of the proposed dwellings, the internal layout of Plots 3, 4, and 5, and amendments to the Landscape Plan. A revised Transport Statement and Sustainability Statement have also been received, and additional drainage information has been provided. An amended Noise Assessment and Strategy has also been provided, which introduced additional mitigation measures to reduce the impact of noise on future occupants.
- 2.3 It is proposed to locate the two 2no.bedroom semi-detached dwellings (Plots 1 and 2) in a similar location as the existing dwellings fronting Ifield Road/ The 2no. semi-detached dwellings (Plots 3 and 4) facing the northern boundary of the site, and the detached dwelling would be located to the rear of Plots 1 and 2 facing Furzeffield.
- 2.4 The 2no.bedroom semi-detached houses (Plots 1 and 2) would be of similar design as the existing semi-detached dwellings and would incorporate red brick detailing around the windows and doors and edges of the dwelling, brick chimneys, a front gable roof and matching window positioning and sizes. The dwellings would have a small front garden area and a rear garden.
- 2.5 The proposed 2no.bedroom semi-detached houses (Plots 3 and 4) would also be brick built with red brick detailing, and would have pitched roofs. On the front elevation would be front canopy porch roofs. The properties would have rear gardens. The proposed 2 no. bedroom detached dwelling (Plots 5) would be of a similar overall design to Plots 3 and 4 but in a detached layout.
- 2.6 Access to the new development would utilise the existing crossover and dropped kerb to the north of the semi-detached dwellings (following the demolition of the existing garage). The access drive would lead into a central parking area. Five off street car parking spaces would be provided. Further on street parking would be available within the large turning circle at the end of Ifield Road. All of the houses would have sheds within their rear gardens for the storage of cycles, and gates in their rear gardens allowing convenient access to the parking area.
- 2.7 The existing public footpath which runs along the northern boundary of the site would be retained. Three trees are proposed to be removed and would be replaced with seven trees in the gardens of the new dwellings.
- 2.8 The applicant has submitted the following documents with the application:
 - Design and Access Statement (Rev A)
 - Planning Statement (Including Design and Access Statement) (Rev A)
 - Transport Assessment (Amended V7)
 - Environmental Noise Assessment (Amended Issue 6)
 - Arboricultural Impact Assessment & Method Statement (Rev 1)
 - Open Space Assessment
 - Sustainability Statement (Amended Rev A)
 - Ecological Assessment (Preliminary Roost Assessment and Reptile Survey)
 - Structural report
 - Construction Management Plan (Rev A)

Agenda Item 5

PLANNING HISTORY

3.1 There is no recent planning history.

PLANNING POLICY

National Planning Policy Framework (2012) (NPPF)

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.

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

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

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

Paragraph 123 states that planning policies and decisions should avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and should aim to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise and new development, including through the use of conditions.

Crawley Borough Council 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 seeks 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

Agenda Item 5

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 requires all development proposals to 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. Areas of soft landscape that make an important contribution to the town and its neighbourhoods, in terms of character and appearance, structure, screening or softening, have been identified on the Local Plan Map. Development that affects this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping where appropriate.
- 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 direct adverse impact or lead to the erosion of these views. Long Distance Views are the points from which the view can be enjoyed and must remain unobstructed by development in the foreground. Where the view is to an identified feature, development is required to protect and/or enhance this feature.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H3: Future Housing Mix. 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. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent or Social rent where other forms of subsidy exist, and up to 30% intermediate rent. For sites of 5 dwellings or less or sites less than 0.2ha in size, a commuted sum towards off-site affordable housing provision will be sought.
- 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.

Agenda Item 5

- 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 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 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

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

Urban Design SPD 2016:

- 4.3 The SPD includes further design guidance and examples on residential development and sets out further guidance on minimum rear window to window distances (21 metres for two storeys) and outdoor amenity space standards: for a dwelling for 4 occupants the external private amenity space standards are 75 sqm.

Agenda Item 5

- 4.4 It also includes the Crawley Borough Parking Standards which are minimum standards 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. The minimum standards are 1.5 spaces for 2 bed dwellings. 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 two bed dwellings or more: 2 spaces per dwelling and 1 space per 8 dwellings for visitors will be required'*.

Green Infrastructure SPD 2016:

- 4.5 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:

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

Affordable Housing SPD 2017

- 4.7 The Council has recently adopted the Supplementary Planning Document which provides guidance, examples of good practice and the expectations of the Council in relation to the interpretation of the Local Plan policy requirements for the provision of affordable housing (Policies H3 and H4).

PLANNING CONSIDERATIONS

- 5.1 The existing use of the site is residential and it already contains 2no. dwellings. The site is within walking distance of Crawley Town Centre and a number of local facilities including schools, GP surgeries and the West Green shopping parade. The proposal represents the intensification of residential use of a site in the built up area. In principle it is considered acceptable in planning policy terms, subject to addressing the more detailed matters considered below.
- 5.2 The main planning issues in the determination of this application are:
- The design & appearance of the proposal and its impact on the street scene & character of the area
 - The impact on neighbouring properties and amenities
 - Noise implications on the health of occupants
 - The acceptability of the proposed development for future occupiers
 - Parking and Highway safety
 - Impact on trees, landscaping and boundary treatments
 - Drainage
 - Sustainability
 - Provision of Infrastructure Contributions
 - Provision of Affordable and Low Cost Housing

The design & appearance of the proposal and its impact on the street scene & character of the area

- 5.3 The application site is located at the end of Ifield Road and is screened to the rear from Furzefield by 4no. Lime trees and other vegetation. The surrounding area is relatively high density residential development and is characterised by semi-detached dwellings fronting Ifield Road and two storey residential terraces on Furzefield.
- 5.4 The proposal includes 2no. two storey 2 bedroom semi-detached dwellings fronting Ifield Road, 2no. two storey 2 bedroom semi-detached dwellings facing the northern boundary of the site and a detached dwelling to the rear fronting Furzefield. The amended layout is considered to be appropriate to then area and, as set out below, it would address noise related issues.

Agenda Item 5

- 5.5 Ifield Road has a strong building line. The semi-detached dwellings proposed on plots 1 and 2 are proposed to be angled slightly from this established building line. This minor reorientation of the position of the buildings on site is not considered to detrimentally impact the streetscene or significantly disrupt the building line of properties on Ifield Road given the sites location at the end of the road.
- 5.6 The proposed dwellings at Plots 1 and 2 would be brick built and would have pitched roofs with front gable features and brick chimneys. Officers sought design amendments to these houses as it was considered essential that these design features were incorporated into the semi-detached dwellings to ensure that they are in keeping with the style and character of existing properties on Ifield Road. The red brick detailing would be replicated around the windows and doors, and the returns to the side elevations of the property, and although pebble dashing would not be used on the front gables, the contrast brick work detailing below the gables and use of face brick work would still be an appropriate designs features on the front elevation. The proposed dwellings would have appropriately proportioned and positioned white uPVC windows and doors to match the dwellings within the immediate vicinity. On the front elevation the northern window panes of the 1st floor windows would be replaced with ventilator grilles for the passive ventilation system proposed as part of the noise mitigation scheme. Although these grilles would be visible on the streetscene, given that they would be the same size and proportions as the windows, and would ensure future occupants are protected from high noise levels, it is considered on balance that they are acceptable.
- 5.7 Plots 1 and 2 would have a stepped rear elevations whereby there would be two storey rear projections of 0.5m and 1.5m in width. These design features are for noise mitigation. As they would be to the rear they would not be visible in the streetscene of Ifield Road and, given their minimal projection, they are considered to be acceptable features.
- 5.8 The other two semi-detached dwellings (Plots 3 and 4) would front the northern boundary of the site and would be accessed from the existing footpath. The dwellings would be set back 0.4m from the edge of the footpath. The detached dwelling Plot 5 would front Furzefield. Plots 3, 4, and 5 would be brick built and would have pitched roofs with contrast brick work around the windows and separating the ground and first floors. The brick detailing features and simpler design would ensure the dwellings appear in keeping with the houses in Furzefield. The flat canopy roofs over the front elevations would be consistent with the terraced properties on Furzefield and would form a positive feature on the front elevations. The window proportions and positioning on the front elevation would also be consistent with the properties on Furzefield.
- 5.9 A long distance view from Tilgate Park does cover the eastern side of the site. However, given the limited scale of the proposed development whereby the dwellings would be two storey, the proposal is not considered to have any significant impact on the view.
- 5.10 Overall the proposal is considered to be of an appropriate layout, design and scale, and would sympathetically relate to the differing styles and character of properties and the streetscenes of both Ifield Road and Furzefield. As a result it is considered to accord with Policy CH2 and CH3 of the Local Plan which requires proposals to respond to locally distinctive patterns of development and be of high quality design.

Noise considerations

- 5.11 The site is adjacent to the A23 Crawley Avenue dual carriageway. Within the immediate vicinity of the site there are existing dwellings on Furzefield and Dingle Close which are positioned close to the highway with very little vegetation screening from the A23. As a result they are exposed to high traffic noise levels. This includes No. 50 Furzefield which is positioned approximately 14.4m from the edge of the highway, and Nos. 8 and 6 Dingle Close located approximately 18.5m from the edge of the highway.
- 5.12 Policy ENV11 of the Local Plan states that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing uses. Noise sensitive uses proposed in areas that are exposed to significant noise from existing transport sources will be permitted where it can be

Agenda Item 5

demonstrated that appropriate mitigation through careful planning, layout and design is undertaken to ensure that the noise impact for future users will be made acceptable. For transport sources, the Unacceptable Adverse Effect is considered to occur where noise exposure is above 66dB $L_{Aeq, 16hr}$ (57dB $L_{Aeq, 8hr}$ at night).

- 5.13 A Noise Assessment was commissioned by the applicant to investigate noise levels. The Noise Assessment highlights that the existing 2no. semi-detached dwellings are already subject to noise levels which exceed the Local Plan Policy ENV11 levels, whereby the average noise contour is 60.9dB at night and 66.4dB during the day. Concerns were raised by the Environmental Health Officer who stated that the original proposal would not be acceptable as the internal noise levels would exceed those in the Local Plan Policy ENV11, and could potentially impact the health of future occupants as they would be exposed to excessive levels of noise.
- 5.14 Since original submission, Officers have worked with the applicant and Environmental Health to amend the layout and design of the site and incorporate mitigation measures to address the noise issues. Plots 1 and 2 have been angled to the north-east and a two storey rear projection has been added to their rear elevations. These design alterations have been proposed to ensure that noise is deflected from the habitable rooms. The originally proposed three terraced properties to face Furzefield, have been replaced with a pair of semi-detached dwellings facing Crawley Avenue and one detached dwelling facing Furzefield. Following the comments from Environmental Health, Plots 3 and 4 would front the northern boundary of the site, with the habitable rooms located to the rear of the dwellings, and Plot 5 would be positioned on the eastern side of the side facing Furzefield. These amendments would ensure there are no habitable rooms facing the road. The buildings on Plots 3 and 4 would also act as a noise barrier.
- 5.15 Amending the layout of the site has significantly reduced the internal noise levels in all of the dwellings, with only bedroom 1 of Plot 2 still slightly exceeding the noise levels in the Local Plan. In the updated Noise Assessment to address this, a series of mitigation measures have been proposed: triple glazing with no trickle vents and mechanical ducted ventilation would be installed in all five houses. A large passive acoustic vent in bedroom 1 of Plots 1 and 2 would also be installed to ensure that noise levels do not exceed 57dBA at night.
- 5.16 In addition a 2m high close boarded acoustic fence would be installed along the northern side boundary of the garden of Plots 2 and western side boundary of Plot 3 to deflect some noise from the rear gardens of these dwellings.
- 5.17 Environmental Health have commented on the revised proposal and Noise Assessment. They state that it is a much improved design whereby the façade levels for plots 3, 4 and 5 have improved. Although Plot 1 and 2 still have one room which exceed the standards in the Local Plan, they will have improved façade protection, additional ventilation to ensure internal spaces are adequately ventilated and will be an improvement on the existing dwellings on the site. Environmental Health consequently withdrew its objection, and the proposed development is now considered to accord with Crawley Borough Local Plan Policy ENV11 and the NPPF (2012).

The impact on neighbouring properties and amenities

- 5.18 The property most likely to be impacted would be No. 255 Ifield Road to the south of the application site. The proposed semi-detached dwellings plots 1 and 2 would be positioned in a similar place as the existing dwellings on the site, however orientated slightly to the north-east. The proposed dwellings would also have a small stepped rear projection. No. 255 already has a single storey rear projecting utility and bathroom. It is considered therefore that Plot 1 would not cause any significant overshadowing or loss of light despite the amended position.
- 5.19 One small window would be positioned on the southern side elevation of Plot 1, this would serve the first floor bathroom. It is proposed that this window would be obscure glazed to ensure there is no overlooking on to No. 255.

