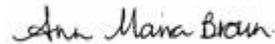


## Crawley Borough Council

### Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **Tuesday, 24 September 2019** at **7.30 pm**

Nightline Telephone No. 07881 500 227



**Head of Legal, Democracy and HR**

Membership:  
Councillors

S Malik (Chair), T McAleney (Vice-Chair), L M Ascough, A Belben,  
F Guidera, J Hart, I T Irvine, K L Jaggard, J Purdy, P C Smith and  
G Thomas

Please contact [Democratic.Services@ Crawley.gov.uk](mailto:Democratic.Services@ Crawley.gov.uk) if you have any queries regarding this agenda.

Published 13 September 2019

**Emergency procedure for meetings will be circulated to Councillors and visitors attending this meeting. Please familiarise yourself with these procedures and the location of fire exits.**



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RH10 1UZ

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

## Part A Business (Open to the Public)

	<b>Pages</b>
<b>1. Apologies for Absence</b>	
<b>2. Disclosures of Interest</b>	
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.	
<b>3. Lobbying Declarations</b>	
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.	
<b>4. Minutes</b>	5 - 10
To approve as a correct record the minutes of the Planning Committee held on 27 August 2019.	
<b>5. Planning Application</b> <b>CR/2018/0891/FUL - EDF Building, Russell Way, Three Bridges, Crawley</b>	11 - 30
Three Bridges	
To consider report PES/324a of the Head of Economy and Planning.	
<b>RECOMMENDATION to PERMIT</b>	
<b>6. Planning Application</b> <b>CR/2019/0503/FUL - 5 Perryfield Road, Southgate, Crawley</b>	31 - 46
Southgate	
To consider report PES/324b of the Head of Economy and Planning.	
<b>RECOMMENDATION to PERMIT</b>	

**7. Supplemental Agenda**

Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.

**With reference to planning applications, PLEASE NOTE:**

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Thursday 19 September 2019 at 10.00am**. Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

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

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## Crawley Borough Council

### Minutes of Planning Committee

Tuesday, 27 August 2019 at 7.30 pm

#### Councillors Present:

S Malik (Chair)

J Hart, I T Irvine, K L Jaggard, J Purdy, P C Smith and G Thomas

#### Officers Present:

Heather Girling Democratic Services Officer

Louise Mathie Senior Lawyer & Deputy Monitoring Officer, Adur & Worthing Councils

Marc Robinson Principal Planning Officer

Hamish Walke Principal Planning Officer

#### Apologies for Absence:

Councillor A Belben and F Guidera

#### Absent:

Councillor T McAleney and L M Ascough

#### 1. Disclosures of Interest

The following disclosures of interests were made:

Councillor	Item and Minute	Type and Nature of Disclosure
Councillor G Thomas	CR/2019/0448/CON Gatwick Airport, North of Main Runway, Crawley (Minute 4)	Personal Interest – CBC Representative on GATCOM

#### 2. Lobbying Declarations

The following lobbying declarations were made by Councillors:-

Councillor Hart had been lobbied regarding application CR/2018/0337/OUT.

Councillors Hart, Irvine, Jaggard, Malik, Purdy, P Smith and Thomas had been lobbied regarding application CR/2018/0381/FUL.

Councillors Hart, Irvine, Jaggard, Malik, Purdy, P Smith and Thomas had been lobbied regarding application(s) CR/2019/0448/CON.

### 3. Minutes

The minutes of the meeting of the Planning Committee held on 22 July 2019 were approved as a correct record and signed by the Chair.

### 4. Planning Application CR/2019/0448/CON - Gatwick Airport, North Of Main Runway, Crawley

The Committee considered report PES/323(c) of the Head of Economy and Planning which proposed as follows:

Consultation From Gatwick Airport Limited For A Rapid Exit Taxiway (RET) To Runway 26L.

The Principal Planning Officer (HW) advised the Committee that, following publication of the report further responses had been received and whilst it was noted some of the statements duplicated those already received, the comments when summarised included:

- Concerns raised on the increased capacity of passengers and flights and subsequent impact to roads and environment.
- Passenger numbers at the airport had already increased beyond 45mppa.
- Nearby villages would be affected.
- Lack of infrastructure proposal provided by the airport.
- Requests that the local planning authority re-consider the Environmental Impact Assessment.
- Proposal was contrary to the Local Plan policy.

A verbal summation of the application was then provided. The Principal Planning Officer advised the Committee that further updates had been provided from Gatwick Airport Limited (GAL) regarding traffic movements on the M23/spur road and the number of “go-arounds” recorded between April-June due to the runway being occupied.