Agenda Item 5

- 5.20 In regards to impact on neighbouring amenity, the proposed two storey semi-detached houses fronting Ifield Road are not considered to have any detrimental impact on dwellings on the western side of Ifield Road as there are no properties directly opposite.
- 5.21 The Urban Design SPD states that one or two storey buildings need to maintain a minimum distance of 21metres 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. There would be a gap of approximately 21m between the first floor rear windows of Plot 5 and the nearest ground floor window of No. 255. This complies with the Urban Design SPD guidance, and is considered acceptable in terms of overlooking and loss of privacy, particularly as Plot 5 would not be directly opposite No. 225.
- 5.22 In regards to the impact of Plots 5 on the nearby properties on Furzefield, the proposed dwelling would be orientated to face a gable side wall of No. 83 Furzefield. There would be a gap of 19m between the proposed dwelling and the side of No. 83. This would accord with the Urban Design SPD guidance which states that a gap of 10.5m should be retained between a side gable and a dwelling. Likewise the existing 4no. Lime trees along the eastern boundary of the site would be retained providing extensive screening. As a result there is not considered to be any overbearing impact, overlooking or loss of privacy on No. 83. With regards to Plots 3 and 4, due to their proposed orientation facing the northern boundary, there would not be considered to be an adverse impact on No. 83.
- 5.23 Comments were received from a neighbour highlighted concerns over construction noise and dust. It is considered that given the scale of the development that the overall impact on the occupants of neighbouring properties would be limited and can be addressed through a Construction Management Plan and other Environmental Protection Legislation.
- 5.24 Overall the application site would be used more intensively and make more effective and efficient use of the land. The proposed development has been designed to minimise the impact on neighbouring houses. It is considered that there would not be any significant impact on the amenities enjoyed by the occupants of neighbouring properties. The proposal would therefore accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

The acceptability of the proposed development for future occupiers

- 5.25 Policy CH5 of the Crawley Borough Local Plan states that all dwellings must create a safe, comfortable and sustainable living environment and sets out the minimum sizes for dwellings which are based on the Nationally Described Space Standards. All of the proposed dwellings would meet the minimum internal space standards for a 2 bedroom four occupant dwellings which is 79sqm, and would therefore accord with Policy CH5.
- 5.26 In regards to external private amenity space, the Urban Design SPD recommends that 75sqm of useable external private amenity space is provided for a 4 occupant dwelling. All of the dwellings would meet this requirement. The Urban Design SPD also states that a minimum garden depth of 10.5m is provided. Plots 1, 2 and 4 would provide a garden depth greater than 10.5m. Plots 3 and 5 have a slight shortfall but provide 82 and 102 square metres of amenity space respectively. It is however considered that a good standard of external private amenity space would be provided for future occupiers.
- 5.27 The Urban Design SPD states that there should be a gap of 21m between the ground and 1st floor rear windows of dwellings. There would be a gap of 22m between the rear windows of plots 1 and 2 and Plot 5. It is considered that this gap would be sufficient to ensure there is no impact of overlooking or loss of privacy on the occupants of the proposed dwellings. Similarly given the two storey nature of the proposed dwellings and the separation distance there is not considered to be any significant overshadowing or loss of light.
- 5.28 In regards to the relationship between Plots 3 and 5, the Urban Design SPD states that there should be a gap of 10.5m between a blank gable and the rear of an adjacent dwelling. The gap between plots 3 and 5 would accord with this, and there is not considered to be any overbearing impact.

Agenda Item 5

- 5.29 There is a row of 4no. mature lime trees on the eastern side boundary of the site and in front of Plot 5. There were comments on the original scheme from the Council's Arboricultural Officer raising concerns about the proximity of the tree canopies. Although the existing trees would not cause significant overshadowing on the ground floor rooms of Plot 5 as they were dual aspect, the first floor internal layout of this dwelling could have been overshadowed. The scheme was amended so that the bedrooms, which are single aspect and located to the rear of the property, overlook the rear garden. This would reduce impact of overshadowing caused by the trees and would ensure bedrooms have adequate daylight/sunlight.
- 5.30 Cycle parking provision would be provided within sheds which would be located in the rear gardens of each property. Refuse storage would be located down the sides of Plots 1, 2 4, and 5 and to the rear of Plot 3.
- 5.31 The scheme would meet the space standards outlined in Policy CH5 of the Crawley Borough Local Plan, and the private amenity space standards contained within the Urban Design SPD. It would provide sufficient storage for cycles and refuse and therefore complies with the relevant Local Plan policies in this regard.

Parking and Highway safety

- 5.32 Vehicular access to the new development would be on the northern side of the site via the existing dropped kerb and crossover, following the removal of the detached garage. West Sussex County Council Highways have commented that visibility is adequate at the access point and, although the proposed access would not be wide enough to facilitate two way passing of vehicles, given the small scale of the proposed residential development and the level of vehicular movements, the access is acceptable.
- 5.33 A central parking area would contain 5no. parking spaces, allocated as one space per unit. The Crawley Borough Parking Standards as set out in the Urban Design SPD would require 1.5 space per dwelling, which would be a total of 7.5 spaces. Although there would be a shortfall of 2.5 on site parking spaces, it is considered that the on-street parking arrangements at the end of Ifield Road would be sufficient in order to provide additional parking for the proposal. The road forms a cul-de-sac with a large turning head and parking area that is not heavily used. Likewise the application site is within a sustainable location close to regular public transport services and connections to cycle paths. The parking provision would therefore be considered to be acceptable.
- 5.34 All of the dwellings would have a shed within their rear gardens for the storage of cycles. The sheds would measure 2.4m in length, 1.8m in width and 2.6m in height. In total 10 cycle spaces would be provided on the site which would be in accordance with Policy IN4 of the Local Plan and the Crawley Borough Council Parking Standards.

Trees and ecology

- 5.35 The site contains a number of existing mature trees, many of which make a positive contribution to the appearance of the site particularly along the eastern boundary. There is also a line of mature trees and vegetation to the north of the site which forms part of the designated structural landscaping, and which screens Crawley Avenue from view. The tree survey has identified a number of important trees on the site including a category A Oak and two category A Lime trees, all of which are to be retained. The report states that 4no. trees that are identified as having relatively low amenity value are to be removed (T12, T15, T11 and T16) in order to facilitate the development.
- 5.36 Concerns were raised by the Council's Arboriculturist over the proximity of Plot 5 to the row of mature Lime trees (T6, 7, 9, 10) on the eastern boundary of the site. This could lead to psychological and overbearing impact on the first floor habitable rooms, and potentially could encourage pruning or works to be undertaken in the future. As a result the first floor internal layout of Plot 5 has been amended whereby the bedrooms are located to the rear of the dwellings and their windows now overlook the rear gardens, rather than the Limes. This reduces the overbearing

Agenda Item 5

impact of the tree canopies and any potential overshadowing, and would reduce the trees the pressure to have works undertaken on the trees from future residents.

- 5.37 The proposed dwellings would not encroach into the root protection areas (RPA) for other trees on the site. A footpath is proposed to run along the front of Plot 5 which would encroach slightly into the RPA of T6, 7, and 9, and part of the new entrance to the site would encroach into the RPA of T4. In order to protect these trees a no-dig methodology is proposed. It is considered appropriate to attach a condition to require all works are in accordance with the amended Arboricultural Impact Assessment and Method Statement to ensure the trees are protected during implementation.
- 5.38 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. The amended landscaping scheme proposes seven replacement trees. These include two Rowan trees within the garden of Plot 4, one Weeping Birch and one Cherry in the garden of Plot 3, one Cherry and one Rowan within the garden of Plot 2 and one cherry within the garden of Plot 1. The landscaping scheme is considered acceptable subject to protecting the existing trees during construction and securing the implementation of new planting.
- 5.39 In addition to replacement and additional tree planting, a hard and soft landscaping scheme including boundary treatments has been submitted. A 2m high close boarded acoustic fence would be erected along the northern side boundary of the garden of Plot 2 and the western side boundary of Plot 3. This would contribute to noise mitigation on the site. A replacement 1.8m high fence is proposed along the southern boundary of the site shared with No. 255 Ifield Road and the eastern side boundary of Plot 4. There would be box hedges around the front garden areas of Plots 1 and 2 and some landscaping/screening in front of Plots 3 and 4 adjacent to the footpath. The rear gardens are proposed to be grass with patio areas (natural paving slabs). The site access and parking forecourt would be paved with permeable Marshalls Driveline Piora block paving (Brindle). Overall the amended landscaping scheme is considered acceptable.
- 5.40 The applicant has submitted an Ecological Assessment which addresses a range of nature conservation issues including reptiles and bats. A Preliminary Roost Assessment was undertaken, but no evidence of bats was found within any of the onsite buildings during the assessment. It was concluded that the site is of negligible importance for roosting bats. The Mitigation Strategy identifies the suitable season for demolition, that where practical bat boxes should be incorporated and a requirement for artificial lighting is only used where necessary for health and safety reasons. A reptile survey was also undertaken however no evidence of reptiles were found during the seven survey visits and reptiles are therefore likely to be absent from the site. The Mitigation Strategy proposed a number of works are carried out to deter reptiles from colonising the site. Following comments from the Council's Ecology Officer it is considered appropriate to secure the appropriate mitigation by condition in order to contribute to a net gain in biodiversity, and ensure the proposal is in accordance with Policy ENV2 of the Local Plan and Paragraphs 109 and 118 of the NPPF.

Drainage

- 5.41 The application site does not lie within a flood zone, but there have been historic local flooding events. The CBC Drainage Officer has raised no objection to the proposed Drainage Strategy and surface water drainage proposal based on the additional information provided.

Sustainability

- 5.42 The revised Sustainability Statement indicates that the development will perform better in terms of energy efficiency/CO2 emissions than the Building Regulations minimum standard and will achieve the 'optional' water efficiency standard required by Policy ENV9. It is considered appropriate to secure this via condition. It has also been stated that the overall thermal performance will be in excess of current Building Regulation requirements. Overall it is considered that the applicant has demonstrated an acceptable approach to sustainability in line with Local Plan Policy ENV6

Agenda Item 5

Provision of Infrastructure Contributions

5.43 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. However as this planning application proposes 100% Affordable Housing, the proposal would be exempt from paying CIL under the terms of the Charging Schedule.

Provision of Affordable and Low Cost Housing

5.44 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 H4. The application proposed 100% affordable for Social Rent, which would exceed the policy requirement of 40%. As there were 2no. existing social rent houses on the site and there are an additional 3no. houses proposed it is considered appropriate to ensure that 3no. houses are secured for Affordable Housing through a Section 106 Agreement.

CONCLUSIONS:-

- 6.1 The application site is located within the Built Up Area boundary and would provide a net gain of 3no. new Social Rent affordable dwellings in an existing residential area. The scale and design of the amended proposal is considered to be appropriate and would make a positive contribution to the area and would sympathetically relate to both the streetscenes of Ifield Road and Furzefield.
- 6.2 The development would meet the Nationally Described Space Standards and would meet the external private amenity space standards contained within the Urban Design SPD.
- 6.3 There would be no detrimental impact on the amenities enjoyed by the occupants of No. 255 Ifield Road or No. 83 Furzefield in terms of overbearing impact, overlooking or loss of light. The proposed landscape scheme is considered to be appropriate and would ensure that 7no. replacement trees are provided on site, there are no highway safety issues and sufficient parking would be provided.
- 6.4 The site is adjacent to the A23 Crawley Avenue and is subject to high noise levels. However through amending the layout of the site and the design of the proposed dwellings, the noise façade levels for Plots 3, 4, and 5 have been significantly improved. Likewise in addition to amending the positioning of Plots 1 and 2, the introduction of noise mitigation measures for all the dwellings have ensured the façade noise levels are in line with Policy ENV11 of the Crawley Borough Local Plan. As a result it is considered that a high quality living accommodation will be provided for future occupants.
- 6.5 It is therefore recommended to grant planning permission subject to the conclusion of a Section 106 Agreement to secure:
 - On site affordable housing for Social Rent

RECOMMENDATION RE: CR/2017/0881/FUL

PERMIT subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.

Agenda Item 5

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No development shall be carried out unless and until a schedule of materials and finishes to be used for external walls and roofs of the proposed dwellings have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The first floor windows on the southern elevation of the dwelling on Plot 1 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 property, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
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. The development hereby permitted shall not be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawings.
REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
7. 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.
8. The development shall be carried out in strict accordance with the Construction Management Plan (drawing no. 16/127/skCM1 Rev A) throughout the period of construction.
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 works of the development hereby approved shall only be undertaken in accordance with the Arboricultural Impact Assessment and Method Statement (Rev 1) provided by PJC Consultancy dated 23rd March 2018.
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.
10. All planting including the seven replacement trees, seeding or turfing comprised in the approved details of landscaping (drawing ref. 16/127/LP1 Rev B) shall be carried out in the first planting and seeding season 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 accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

Agenda Item 5

11. 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.
12. The development shall be carried out in strict accordance with the recommendations set out in the Reptile Survey report by the Ecology Consultancy (ref 5966.1) dated 15th September 2017 and Preliminary Roost Assessment report (ref 5966) dated 22nd September 2017.
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.
13. The residential units shall not be occupied until the all of mitigation measures including the acoustic fence set out in the Environmental Noise Assessment Issue 6 (New 10J Layout) dated 23rd March 2018 by Acoustic Associates Sussex Ltd, to protect the dwellings against the external noise climate have been fully installed and made available for use. The measures shall be maintained as such thereafter.
REASON: To ensure a satisfactory residential environment for future occupiers in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
14. 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 no 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.
15. The dwellings hereby approved shall not be occupied 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.
16. The development hereby approved shall not be occupied until the surface water drainage measures have been implemented in accordance with the approved details set out in the Drainage Strategy (Drawing No. 1000003868-3-050-01 Rev A). The measures shall be maintained as such thereafter.
REASON: To safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE

1. The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.
2. The water efficiency standard required under condition 14 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A, paragraph A1
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. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. The contact number is 0800 009 3921.

Agenda Item 5

1. NPPF Statement

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

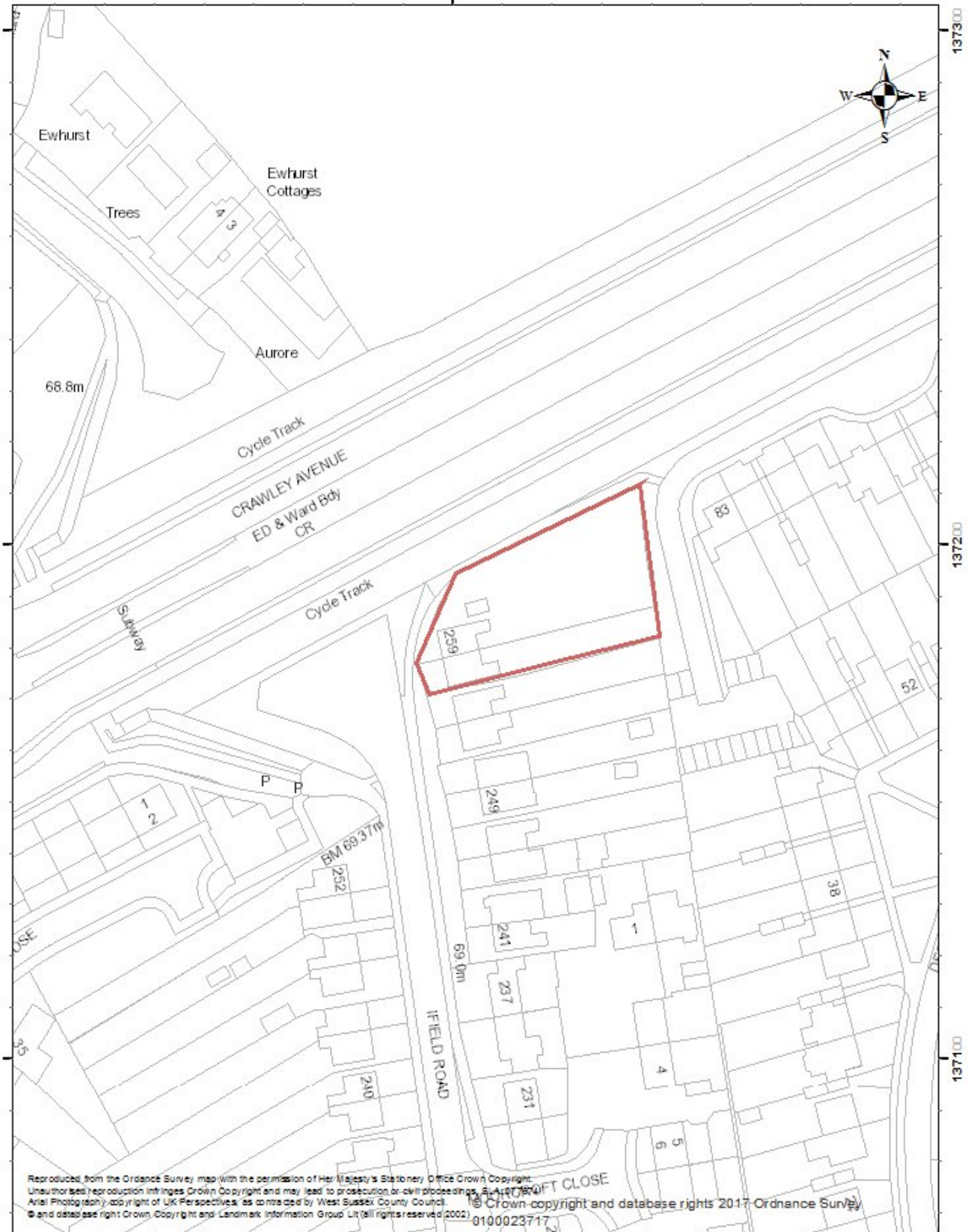
- Seeking amended plans/additional information to address identified issues during the course of the application.

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

Agenda Item 5

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

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Agenda Item 6

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 9 April 2018
REPORT NO: PES/247(b)

REFERENCE NO: CR/2017/1057/FUL

LOCATION: [BCL HOUSE, GATWICK ROAD, NORTHGATE, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: DEMOLITION OF EXISTING SHOWROOM & REDEVELOPMENT OF SITE TO B1 OFFICE WITH ASSOCIATED PARKING AND LANDSCAPING

TARGET DECISION DATE: 11 April 2018

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Brook & Churches Ltd and Trustees of Brook & Chur
AGENTS NAME: Vail Williams LLP

PLANS & DRAWINGS CONSIDERED:

0468-PL-001	Site Location & Existing Block Plan
0468-PL-002	Site Location & Proposed Block Plan
0468-PL-100	Rev B Existing Site Layout
0468-PL-013	Rev B Proposed Site Layout
0468-PL-210	Rev B Proposed Floor Plans
0468-PL-211	Rev B Basement Plan
0468-PL-212	Rev B Ground Floor Plan
0468-PL-213	Rev B First Floor Plan
0468-PL-214	Rev B Second Floor Plan
0468-PL-215	Rev B Third Floor Plan
0468-PL-221	Rev B Site Sections B-B (Existing, Context & Proposed)
0468-PL-230	Rev B Site Sections A-A
0468-PL-231	Rev B Section BB
0468-PL-240	Rev B Detail Section BB
0468-PL-250	Rev B West Elevation
0468-PL-251	Rev B South Elevation
0468-PL-252	Rev B East Elevation
0468-PL-253	Rev B North Elevation
0468-PL-217	Rev B Roof Plan
0468-PL-220	Rev B Site Sections A-A (Existing, Context & Proposed)
0468-PL-216	Rev B Fourth Floor Plan
TM297-L02	Materials GA
TM297-L03	Planting GA
TM297-L04	Trees Retained & Removed

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|---|
| 1. | GAL - Aerodrome Safeguarding | No objection subject to Bird Hazard Management Plan condition. |
| 2. | WSCC - Highways | No objection subject to contribution of £261,600 towards Gatwick Road improvements and subject to conditions. |
| 3. | National Air Traffic Services (NATS) | No objection |
| 4. | Thames Water | Advice provided |

Agenda Item 6

5.	Police	Advice provided
6.	CBC - Drainage Officer	Comments awaited
7.	West Sussex Fire Brigade	No response
8.	CBC - Planning Arboricultural Officer	No objection
9.	UK Power Networks	No objection
10.	CBC - Environment Team	No response
11.	CBC - Contaminated Land	No response
12.	CBC - Environmental Health	No objection subject to condition
13.	Cycle Forum	Advice provided and clarification sought on cycle parking, showers and adjoining cycle routes.
14.	CBC - Refuse & Recycling Team	Comments awaited
15.	Southern Water Ltd	No objection
16.	CBC - FP - Energy Efficiency & Sustainability	No objection, further details sought and conditions recommended.
17.	CBC - FP – Manor Royal	No objection, proposal will support regeneration in Crawley and provide significant business floorspace.
18.	CBC - FP - Urban Design	Advice provided
19.	Ecology Officer - Mike Bird	Additional information required
20.	WSCC - Surface Water Drainage (SWD)	Advice provided and further details on surface water management sought.
21.	Gatwick Diamond Grow Group	No response
22.	CBC - Economic Development	No response
23.	Tinsley Lane Residents Association	Objection (see below)

NEIGHBOUR NOTIFICATIONS:-

Site notices were displayed on Gatwick Road and Tinsley Lane with the consultation period ending on 23 February 2018. A press notice was also published, with an expiry date of 7 February 2018.

RESPONSES RECEIVED:-

Letters of objection have been received from fourteen local households. The concerns raised are:

- Proposal would be too high, at least two storeys above other buildings in the area, and would overshadow nearby houses/bungalows. It should be located elsewhere, as this is supposed to be the buffer zone between Manor Royal and the residential uses. Some support for older buildings being redeveloped on the same scale as the existing buildings, at two/three storeys.
- The proposal does not relate to its surroundings in height, plot coverage or scale. It would be taller than the Nexus building. Would enclose the Gatwick Road frontage with glass/steel/concrete, with no space around the building. Does not protect or enhance the character of the area. Other new buildings, such as Nexus and Elekta have far more space around them so they sit more sympathetically with their surroundings. The minor changes following public consultations do not address the concerns raised about height and scale for this small site. The long frontage to Tinsley Lane will increase its dominance and views into houses. Bungalows opposite all have front windows facing onto the proposed building.
- The traffic survey from 2014 is out of date. It does not take account of recent developments or a recent fatality. Gatwick Road is already busy and this scheme would add to the congestion and cause rat running along Tinsley Lane.
- There are insufficient car parking spaces for 500 employees. Tinsley Lane would be used for overspill parking. How will the left in/left out access be policed? The proposal would cause strain on existing infrastructure in an historically quiet residential area. The underground parking would cause noise and possible subsidence. The risks associated with cycling along this busy road with no dedicated cycle lane mean that the cycling parking is likely to be overprovided. Provision of a cycle lane on the east side of Gatwick Road would demonstrate that the developer and the two Councils are serious about cycling to work.
- Tinsley Lane should be shielded to avoid disturbance to residents from noise/pollution arising from vehicle movements.

Agenda Item 6

- Application does not indicate how mature/tall the proposed trees would be on the Tinsley Lane frontage. Mature trees are needed or the proposal will cause loss of privacy.
- Proposal would reduce effectiveness of residents' solar panels.
- Consultation letters were not sent to enough properties.
- Drawings do not appear to be accurate.

Tinsley Lane Residents Association – The TLRA objects to the proposed development by virtue of its height, depth, massing and relationship to the neighbouring dwellings which would result in a dominant, incongruous and cramped form of development that would be out of context with such a small site in a buffer zone between the Manor Royal Business district and a residential area. The proposal is therefore contrary to policies CH2 and CH3 in the Crawley Borough Local Plan 2015-2030. Reinstatement of the tree screen is welcomed and should include some evergreens. Proposal would cause overlooking and mature trees will be needed from the start. Car parking seems insufficient. It is essential that adequate car parking is provided on site to avoid overspill parking along Tinsley Lane. Concerned about increased congestion on surrounding roads caused by this and other developments. A dedicated bus lane and Park and Ride should be considered.

Manor Royal BID – Support the application. The proposal will complement adjoining developments/proposals and use the site more efficiently and intensively. The stepping down of the building and introduction of trees will help address the concerns of residents.

REASON FOR REPORTING TO COMMITTEE:-

This application is major development.