The recommendation was updated to suggest that the council did not object to the proposal and that all comments received would be submitted to GAL along with the Committee’s decision.

Mr Aidan Zeall (CAGNE), Mr Charles Lloyd (GACC) and Mr Richard Streatfeild (High Weald Councils Aviation Action Group) all addressed the meeting in objection to the proposal. Some of the objections raised reflected those detailed in the report especially those relating to the increased impact on roads, rail and cargo with a lack of (green) infrastructure proposals. It was argued that there was a need for further scrutiny, through a requirement for a full planning application and there was overwhelming concern to reduce the number of “go-arounds” and amount of CO<sub>2</sub>, along with the need to address the impact on the countryside, environment and communities.

The Committee then considered the consultation response, including the comments raised by the speakers. In particular, some Councillors raised concerns regarding air quality, the effect on housing and employment, whilst acknowledging that in July 2019 Full Council declared a Climate Emergency. Reservations were also made regarding the impact that additional passengers and cargo could have on road and rail systems. Further clarification was sought on the figures for the net reduction of “go-arounds”. Other Councillors commented that whilst the environmental issues were important, on balance the proposal was not felt to have a detrimental effect and the decision must

# Agenda Item 4

Planning Committee (12)  
27 August 2019

be taken on the consultation before them. It was added that the majority of local authority consultees had not submitted comments, with only one commenting whilst the proposal may result in a very small noise increase, it may be safer and more efficient and that on balance there was no objection.

In response to the various planning issues and concerns raised by the Committee, the Principal Planning Officer:

- Confirmed the proposal was a planning consultation by GAL in respect of permitted development rights. These rights under Class F were subject to a condition requiring GAL to consult with the local planning authority before carrying out any development.
- Clarified that the local planning authority had consulted with all adjoining district and county authorities.
- Stated that it would be critical for the Committee to assess the impact of the taxiway.
- Confirmed that the proposal was not EIA development. This had been confirmed by the screening opinion issued in May 2019 by the local planning authority.
- Acknowledged that the proposal had the potential to increase the number of passengers beyond 45mppa as set out within the current Crawley Borough Local Plan 2015-2030. However this was now in conflict with the Government's more recently published "Beyond the Horizon, Making the Best use of Existing Runways". And that the change in Government policy was reflected in the emerging draft Crawley Borough Local Plan 2020-2035 policy.
- All comments made and received would be submitted to GAL together with the Committee's decision.

Councillor Irvine moved that a recorded vote be taken on the recommendation in accordance with Council Procedure Rule 25.5. It was moved by Councillor P Smith, seconded by Councillor Purdy that the recommendation be amended as follows: That the Council did not object to the proposal, that the comments made and received from consultees be submitted to GAL, with additional comments from the committee relating to reservations about the potential impact of the taxiway on the road system, in terms of additional flights and related passenger and cargo movements. Councillors were also concerned about the likelihood of net reductions in go-arounds being achieved and felt that there was a perception locally that go-arounds had increased in recent months.

Councillor Irvine accepted the amendment and in so doing, the names of the Members voting for and against that proposal (to raise no objection to the proposal, with further submission of additional comments), along with any abstentions, were recorded as set out below:

For the Proposal:

Councillors Irvine, Malik, Purdy and P Smith (4).

Against the Proposal:

Councillors Hart, Jaggard and Thomas (3).

Abstentions:

None.

The proposal (to raise no objection to the proposal, with further submission of the additional comments) was therefore CARRIED, and it was

## **RESOLVED**

No objection be raised to the proposal, with further submission of additional comments (referencing those above) to GAL together with the Committee's decision.

### **5. Planning Application CR/2018/0337/OUT - Hilton (South Terminal) London Gatwick Airport, Eastway, Gatwick Airport, Crawley**

The Committee considered report PES/323(a) of the Head of Economy and Planning which proposed as follows:

Erection Of Multi-Storey Hotel Car Park.

Councillor Jaggard declared she had visited the site.

The Principal Planning Officer (MR) provided a verbal summation of the application and updated the Committee that since the publication of the report comments had been received from the Arboricultural Officer raising no objection, subject to tree protection measures being in place but this could be covered by reserved matters. Furthermore, it was noted that a S106 agreement would secure a contribution towards off site provision of trees on CBC land.