THE APPLICATION SITE:-

- 1.1 The application site contains a large warehouse building housing a car dealership. The building is predominantly glazed at ground floor level on the frontage to Gatwick Road, with red metal cladding below a shallow pitched roof. To the sides and rear, the building has a more industrial appearance. The building has a smaller single storey, flat roofed element on its south-western corner. There are substantial surface vehicle parking/manoeuvring areas to the north, east and west of the building. There is a Tree Preservation Order to the rear of the site along the Tinsley Lane boundary.
- 1.2 On the opposite side of Gatwick Road is a new office (B1) building recently constructed as part of the redevelopment of the Nexus (former Thales) site. The remainder of that site is still under development. To the south is the Northwood Park development, comprising three two-storey office buildings (Swift House, Sackville House and Kingfisher House), which are accessed from Gatwick Road. These buildings are of brick construction with tiled, pitched roofs. To the east of the site are residential properties along Tinsley Lane. Directly behind the site to the east is a row of bungalows, with two storey houses to the south along both sides of Tinsley Lane.
- 1.3 Gatwick Road has four lanes outside the site, including dedicated bus lanes running in both directions. The Gatwick Road/Fleming Way roundabout lies approximately 160 metres to the north and the Gatwick Road/Manor Royal roundabout is approximately 250 metres southwards.
- 1.4 The site lies within the Manor Royal Main Employment Area defined in the Crawley Borough Local Plan 2015-2030. It falls within the Article 4 Direction area, within which permitted development rights for changes of use to residential have been removed. It also lies within the Manor Royal Buffer Zone, due to its close proximity to residential properties to the east/south. There is an Air Quality Management Area further to the south, covering the Gatwick Road/Manor Royal roundabout. Land at Northwood Park is identified as potentially contaminated land on Borough Council records.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks full planning permission to demolish the existing car dealership building and to construct a new office (B1) building of five storeys on the Gatwick Road frontage, stepping down to two storeys towards the rear boundary. A total of 173 car parking spaces are proposed and 60 cycle parking spaces. The total gross internal floor area proposed is 6,637 square metres.

Agenda Item 6

- 2.2 Planning officers gave informal pre-application advice ahead of submission of the application. The developer also undertook public consultations in the local area. The footprint, bulk and massing of the building has subsequently been altered to address concerns about the impact upon residential properties to the rear.
- 2.3 The proposed office (B1) floorspace would have a ground floor reception area fronting Gatwick Road, with office floorspace at first, second, third and fourth floors. The tallest part of the building would be five storeys and would front Gatwick Road. The office elements of the building would be primarily glazed, with louvres used to screen parts of the north, east and south elevations. Outdoor terraces are proposed to the rear at second, third and fourth floor levels.
- 2.4 The existing vehicular access would be closed. The new access towards the southern end of the site would form a left in left out access to the proposed car and cycle parking areas. The car parking would occupy the basement and the rear of the site at ground and first floor levels.
- 2.5 In support of the application, the applicant has submitted the following documents:
- Design and Access Statement
 - Transport Assessment
 - Framework Travel Plan
 - Landscape Design Statement and Masterplan
 - Arboricultural Report
 - Planning Statement
 - Planning Consultation Statement
 - Sustainability Statement

PLANNING HISTORY:-

- 3.1 The following applications detail the history of the site.

CR/2013/0551/FUL – Re-clad upper front and part side elevations of building and remove glass porch. Approved 12 November 2013.

CR/2006/0739/FUL – Erection of single storey side extension. Approved 16 January 2007.

CR/2006/0433/FUL – Erection of single storey side extension. Approved 11 September 2006.

CR/99/0444/FUL – Erection of single storey car showroom extension. Approved 9 September 1999.

CR/97/0647/COU – Change of use to car showroom, workshop, spares, storage and display area together with rear extension. Approved 15 December 1997.

CR/569/85 – Outline application for proposed extension to existing factory. Approved 6 January 1985.

CR/393/78 – New factory. Approved 13 July 1979.

PLANNING POLICY:-

The National Planning Policy Framework 2012 (NPPF)

- 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 the proposal would be contrary to the policies in the NPPF.
- 4.2 The core planning principles of the NPPF (paragraph 17) state that planning should proactively drive and support sustainable economic development over the homes, business and industrial units,

Agenda Item 6

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

- 4.3 Section 1 emphasises the need for the planning system to deliver sustainable economic growth, support existing business sectors and plan positively for employment generation and regeneration.
- 4.4 The NPPF attaches great importance to 'good design' for high quality buildings and spaces and supports innovative design which may raise the standard of design more generally in the area. (paragraphs 56 and 63). Measures to use renewable and low carbon sources, energy efficiency measures, green energy etc. are all encouraged.

Crawley Borough Local Plan 2015-2030

- 4.5 The Crawley Borough Local Plan 2015-2030 was adopted on 15 December 2015. The following policies are relevant to this application.
- 4.6 Policy SD1 (Presumption in Favour of Sustainable Development) The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town's compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan's policies and objectives.
- 4.7 Policy CH2 (Principles of Good Urban Design) Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.
- 4.8 Policy CH3 (Normal Requirements of all New Development) Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and, where any are lost, replacement tree planting should accord with the standards set out in policy CH6.
- 4.9 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.
- 4.10 Policy CH6 (Tree Planting and Replacement Standards) Sets out that where development would result in the loss of trees, these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere. The Manor Royal Design Guide sets out tree planting requirements for that area.

Agenda Item 6

- 4.11 Policy EC1 (Sustainable Economic Growth) This policy supports Crawley's role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley's recognised economic role and function is maintained and enhanced through building upon and protecting the established role of Manor Royal as the key Business (B1), General Industry (B2) and Storage and Distribution (B8) location for Crawley and ensuring that it is the focus for sustainable economic growth. The policy sets out the need for approximately 23 hectares of employment land over the plan period.
- 4.12 Policy EC2 (Economic Growth in Main Employment Areas) recognises the significant contribution that the town's employment areas make to its economy and that of the wider area and protects against net loss of employment floorspace.
- 4.13 Policy EC3 (Manor Royal) Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings. Proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.
- 4.14 Policy EC4 (Employment Development and Residential Amenity) states that particular care should be taken in the Manor Royal Buffer Zones to ensure that business development does not adversely impact upon the amenity, function and setting of nearby residential uses.
- 4.15 Policy ENV1 (Green Infrastructure) states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through a number of measures including maximising opportunities to maintain and extend infrastructure links and requiring large proposals to provide new and or create links to green infrastructure where possible.
- 4.16 Policy ENV2 (Biodiversity) All developments will be expected to incorporate biodiversity features where appropriate and enhance existing features of nature conservation value around the development.
- 4.17 Policy ENV6 (Sustainable Design and Construction) All development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. A Sustainability Statement should be submitted demonstrating how sustainability has been addressed through design and construction.
- 4.18 Policy ENV7 (District Energy Networks) Major development within a Priority Area for District Heat Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area.
- 4.19 Policy ENV9 (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 4.20 Policy ENV10 (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.
- 4.21 Policy ENV11 (Development and Noise) seeks to protect people's quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise

Agenda Item 6

sensitive uses will not be exposed to noise impact that would adversely affect the amenity of existing and future users.

- 4.22 Policy ENV12 (Air Quality) states that proposals that do not have a negative impact on air quality will normally be permitted.
- 4.23 Policy IN1 (Infrastructure Provision) Development must be supported by necessary on and off site infrastructure, including mitigation where needed, to avoid harmful impact upon existing infrastructure.
- 4.24 Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure.
- 4.25 Policy IN3 (Development and Requirements for Sustainable Transport) Development should be focussed to achieve sustainable transport through use of public transport, walking and cycling. Development should meet the access needs generated and not have unacceptable impact on congestion or highway safety. Proposals should be supported by a Transport Statement/Assessment.
- 4.26 Policy IN4 (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by supplementary guidance.

Supplementary Planning Documents

Manor Royal SPD July 2013

- 4.27 This document aims to support economic growth in Manor Royal, providing guidance to ensure that new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. It requires all development to demonstrate the following:
- New buildings to be of high quality urban design
 - Proposals seek to provide active frontages to routes
 - Materials and finishes of good quality and support the principles of identity and sustainability
 - Proposals to achieve a high level of security
 - Surface Water drainage considered
 - Water efficiency measures considered
 - The development must positively contribute to the landscape and identity of Manor Royal.
- 4.28 The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach to delivering these improvements is achieving robust and consistent frontages to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development and to consider landscaping and seek to reduce monotonous surfacing of parking areas. Boundary treatments must be appropriate in scale and context, with landscaping to reduce the visual impact of fences and barriers.
- 4.29 Gatwick Road is identified as a primary road within Manor Royal and the application site forms part of the 'Central Section (Fleming Way to Manor Royal)'. Gatwick Road in this location is around 12-15 metres wide with no highway verges. It is considered visually dominant and detrimental to the street scene and the quality of the public realm is poor. To mitigate this impact the SPD requires the creation of a higher quality streetscene and the use of on-site planting. However, on the eastern side of this section of Gatwick Road, it is recognised that *"the more limited depth of plots and in some instances the proximity of dwellings on Tinsley Lane and Royston Close restricts the potential for frontage planting. The general approach on the eastern side should be that development proposals must enhance the streetscene of Gatwick Road."*
- 4.30 The site is also identified as being within the Core Business Zone Character Area A. Key considerations that proposed development there should seek to address are to:
- Maintain the spacious setting of buildings;

Agenda Item 6

- Build on the positive impact of high quality public realm and development through promoting high quality buildings that also improve the private realm;
- Provide active frontages, high quality materials, and planting of high aesthetic quality and durability; and
- Given the spacious and prominent nature of the area, explore the potential for taller buildings with due regard to the safeguarding requirements of Gatwick Airport.

Urban Design SPD – October 2016

- 4.31 This document provides further advice on the principles of good urban design, highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.
- 4.32 In respect of non-residential development, para 3.26 states:
“The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start”.
- 4.33 For industrial and commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and use of landscaping.
- 4.34 Annex 1 contains the Borough’s indicative minimum parking standards. For office (B1(a)) uses in Zone 3 – Manor Royal, the requirements are for one space per 31 square metres of floorspace. Disabled parking for employment uses should be a minimum of one space or 5% of total provision. Cycle parking should be provided at one space per 150 square metres for staff and 1 space per 500 square metres for visitors. Motorcycle parking should be one space plus one space per ten car parking spaces.

Planning and Climate Change SPD

- 4.35 This provides further guidance on addressing the sustainability policies within the Local Plan with examples of best practice and how to demonstrate compliance with the policies.

Developer Contributions Guidance Note (published July 2016)

- 4.36 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. The document also sets out the Manor Royal contribution requirement towards the public realm in this area.

PLANNING CONSIDERATIONS:-

- 5.1 The planning considerations for this application are the:
- Principle of the proposed uses
 - Design of the development and impact on street scene
 - Impact upon neighbouring properties and residential amenity
 - Trees and vegetation
 - Transport and highways
 - Sustainability
 - Other operational considerations
 - S106 / Infrastructure considerations

Agenda Item 6

Principle of the proposed use

- 5.2 The site is previously developed land within Manor Royal and policies EC1 and EC3 seek to promote such areas for employment (Use Class B) development. Policy EC3 specifically supports the reuse or intensification in use of sites within Manor Royal. That said, the site also lies within the Manor Royal Buffer Zone. Whilst not objecting to the principle, policy EC4 states that proposals within the buffer zone should not adversely impact upon amenity, function or setting of nearby residential areas.
- 5.3 The proposal is for demolition of the existing car dealership building (1,114 square metres) and redevelopment of the site to form 6,637 square metres of B1(a) office floorspace. This would represent a net increase of 5,523 square metres. The application form states that the development would accommodate around 500 jobs, compared to around 40 jobs in the existing dealership.
- 5.4 The Council's Forward Planning team supports the application, subject to appropriate mitigation and contribution towards improvements being secured. A commitment to the Developer and Partner Charter can be secured. The Manor Royal BID also supports the proposal, whilst recognising the sensitive relationship to adjoining residents.
- 5.5 The proposal would represent a significant contribution towards economic growth and increased employment in Crawley, in accordance with adopted planning policy. The proposal would intensify use of the site and cater for around 500 full time equivalent jobs. Support for the Developer and Partner Charter would support the local jobs market and wider economy. Overall, the principle of redeveloping the site for economic use is considered acceptable and in line with local and national planning policies. Impact on neighbouring residential properties will be addressed below.

Design of the development and impact on street scene

- 5.6 The proposal would be extensively glazed, with the upper floors projecting slightly forward of the ground floor reception area on the Gatwick Road frontage. The fenestration would comprise ceramic printed glass, which helps to control daylight/sunlight and will help to articulate the facades. The building would have a modern and attractive frontage and, on Gatwick Road, would sit comfortably alongside the proposed Northwood Park development and the Nexus site opposite. This group of new buildings would significantly enhance and provide some consistency to this part of Gatwick Road.
- 5.7 A dedicated area for rooftop plant is shown set back nine metres from the front elevation and also 14.5 metres from the fourth floor rear elevation.
- 5.8 To the rear, the building is angled to run parallel to the Tinsley Lane boundary. The two storey rear part of the building would be 16 metres from the rear boundary. Tinsley Lane is a residential road to the east of Manor Royal. Despite its close proximity to the employment area, it retains a fairly quiet, low density residential character. The existing dealership building and other nearby commercial/industrial buildings already have some visual impact upon Tinsley Lane, particularly at its northern end. The proposed building, by reason of its height, scale and siting, would have some visual impact upon Tinsley Lane. Although it is a well-designed building stepping down to the rear, it can be argued that it would be out of character with the Tinsley Lane streetscene. Manor Royal already has an impact upon this streetscene and it is not considered that the impact of the proposed building within an identified buffer zone between residential and commercial would have a severely detrimental visual impact given its wider context.
- 5.9 Views from Tinsley Lane would be partially screened by existing and proposed trees. The rear elevation would have vertical louvres on lower floors, which would allow ventilation but help preclude direct views towards neighbouring houses. The appearance of the rear of the building, both from within Tinsley Lane and from longer distance views from the east, would be enhanced by planting on the proposed second, third and fourth floor outdoor terraces.
- 5.10 Overall, the proposed building is considered to be of a high quality design which would make a very positive improvement to the Gatwick Road streetscene. The development is considered to comply with policies CH2 and CH3 of the Local Plan. The resulting visual impact upon Tinsley Lane is

Agenda Item 6

considered acceptable. Further details on matters such as materials and the ceramic printing can be secured by condition.

Impact upon neighbouring properties and residential amenity

- 5.11 The applicant has submitted a Planning Consultation Statement setting out their efforts to consult with the local community ahead of submitting the planning application. Leaflets were delivered to 35 properties, including the commercial buildings to the north and south and residential properties in Tinsley Lane and Royston Close. Three responses were received. Manor Royal BID supported the proposed redevelopment. Tinsley Lane Residents Association and another resident raised concerns about the height and scale of the proposal, potential overlooking and traffic/parking issues. Reinstatement of the tree screen was welcomed.
- 5.12 In response to consultations on the current planning application, similar objections have been received from residents, raising concerns about the proximity, size and scale of the proposal in relation to neighbouring houses.
- 5.13 The two storey rear element of the proposed building would be 43 metres from the front walls of the bungalows on the east side of Tinsley Lane. Given the stepped rear elevation, the second floor would be a further seven metres away, the third floor 4.5 metres further away and the fourth floor 4.5 metres beyond that. The fourth floor is also set in from the north and south elevations of the building. The Urban Design SPD seeks a minimum of 30 metres between three or more storey buildings to avoid overlooking. The proposal is considerably in excess of that distance and the proposed planting to the edges of the terraces would help to block views. It is not considered that the proposal would cause detrimental overlooking of the front windows of the bungalows. In any case, these windows can already be easily seen by passers-by from public viewpoints on Tinsley Lane.
- 5.14 To the north of the site is a two storey office building. It has some south facing windows, which look over the application site. These windows light office spaces and would be impacted upon by the side wall of the proposed building, which would be only six metres away up to third floor level and a further four metres away at fourth floor level. As the proposal is to the south, this would undoubtedly have some adverse impact through overshadowing and loss of light. The proposal would be extensively glazed though, which would lighten its appearance, and this is a commercial area. Some harm to outlook and light levels within the adjoining offices to the north would result though.
- 5.15 South of the site is Northwood Park. This currently comprises two storey offices although there is also a recent permission to redevelop the site to form a six storey office building. The proposal is to the north of the existing buildings. It would not therefore cause overshadowing, but would have an impact on outlook and, by virtue of its height, appear somewhat dominant. However, the site already has planning permission to be redeveloped to a similar scale as the current proposal and the relationship between the two proposed buildings is considered acceptable.
- 5.16 No. 89 Tinsley Lane, a two storey house, that lies on the west side of that road to the south of the application site. Its side wall would be 40 metres from the two storey element of the proposal. No. 89 has only one ground floor window facing north, with the remainder of its windows facing to the front (east) and rear (west). Given the distance of the proposal from the house, intervening vegetation and the lack of side windows, it is not considered that significant adverse impact to this house or its garden would result.
- 5.17 Overall, it is considered that the proposed building, due to its height and scale, could cause some harm to residential amenity through impact upon outlook from nearby dwellings. However, no significant overlooking would result and the adjoining properties already face towards a commercial estate. The proposed building has been designed to reduce its impact by stepping upwards away from the residential properties. The existing and proposed trees, together with planting on the roof terraces, will reduce views from the building further and significantly soften the appearance of its rear elevation. The harm caused to residential amenity will be considered as part of the overall planning balance. The proposal would also impact upon adjoining commercial occupiers. However, these buildings are only used during working hours and are less sensitive to such changes being in an already densely developed commercial area.

Agenda Item 6

Trees and landscaping

- 5.18 The site contains existing trees to the rear along the boundary with Tinsley Lane and a few trees along the northern and southern boundaries. The site is also the subject of a Tree Preservation Order, although it appears that some of the protected trees have been removed over the years. Prior to the development of the car dealership and its car park behind the building, the rear part of the site was fairly heavily wooded.
- 5.19 As with the Northwood Park scheme, trees and vegetation on and around the site are very important on the BCL House site, both for screening neighbours and providing a positive setting and appearance for the proposed development. The application confirms that the existing trees along the northern and eastern boundary would be protected and retained. Their protection can be secured by condition.
- 5.20 The Council's Arboricultural officer has raised no objection. He states that the apparent unauthorised removal of protected trees appears to have taken place around twenty years ago. He considers that it would not be expedient to take enforcement action now, particularly given that so many new trees are now proposed to be planted.
- 5.21 The Green Infrastructure SPD seeks a financial contribution towards replacement trees in cases where trees are to be lost. In this case, a total of six trees would be lost, but twenty one trees and a large number of other shrubs and vegetation would be planted. A new hedge is also proposed along the Tinsley Lane boundary. No contribution towards off-site tree planting is therefore sought in this case.
- 5.22 On the Gatwick Road frontage, five new silver birch trees are proposed along with the retention of the existing two trees on the northern boundary. The existing trees will need to be protected during construction, but are substantial trees that would help to soften the frontage of the proposed building. New underplanting is proposed beneath the five new trees on the frontage and, overall, the planting to Gatwick Road is considered acceptable.
- 5.23 The proposed building incorporates roof terraces to the rear. The applicant has submitted a plan showing details of proposed planting along the edges of the terraces at second, third and fourth floor levels. Planting on the proposed terraces would have the dual purpose of improving views to/from the building and restricting any views towards residential properties to the east. The success of the terrace planting would be important for visual appearance and the protection of residential amenity. As with the Northwood Park proposal, the external terraces would be accessible to office users immediately outside the office areas. Between these outdoor terraced areas and the rear boundary would be planting areas, containing some taller shrubs and a range of grasses and sedum. These would both provide an attractive and landscaped outlook for users of the terraces and also further restrict views towards the houses to the east. This is considered an acceptable approach in terms of residential amenity, creating a high quality office environment and to enhance the appearance of the building.
- 5.24 Overall, tree retention/planting and a high quality landscaping scheme are essential to the success of the proposed development. The information submitted by the applicant is considered broadly acceptable and its implementation and ongoing management can be secured by condition.

Ecology

- 5.25 The Council's consultant ecologist has asked for a preliminary survey to assess potential for use of the site by bats, birds and dormice. The applicant is undertaking this survey at the end of March. The potential areas of concern primarily relate to the trees, rather than buildings, given that the trees form part of wider landscaping leading into Summersvere Woods. It is considered that any impact can probably be addressed by condition, subject to the survey results, and that further enhancement can be secured by condition.

Agenda Item 6

Transport, highways and other operational considerations

- 5.26 The Local Highway Authority had pre-application discussions with the applicant and agreed a transport assessment based on the survey data from the Nexus site on the opposite side of Gatwick Road. This ensured a recognised baseline and consistency with other recent planning applications in the locality. The Local Highway Authority has checked its own traffic counters and confirms that traffic levels have not significantly altered since 2014. For consistency, the transport modelling work has also included the agreed junction improvements nearby, which are:
- At Manor Royal an increase in exit capacity westbound allows the southern approach to take left turning westbound traffic from both the near side and middle lanes;
 - At the Gatwick Road northern approach to Manor Royal the entry lanes will be realigned to offer an additional lane;
 - At Fleming Way alterations to the splitter island on all approaches and a reduction in central island size provide additional circulatory capacity.
- 5.27 As with the recent Northwood Park scheme, the proposed left in left out access would avoid traffic delays caused by vehicles arriving from the south attempting to turn into the site across two lanes of traffic or vehicles leaving the site attempting to turn north up Gatwick Road. However, the arrangement could have negative impacts on both the Gatwick Road/Manor Royal and Gatwick Road/Fleming Way roundabouts due to a resulting increase in turning movements. The proposal would replace the current double width vehicular crossover with a new access at the southern end of the site, which would be left in and left out. Subject to a condition on visibility splay and with the relocation of the bus stop, the County Council is satisfied with the access in safety terms.
- 5.28 The proposal would include a total of 173 car parking spaces, including three electric vehicle bays and eight disabled parking bays. The Council's parking standards seek one car parking space per 31 square metres of office floorspace in Manor Royal, which, on a proposed net internal floorspace of 5,523 square metres, requires 178 car parking spaces. Disabled parking spaces would be sited at ground level close to the reception area. The proposed level of car parking is considered acceptable by the Local Highway Authority and broadly meets the Council's standards.
- 5.29 A total of 60 cycle parking spaces are proposed within the building just north of the vehicular entrance. This level of cycle parking slightly exceeds the Council's cycle parking standards. Showering, changing and locker facilities would be available at basement level. The facilities would be conveniently located for cyclists and the scheme is acceptable in cycling terms.
- 5.30 The site also lies on a route well served by buses. There is a bus stop directly outside the site, which would need to be relocated to enable the proposed vehicular access. Appropriate relocation can be secured by condition. Gatwick Road is also the subject of proposed bus lane improvements, which would further enhance the speed and reliability of services to/from the application site. Footpaths lead north and south from the site.
- 5.31 The applicant has submitted a Workplace Travel Plan. Given the speculative nature of the development, this needs further detail and implementation work, which can be secured by condition. The Travel Plan seeks to encourage more sustainable transport. A target for shifting from single occupancy cars to more sustainable modes of transport over the initial five year period of the Travel Plan is 10%, reducing modal share from 62% down to 55.8%. The Workplace Travel Plan suggests a number of initiatives, such as rail and bus discounts, car club usage and discounts on bicycles. A more detailed Travel Plan relating to the specific occupiers of the building can be secured by condition.
- 5.32 In respect of sustainable transport and related highway works, officers have given detailed consideration to the proposed development in relation to the approved schemes on the Nexus site (on the opposite side of Gatwick Road) and Northwood Park to the south. The Section 106 agreement for the Nexus site has already secured phased improvements to three junctions along Gatwick Road. Other highway works in connection with Forge Wood are also programmed. The timing and delivery of the highway improvements is complex as various improvement options are still under discussion and there is a need for any works to be planned. Discussions are taking place

Agenda Item 6

between the various parties and the applicants to understand these requirements, set appropriate triggers for delivery and ensure where practical that there is flexibility to accommodate emerging design alterations. Such provisions would be incorporated into a Section 106 agreement.

- 5.33 In this case, the Local Highway Authority considers that a financial contribution of £261,600 towards sustainable transport improvements in the surrounding area would be appropriate from the BCL House scheme. This contribution is considered proportionate, directly related to the development proposed and consistent with the funding sought from other nearby schemes. It is hoped that this can be put towards emerging proposals for bus and cycle lane improvements along Manor Royal, Gateway 1 improvements or the junction improvements in the area. Other funding would also be required for these schemes and discussions are already well underway with the Local Enterprise Partnership.

Sustainability

- 5.34 The applicant's Planning Statement acknowledges the policy requirement to achieve BREEAM Excellent for the energy and water components. Given that this is a speculative application, no further details have been submitted to address this or the requirement in Policy ENV7 to be ready for a future District Heat Network. It is considered by officers that these issues can be satisfactorily addressed by planning conditions requiring further details.

Other operational issues

- 5.35 The adjoining Northwood Park site is identified as potentially contaminated according to Council records. Although there is no indication that the application site is contaminated, a condition addressing the unexpected discovery of contaminated material during redevelopment is recommended.
- 5.36 The site does not lie within an Environment Agency Zone 2 or 3 floodzone. Comments from the Council's Drainage Engineer are awaited, but planning officers anticipate that, as the site has a low flood risk, any requirements could be dealt with by appropriate conditions, as was the case on the adjoining Northwood Park site.
- 5.37 Gatwick Airport has been consulted on the application. The Airport has confirmed that it has no objection to the proposal, subject to a condition to secure submission and implementation of a Bird Hazard Management Plan. Informatives relating to potential use of cranes and to installation of renewable energy equipment are also recommended.

Section 106 / Infrastructure requirements

- 5.38 The Manor Royal Contribution sought through the SPD seeks a contribution of £2 per square metres of gross floorspace, amounting to a contribution of £13,274. In this case, the contribution is proposed to be used towards the Gateway 4 or Priestley Way/Rutherford Way improvements.
- 5.39 In addition, contributions towards sustainable transport improvements, as set out above, have been discussed and agreed with the applicant.
- 5.40 As with Northwood Park, it is appropriate to ask the developer to sign up to the Council's Developer and Partner Charter. This can also be agreed through a Section 106 agreement.

CONCLUSIONS:-

- 6.1 The proposal is for an employment use within the Manor Royal Business Area and is considered compatible and acceptable in this location in line with the employment policies of the Local Plan. The proposed design and layout is considered to be of high quality, would significantly enhance the Gatwick Road streetscene and has addressed the requirements of the Manor Royal SPD.
- 6.2 The scheme has sought to address the relationship to dwellings on Tinsley Lane to the rear. Whilst the relationship to the bungalows to the east of Tinsley Lane is not ideal, any impact in terms of

Agenda Item 6

overdominance or overlooking is significantly mitigated by the substantial landscaping along the rear boundary, the stepping up of the building towards Gatwick Road and through the innovative use of landscaped terraces.

- 6.3 The layout, vehicular access and car/cycle parking provision is considered to meet the operational needs of the scheme. The level of development is not considered to have an adverse impact on the wider area and surrounding junctions subject to a contribution towards sustainable transport improvements.
- 6.4 Despite the recognition that the development would have a somewhat awkward relationship to neighbours, in terms of the planning balance, it is considered that any harm is outweighed by the significant economic benefits of the scheme and by its high design quality. It is therefore recommended that planning permission is granted, subject to the conclusion of a Section 106 Agreement to secure:
- the contribution of £261,600 towards Gatwick Road improvements;
 - the Manor Royal Public Realm contribution of £13,274; and
 - the developer signing up to the Developer and Partner Charter.

RECOMMENDATION RE: CR/2017/1057/FUL

Delegate to the Head of Economic and Environmental Services to PERMIT, subject to:

1. The submission of an ecological report demonstrating the acceptability of the scheme to the satisfaction of the Local Planning Authority and the inclusion of any related conditions; and
2. The satisfactory conclusion of a Section 106 agreement to secure
 - the contribution of £261,600 towards highways improvements
 - the Manor Royal Public Realm contribution of £13,274; and
 - the developer signing up to the Developer and Partner Charter; and
3. To the conditions listed below:
 1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
 2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
 3. With the exception of foundation and ground works, development shall not commence unless and until a schedule of materials and finishes and samples of such materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
 4. 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.

Agenda Item 6

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

5. No development, including site works of any description, shall take place on the site unless and until an ecological survey and details of mitigation and enhancement measures has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed mitigation measures and the enhancement measures shall be completed before the first occupation of the building hereby approved.

REASON: To ensure the retention and maintenance of any features of ecological interest and to enhance the site's ecological interest in accordance with policies ENV2 of the Crawley Borough Local Plan 2015-2030 and the Green Infrastructure Supplementary Planning Document.

6. No development shall take place until a dust management scheme to minimise the impact of dust from construction and demolition activities has been submitted to and approved in writing by the Local Planning Authority. Construction and demolition activities take place in full accordance with the approved measures.

REASON: To ensure that the development does not cause disturbance to adjoining occupants in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

7. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction;
- the method of access and routing of vehicles during construction;
- the parking of vehicles by site operatives and visitors;
- the loading and unloading of plant, materials and waste;
- the storage of plant and materials used in construction of the development;
- the erection and maintenance of security hoarding;
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area, to ensure safe site operation and in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.

8. Before construction of the building commences, details of the provisions made within the scheme design to enable the development to be 'Network Ready' in the event that a District Energy Network is delivered in the vicinity shall be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of climate change mitigation in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.

9. Development should not commence until a Flood Risk Assessment and Drainage Strategy Plan, setting out suitable mitigation and improvement measures, finalised detailed surface water drainage designs and calculations for the site based on sustainable drainage principles, together with full details of future maintenance, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the runoff from the current site following the corresponding rainfall event. The development shall be implemented in accordance with the agreed details.

REASON: To ensure the development is adequately drained and to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

10. Development shall not commence until full details of the maintenance and management of a SUDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing by, the Local Planning Authority. The SUDS scheme shall subsequently be maintained and managed in accordance with the approved details.

Agenda Item 6

REASON: To ensure the long-term maintenance and management of the drainage system, to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.
REASON: Given the site's previous commercial uses and to avoid potential contamination to groundwater in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.
12. 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. 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 and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
13. No external doors and windows shall be installed until precise details showing the door and window profiles for the building (including a 1:20 section of the glazing details) have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed details.
REASON: To control the development in detail and to ensure a high-quality development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.
14. No shelters or other means of protection from the weather shall be installed on the roof terraces until full details have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed details.
REASON: To control the development in detail, to protect residential amenity and to ensure a high-quality development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.
15. 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 the flat roof and terraces 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 terraces 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 roof and terraces in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
16. No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure the operational requirements of the site are met and in the interests of highway safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
17. No part of the development shall be first occupied until such time as the existing vehicular access onto Gatwick Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and to ensure that footways and kerbing are reinstated in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.

Agenda Item 6

18. No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Gatwick Road in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
Reason: In the interests of road safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
19. No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.
Reason: To ensure the operational requirements of the site are met and in the interests of highway safety and adequate on-site parking in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
20. The development hereby approved shall not be occupied unless and until the secure cycle parking and washing, changing and storage facilities for cyclists have been provided to the satisfaction of the Local Planning Authority.
REASON: To encourage cycle use and sustainable means of travel, to support measures within the required Travel Plan and in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
21. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
Reason: To encourage sustainable modes of travel and reduce car use in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
22. No part of the development hereby permitted shall be occupied until a copy of a post-construction report, verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent', has been submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of sustainable design and efficient use of water resources in accordance with Crawley Local Plan policies ENV6 and ENV9 and the Planning and Climate Change Supplementary Planning Document.
23. The building shall not be occupied until a landscape management plan which covers a period of no less than 15 years has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall include a programme for implementation, long term design objectives, long term management responsibility and maintenance schedules for all landscaped areas including the roof terraces. The development shall be carried out in accordance with the approved details.
REASON: In the interests of visual amenity of the area in accordance with policy CH3 of the Crawley Borough Local Plan and the Manor Royal Supplementary Planning Document.
24. All planting, seeding or turfing comprised in the approved details of landscaping shall be fully 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 accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
25. The burning of materials obtained by site clearance or from any other source shall not take place within six metres of the furthest extent of the canopy of any tree or group of trees to be retained on the site or on land adjoining.
REASON: To protect trees and vegetation from fire damage in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.

Agenda Item 6

26. The building shall not be occupied until a scheme for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include measures to address potential disturbance to adjoining residential properties. The development shall be carried out in strict accordance with the approved details.
REASON: In the interests of visual amenity of the area, for the protection of residential amenity and in accordance with policy CH3 of the Crawley Borough Local Plan and the Manor Royal Supplementary Planning Document.
27. The building shall not be occupied until a scheme for the control of noise from the rooftop plant and any other plant associated with the development has been submitted and approved in writing by the Local Planning Authority and subsequently implemented. Implementation shall at all times be in full accordance with the approved details of the noise insulation and control scheme.
REASON: To ensure that the development does not cause noise disturbance to adjoining residents and future occupiers of the proposed building in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
28. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
29. The proposed building shall be used for B1(a) office use only and for no other purpose (including any other purpose in the B use classes of the Schedule to the Town and Country Planning (Use Classes) Order, 1989).
REASON: To ensure that the development provides high quality employment, which has been a key factor in approving the application, to protect the residential amenity enjoyed by neighbouring houses, to reflect the site's location within the Manor Royal Buffer Zone and in accordance with policies CH3 and EC4 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

1. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours that noisy works are permitted.

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday

with no noisy construction works taking place on Sundays, bank holidays, public holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall at all times employ best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'. Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

The applicant must make all contractors and subcontractors aware of these times.

2. 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

Agenda Item 6

gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

3. 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 any piling method statement.
4. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact the Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
5. The scheme shall demonstrate that there is a positive indication there will be no adverse impact from the roof plant (and any other plant associated with the development). This will be achieved by assessing the impact of the noise at any residential property in accordance with British Standard 4142:2014. With the acceptable rating level of the noise, which will normally include corrections for tonality and impulsivity, being at least equivalent to the background noise level (LA90) or below.
6. 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.
7. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

1. NPPF Statement

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

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

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

Agenda Item 6

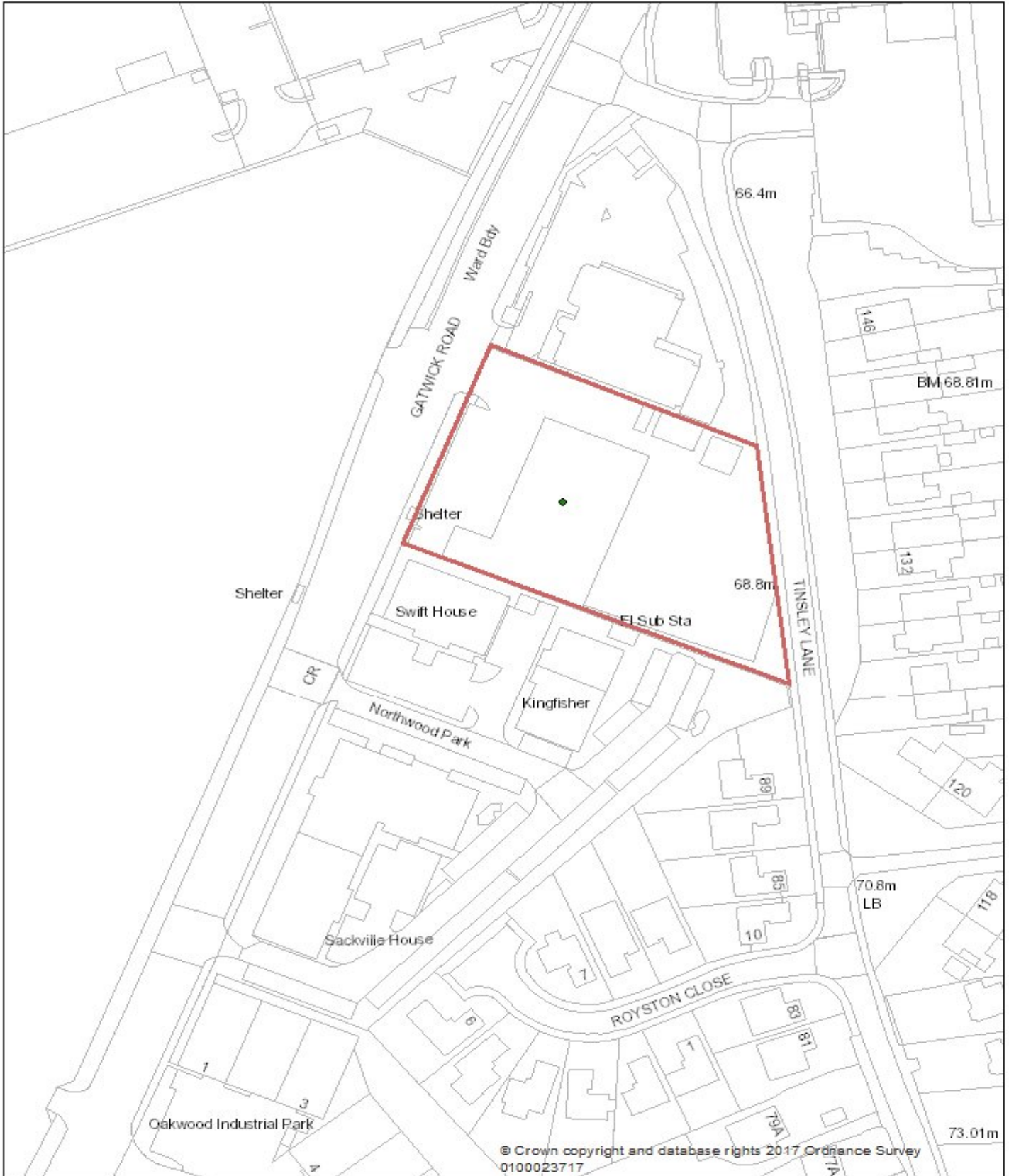


ArcGIS Web Map



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Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

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Agenda Item 7

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 9 April 2018
REPORT NO: PES/247(c)

REFERENCE NO: CR/2018/0069/FUL

LOCATION: [15 CHATFIELDS, GOSSOPS GREEN, CRAWLEY](#)
WARD: Gossops Green
PROPOSAL: ERECTION OF A SINGLE STOREY WRAP AROUND SIDE AND REAR EXTENSION
(AMENDED PLANS RECEIVED).

TARGET DECISION DATE: 16 April 2018

CASE OFFICER: Ms Z. Brown

APPLICANTS NAME: A2Z Designs Ltd
AGENTS NAME: A to Z Designs

PLANS & DRAWINGS CONSIDERED:

CBC 001 Site location plan
CBC 002 Rev A Block plan
2018-02-03 Rev A Existing elevations
2018-02-02 Existing ground floorplan
2018-02-04 Rev A Proposed ground floorplan
2018-02-05 Rev A Proposed roof plan
2018-02-06 Rev A Proposed elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

None required.

NEIGHBOUR NOTIFICATIONS:-

4, 14 and 16 Chatfields, Gossops Green.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

Applicant is a member of staff.

THE APPLICATION SITE:-

1.1 The application site relates to a detached four bedroom chalet bungalow, located on the north-eastern corner of Chatfields within the neighbourhood of Gossops Green. The dwelling is brick built and has a pitched roof with gables on the front and southern side elevations. The front gable is finished with red hung tiles. The entrance to the property is on the southern side elevation. There is an existing dormer on the northern roof slope, and the loft has been extended to provide two bedrooms and a bathroom.

Agenda Item 7

- 1.2 The site slopes down slightly to the east. There is a detached garage located to the south of the dwelling which is adjoined to the garage at No. 16. The garages are approximately 0.4m lower than street level. There is parking in front of the garage for up to two vehicles. The rear garden wraps around the northern and eastern sides of the property, and follows the angled northern side boundary of the site. Crawley Avenue (A23), is located to the east of the application site, however it is almost completely obscured by a mature tree screen which runs along the eastern boundary of the site. There are no identified site constraints.
- 1.3 The area is residential in character, with Chatfields containing similarly designed chalet style dwellings. A number of the dwellings have undertaken extensions including dormers, front porches and side extensions.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of a single storey wrap around side and rear extension. The extension would wrap around the northern, eastern and southern elevations of the dwelling.
- 2.2 On the northern elevation the side extension would project 5m, and measure 13.5m in length. The rear element would project 4.5m from the rear elevation and would measure 15.7m in width. The side element on the southern elevation would measure 3.24m in width and be 7.3m in length. The extension would have a flat roof with a maximum height of 3.2m.
- 2.3 Internally a dining room, kitchen and living room would be provided, one additional bedroom and a granny annexe with one bedroom.
- 2.4 Amended plans were received during the course of the application whereby the side extension on the northern side of the dwelling has been set back 2.15m from the front elevation behind the existing fence, the side extension has been increased in width from 4.5m to 5m.

PLANNING HISTORY:-

- 3.1 CR/2016/0118/FUL – ERECTION OF SINGLE STOREY ANNEXE AT REAR OF EXISTING GARAGE. PERMITTED, BUT NOT IMPLEMENTED.
- 3.2 CR/2008/0142/192 – CERTIFICATE OF LAWFULNESS OF PROPOSED DEVELOPMENT FOR FIRST FLOOR SIDE EXTENSION OF DORMER. PERMITTED.

PLANNING POLICY:-

4.1 National Planning Policy Framework (2012) (NPPF)

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

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

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

Agenda Item 7

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 in Crawley will be required to make a positive contribution to the area, be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings, and be able to meet its own operational requirements necessary for the safe and proper use of the site. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.
- Policy IN4 (Car and Cycle Parking Standards) states development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards. Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings.

4.3 Urban Design Supplementary Planning Document (adopted October 2016)

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

- *'An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area'*
- *Development should incorporate materials and colours that match the existing dwelling or, where appropriate, contrast with it. If planning permission is granted for a development, the conditions laid out in the permission often detail any necessary steps required regarding materials and finishes.*
- *'An extension on the side of a property will be prominent and it is important that it should work successfully with its surroundings. The junction of a side extension with the existing building will have to be considered and resolved through good design'*
- *'Side extensions should avoid a 'terracing effect' in the streetscape. A 2m separation distance between the side extension and the property boundary can achieve this, or sometimes a set back from the principle elevation.*
- *Applying the 45° guide test: The guide test can be applied to detached, semi-detached and terraced houses. A single storey extension should not encroach into an area measured by drawing a 45° angle from the nearest edge of a neighbour's window or door aperture.*
- *'A rear extension should not consume the entirety of a dwelling's private amenity space. A garden should be retained with a minimum depth of 10.5m measured from the extension's rear external wall to the property's rear boundary in length, in order to ensure adequate private outdoor space.' 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'*

Agenda Item 7

- *'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'.*
- *The conversion of a garage into a habitable room may result in the loss of onsite parking, which in turn could create pressure for on street parking around a dwelling. Therefore if you intend to convert a garage into a room, you should consider how cars will be accommodated on site.*

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

PLANNING CONSIDERATIONS:-

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

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

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

- 5.2 The proposed single storey wrap around side and rear extension would extend around the northern, eastern and southern elevations of the dwelling. The proposal would incorporate materials which match the existing dwelling including brickwork and uPVC windows.
- 5.3 In terms of its size and visual impact the proposed wrap around extension would be a significant addition to the dwelling.
- 5.4 The Urban Design SPD states that to prevent the terracing effect there should be a gap of 2m between the side extension and the adjacent property boundary or a setback from the front elevation. The amended design of the side extension is considered to accord with this guidance, as it has now been setback 2.15m from the front elevation behind the existing fence, and there is a gap of 1m from the angled northern side boundary of the site. This would ensure there is still an adequate gap between the extension and the neighbouring property No. 14 Chatfields, which already has a single storey side extension. The setback would also ensure that the side extension appears subservient to the main dwelling and would not adversely impact the streetscene of Chatfields particularly when viewed from the south. The extension would have limited visual impact too due to the corner location of the dwelling.
- 5.5 The proposed rear extension would be screened by the existing dwelling and therefore not visible from the streetscene. The Urban Design SPD states that a rear extension should not consume the entirety of a dwelling's private amenity space, and that 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. Although there would only be a depth of 4.2m from the rear wall of the rear extension to the eastern side boundary, the garden also extends around to the northern side of the house. This area would have a length of around 25 metres, as a result there is still considered to be adequate outdoor private amenity space for future occupants.
- 5.6 The proposed side extension on the southern side of the dwelling would measure 3.24m and would fill the gap between the dwelling and the garage. The side extension would be screened by the existing dwelling and would not be clearly visible from the streetscene of Chatfields. It would be screened from Crawley Avenue to the rear by the existing mature tree planting within the highway verge
- 5.7 Overall the amended scheme is considered to have a more limited impact on the appearance of the dwelling, the streetscene and character of the area. Although it would be a significant addition to the dwelling, the design, scale and height of the extension is considered to be acceptable. As a result it

Agenda Item 7

would accord with Policies CH2 and CH3 of the Crawley Borough Local Plan (2015-2030), the guidance contained within the Urban Design SPD (2016), and relevant paragraphs of the NPPF (2012).

The impact on neighbouring properties and amenities

- 5.8 The neighbouring properties most likely to be affected by the proposed development would be Nos. 14 and 16 Chatfield. No. 14 Chatfields is perpendicular to the application site to the north-west and has a single storey side extension positioned close to the shared side boundary. The proposed side extension on the northern side of the dwelling would be positioned 1m from the shared northern side boundary of the site, the separation distance would ensure that the single storey side extension does not cause any significant overbearing impact. Likewise given that No. 14 is perpendicular to No. 15 the proposed side extension is not considered to detrimentally impact the amenity enjoyed by the occupants of No. 14, due to the resultant separation between the two properties.
- 5.9 In regards to the impact on No. 16 to the south of the application site, the proposed side and rear extension would be positioned between the dwelling and garage, and would project an additional 1.6m from the rear of the garage. The Urban Design states that a single storey rear extension should not encroach into an area measured 45 degrees from the nearest edge of a neighbour's window or door aperture. The proposed single storey side/rear extension would not encroach into an area measured 45 degrees and given the minimal projection beyond the existing garage, and to the screening from the neighbours garage, it is not considered to cause any significant overbearing impact on the occupants of No. 16.
- 5.10 Overall the proposed development is not considered to cause detrimental harm to the amenity enjoyed by the occupants of No. 14 or 16 Chatfields, and would therefore accord with the Crawley Borough Local Plan (2015-2030) Policy CH3, and the guidance contained within the Urban Design SPD in relation to householder extensions and neighbouring amenity.

Parking considerations

- 5.11 The proposal would increase the number of bedrooms from 4 to 6. The Urban Design Supplementary Planning Document Appendix 1: Crawley Borough Parking Standards advises that dwellings with 3+ bedrooms should provide 2-3 parking spaces. The property would retain 1no. existing parking space within the garage, and 2no. on the existing hardstanding. There is also unrestricted on-street parking in front of the property. It is considered that there would be sufficient parking, and the proposal would accord with Crawley Borough Local Plan Policies CH2 and IN4 and Paragraph 32 of the NPPF (2012).

The use of the annexe

- 5.12 The southern side extension would be used as a granny annexe comprising of two bedrooms, a kitchen and bathroom. It is proposed to be connected with the dwelling via the proposed bedroom. Based on the information provided in the supporting statement, which states that the annexe would accommodate a family member of the applicant, it is considered on balance to be acceptable. It is however considered appropriate to attach a condition in this regard restricting it from becoming a separate unit of accommodation.

CONCLUSIONS:-

- 6.1 In conclusion it is considered that the proposed single storey wrap around side and rear extension on the northern, eastern and southern elevations of the dwelling is acceptable and would not have an adverse impact on the appearance of the dwelling or the streetscene of Chatfields. The proposal would also not have a detrimental impact on the amenity enjoyed by the occupants of neighbouring properties Nos. 14 and 16 Chatfields. There would also be sufficient on-site parking. As a result the proposed development is considered to accord with policies in the Crawley Borough Local Plan (2015-2030), the Urban Design Supplementary Planning Document (2016) and the NPPF (2012).

Agenda Item 7

RECOMMENDATION RE: CR/2018/0069/FUL

PERMIT subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The materials and finishes of the external walls and roof of the extension 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 proposed development hereby permitted shall only be used as family accommodation for purposes ancillary to the occupation and enjoyment of 15 Chatfields as a dwelling and shall not at any time be used as a separate unit of accommodation.
REASON: To accord with the terms of the application, to enable the Local Planning Authority to control the use of the site, to ensure that an adequate standard of accommodation is provided and maintained and in the interests of the amenity of neighbouring occupiers in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

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

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

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

Agenda Item 7

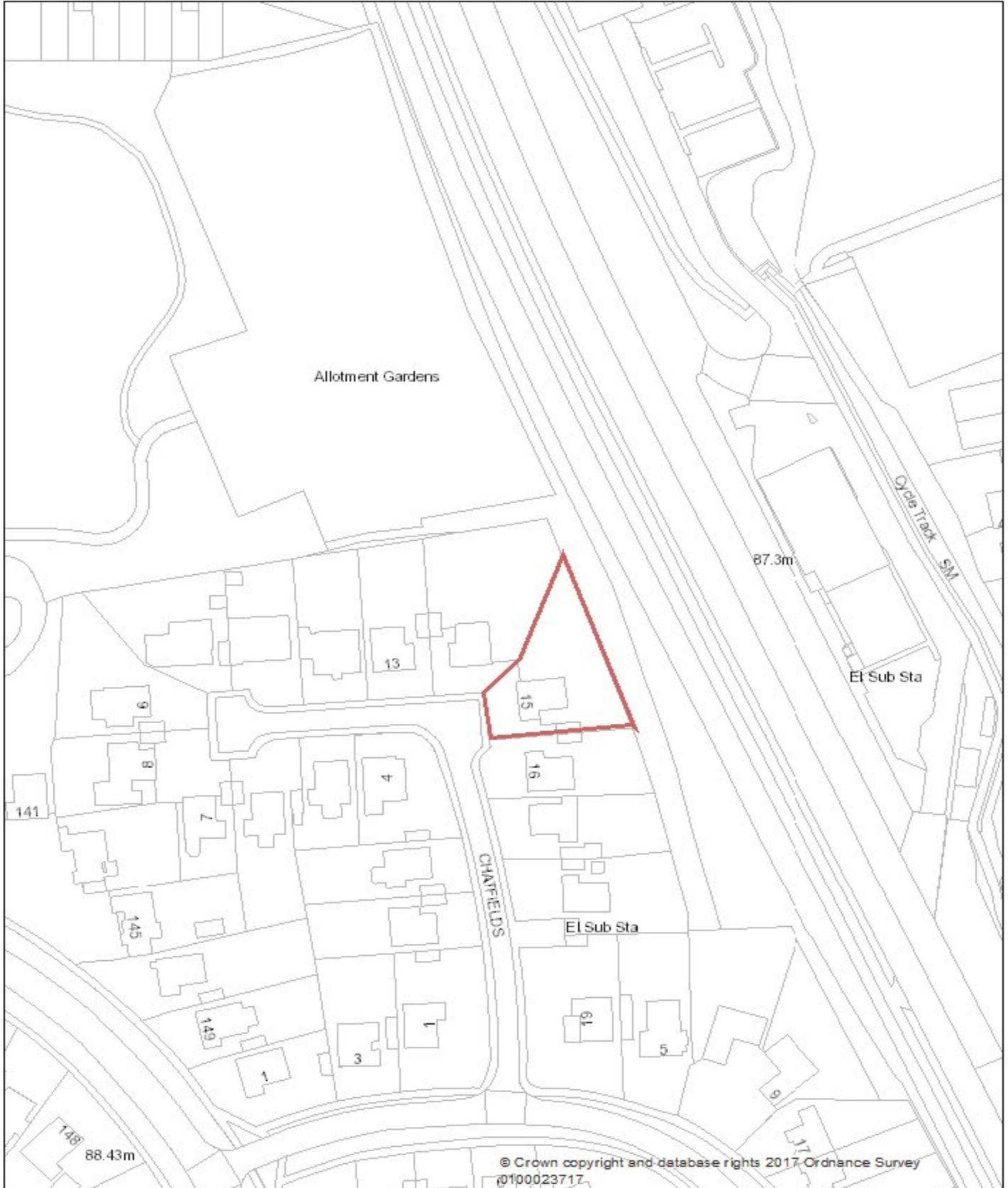


ArcGIS Web Map



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Agenda Item 8

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 9 April 2018
REPORT NO: PES/247(d)

REFERENCE NO: CR/2018/0075/RG3

LOCATION: [NORTHGATE PLAYCENTRE, WOODFIELD ROAD, NORTHGATE, CRAWLEY](#)
WARD: Northgate
PROPOSAL: FORMATION OF TWO EXTERNAL OPENINGS ON NORTH WESTERN ELEVATION OF BUILDING

TARGET DECISION DATE: 17 April 2018

CASE OFFICER: Ms K. Ingram

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: Graves Jenkins

PLANS & DRAWINGS CONSIDERED:

07-12-17-03 Rev C Proposed floor plan and block plan
07-12-17-04 Rev B Proposed elevations
07-12-17-02 Existing elevations
07-12-17-01 Rev A Location and existing floor plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|----------------------------|------------------------------------|
| 1. | CBC - Property Division | No objection |
| 2. | CBC – Environmental Health | No objection subject to conditions |

NEIGHBOUR NOTIFICATIONS:-

Nos. 12 & 98 Woodside Road and 115 to 121 (odd numbers) Woodfield Road

RESPONSES RECEIVED:-

No letters of representation were received.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site is located in the northern corner of the Northgate Recreation Grounds, on Woodfield Road, and relates to a single storey flat roofed building of pre-cast panels painted cream. It is set back from Woodfield Road by 37m and is located on the south western side of the car park. It is among a cluster of other facilities comprising a sports pavilion, children's playground and a hard surface ball park.
- 1.2 The south eastern elevation facing the playing fields has two entrance doors and a window, which all have roller security shutters down when the centre is closed. The building is has been leased out as a dance studio since 2013. It internally comprises a studio with half sprung floors, a kitchen, 2 store rooms and toilets.

Agenda Item 8

1.3 The site is designated as Structural Landscaping (Policy CH7) in the Crawley Local Plan 2015-2030.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application is seeking planning permission for the installation of 2 entrance doors on the north western elevation of the building fronting the car park. A single sized entry door would open into a reception/waiting area, and a double door will open directly into the studio. The doors will be of uPVC frames and will have external roller type security shutters to match existing.
- 2.2 There is a grassed area between the car park and building with a depth of 8m and two paths will be constructed from the car park to the entrances.

PLANNING HISTORY:-

3.1 CR/497/1974- ERECTION OF A PLAY CENTRE – Permit

PLANNING POLICY:-

4.1 National Planning Policy Framework (2012)

Relevant sections are:

- 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.
- Chapter 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.
- Chapter 8 (Promoting healthy communities). Planning decisions should plan positively for the provision and use of shared spaces and community facilities to enhance the sustainability of communities

4.2 Crawley Borough Local Plan (2015-2030)

- Policy CH2: Principles of Good Urban Design states that to create successful places, development must among other things respond to and reinforce locally distinctive patterns of development
- Policy CH3: Normal Requirements of All New Development, states that all proposals for development will be required among other things, to be based on a thorough understanding of the significance of the site and its wider context; be of a high quality in terms of its urban, landscape and architectural design; relate sympathetically to its surroundings in terms of scale, density, height, massing, details and materials, and not cause unreasonable harm to the amenity of the surrounding area by way of general activity, for example noise, or smells, and by way of overlooking, dominance or overshadowing. Proposals should demonstrate how 'Secured by Design' principles are incorporated to reduce anti-social behaviour
- Policy CH7: Structural Landscaping states that development should protect the contribution Structural Landscaping makes to the town in terms of character, appearance, structure, screening or softening
- Policy ENV4: Open Space, Sport and Recreation protects the removal of the continued use of open space, sport and recreational spaces
- Policy ENV11: Development and Noise, states that noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses will not be exposed to noise impact that will adversely affect the amenity of existing and future users.

Agenda Item 8

4.3 Urban Design Supplementary Planning Document (adopted October 2016)

Buildings, structures and surfaces within the public realm should work harmoniously together and complement each other. Development proposals are encouraged to consider the material palette to create well designed buildings. A good public realm would stimulate the senses and encourage a variety of activities and uses.

PLANNING CONSIDERATIONS:-

5.1 The main planning considerations in the determination of this application area as follows:

- Design, and impact on the site, streetscene and character of the playing fields
- Impact on neighbouring amenity
- Highways and parking considerations

Design and impact on the site, streetscene and character of the playing fields

- 5.2 The elevation with the new openings fronts Woodfield Road. The door openings are appropriately spaced, are of an appropriate width and height, and match those on the south east elevation in terms of scale and siting. Frames would be uPVC and the door openings would also have security roller shutters to match existing shutters. The existing door openings would be retained.
- 5.3 The application is in part a response to an on-going issue of serious anti-social behaviour towards students and parents from young people using the rear play area. Moving the doors to the elevation facing Woodfield Road where they would be more visible, contributing to community safety and hence it would be in keeping with 'Secured by Design' principles.
- 5.4 The application would have no detrimental impact on the open character or the recreational function of the playing fields.
- 5.5 The application would comply with Policies CH2, CH3, CH7 and ENV4 of the Crawley Borough Local Plan 2030 and the relevant provisions of the Urban Design SPD.

Impact on neighbouring amenity

- 5.6 The nearest residential properties are nos. 98 and 12 Woodside Road whose side boundaries are along the north eastern boundary of the park and approximately 10 - 12m north of the application site. The boundary here comprises 1.8m high close board fencing and some intermittently planted evergreen trees. The residential properties are at a lower level than the park.
- 5.7 The dance studio has been operating since 2013 with no known issues with neighbouring occupiers. The existing doors are sturdy and the proposed doors will match the existing doors. Provided that no doors are left open while amplified music is playing and the studio does not operate beyond 11.00pm, it is considered by the Council's environmental health officer that the openings would have an acceptable impact on neighbouring amenity.
- 5.8 Any views to the adjoining residential premises would be at an oblique angle and given the existing screening created by the trees, it is considered that there would be an acceptable impact on privacy.
- 5.9 The application would have an acceptable impact on neighbouring amenity by way of noise and overlooking and would comply with Policies CH3 and ENV11 of the Crawley Borough Local Plan 2030.

Highways and parking considerations

- 5.10 The application would have no impact on the provision of existing car spaces in the car park.

Agenda Item 8

CONCLUSIONS:-

- 6.1 The addition of two door openings on the north west elevation of the Play Centre would have an acceptable impact on the visual amenities of the site and streetscene and open character of the area as they would be appropriately sized and sited and of appropriate materials. They would also have external roller shutter doors for security purposes. The development would have an acceptable impact on neighbouring amenity. The application therefore would comply with Policies CH2, CH3, CH7, ENV4 and ENV11 of the Crawley Borough Local Plan 2030 and the relevant provisions of the Urban Design SPD and the application is recommended to be permitted..

RECOMMENDATION RE: CR/2018/0075/RG3

PERMIT subject to the following conditions -.

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. While amplified music is being played on the site the doors hereby permitted by this application, and/or the existing doors, shall not be left open.
REASON: To protect the amenities of nearby residents in accordance with Policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
4. The materials and finishes of the doors and security shutters on the north western elevation of the building hereby permitted by this application shall match in colour and texture those existing on the south east elevation of the building
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. The studio shall not operate beyond 11.00pm in the evening, seven days a week.
REASON: To protect the amenities and privacy of the adjoining property, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

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

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

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

Agenda Item 8

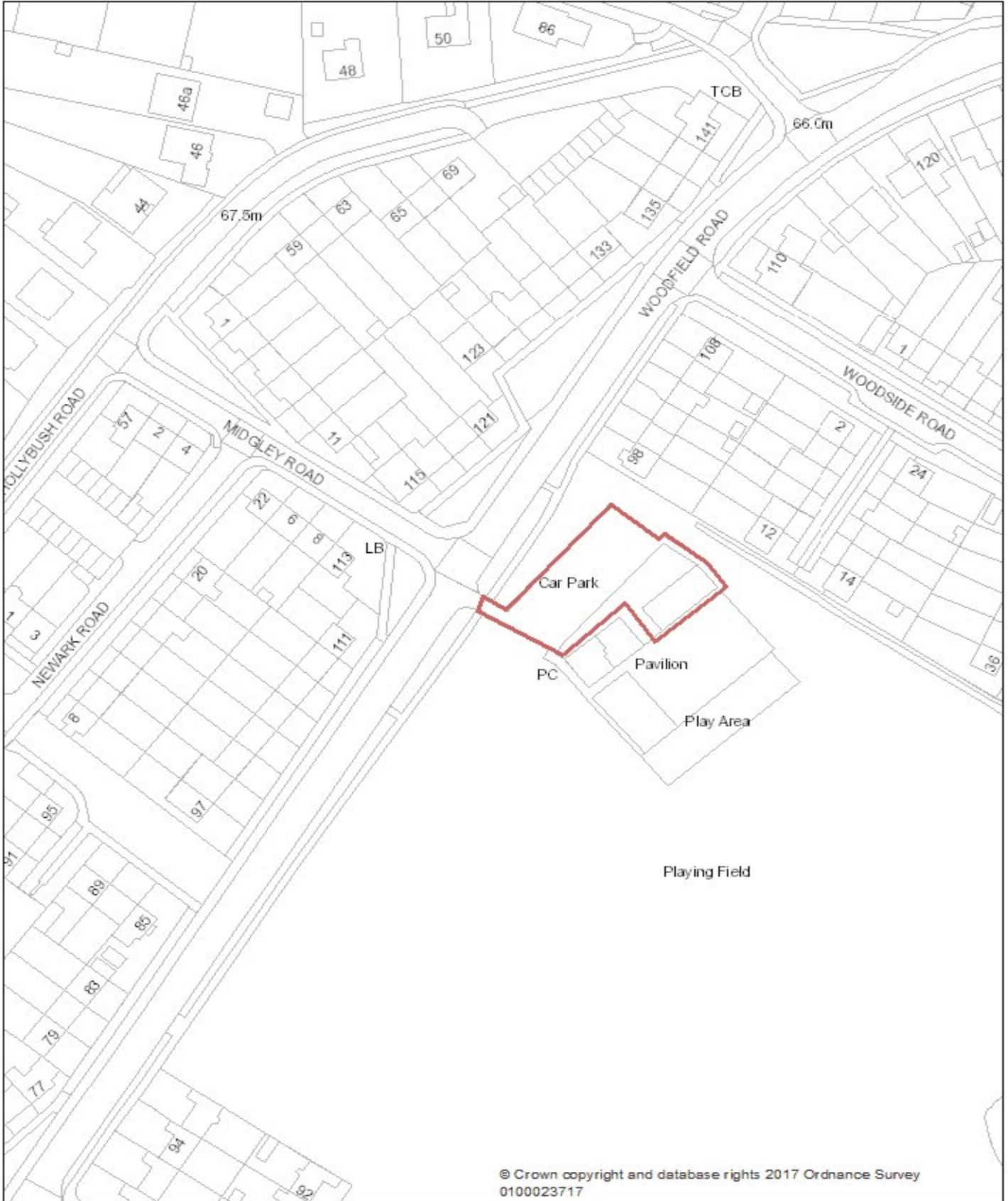


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Agenda Item 11

By virtue of paragraph(s) 6a, 6b of Part 1 of Schedule 12A
of the Local Government Act 1972.

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