The Committee then discussed the application. In response to the queries raised, the Principal Planning Officer:

- Provided confirmation that it was considered acceptable subject to the planting of native woodland on CBC land to compensate for the residual loss of biodiversity. The species of trees on site would be dealt with under the reserved matters application.
- Clarified that Gatwick Airport Limited had a programme of work and this may include further work on car parks, however this was not an application by GAL.

## **RESOLVED**

Permit, subject to the completion of a Section 106 Agreement, together with the conditions and informatives set out in report PES/323a.

### **6. Planning Application CR/2018/0381/FUL - Former Gas Holder Site, North Of Crawley Avenue, Pound Hill, Crawley**

The Committee considered report PES/323(b) of the Head of Economy and Planning which proposed as follows:

Retrospective Application For Change Of Use Of Land To Airport Related Parking For A Temporary Period Of 12 Months And Retention Of Hard-Standing And Fencing.

The Principal Planning Officer (MR) provided a verbal summation of the application. The Committee was informed that the application was deemed to be contrary to policy GAT3 of the Crawley Borough Local Plan 2015-2030. This states that all additional or replacement airport related car parking must be on-airport.

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Planning Committee (14)  
27 August 2019

The Committee then considered the application. In response to issues raised, the Principal Planning Officer confirmed that the Council had powers to take action in order to deal with breaches of planning control.

## **RESOLVED**

Refuse, for the reasons listed in report PES/323b.

## **Closure of Meeting**

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 9.01 pm

S Malik  
**Chair**

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# Agenda Item 5

**CRAWLEY BOROUGH COUNCIL**  
PLANNING COMMITTEE - 24 September 2019  
REPORT NO: PES/324(a)

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**REFERENCE NO: CR/2018/0891/FUL**

**LOCATION:** [EDF BUILDING, RUSSELL WAY, THREE BRIDGES, CRAWLEY](#)  
**WARD:** Three Bridges  
**PROPOSAL:** ERECTION OF 3 STOREY SIDE EXTENSION COMPRISING 12 X TWO BEDROOM FLATS (AMENDED DESCRIPTION & AMENDED PLANS RECEIVED)

**TARGET DECISION DATE:** 20 May 2019

**CASE OFFICER:** Ms D. Angelopoulou

**APPLICANTS NAME:** C/O DPA London LTD  
**AGENTS NAME:** Mr Domenico Padalino

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## **PLANS & DRAWINGS CONSIDERED:**

1348 331, Existing & Proposed Block Plans  
1348 332, Existing Site Plan  
1348 333, Proposed Site Plan  
1348 334, Existing Ground Floor Plan  
1348 335, Existing First & Second Floor Plan  
1348 336, Existing Third Floor Plan  
1348 337, Existing Front & Side Elevations  
1348 338, Existing Rear & Side Elevations  
1348\_330, Site Location Plan  
1348\_317, Proposed Roof Plan  
1348\_316, Existing Roof Plan  
1348 350, Shadow Study - Proposed Building  
1348\_342\_01, Proposed Side Elevation\_ Option 1 & 2  
1348 351, Shadow Study - Existing Building  
1348\_344, Proposed Ground Floor Plan & Rear Elevation  
1348\_345, Proposed First Floor Plan & Front Elevation  
1348\_346, Proposed Second Floor Plan & Side Elevation  
CBC 0001, Landscaping Plans, Planting Schedule & Trees Removed

## **CONSULTEE NOTIFICATIONS & RESPONSES:-**

1. GAL Aerodrome Safeguarding	No objection.
2. Network Rail	No response received.
3. Environment Agency	No objection; application has a low environmental risk.
4. WSCC Highways	No objection.
5. National Air Traffic Services (NATS)	No objection.
6. Thames Water	No objection subject to a condition and informative.
7. Sussex Building Control Partnership	No response received.
8. Police	Comments regarding glazing for doors, including glazed panels/side lights adjacent to doors etc.
9. CBC Drainage Officer	No objection subject to condition.
10. CBC Housing Enabling & Development Manager	No objection.

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11. CBC Planning Arboricultural Officer	No objection subject to conditions.
12. UK Power Networks	No response received.
13. CBC Environment Team	No response received.
14. CBC Contaminated Land	No response received.
15. CBC Environmental Health	No objection subject to a condition.
16. Crawley Cycle & Walking Forum	Comments regarding number of cycle spaces and their specification.
17. CBC Refuse & Recycling Team	No objection.
18. Southern Water Ltd	No objection subject to informative.
19. CBC Energy Efficiency & Sustainability	No objection subject to conditions.
20. CBC Urban Design	No response received.
21. WSCC Lead Local Flood Authority	No objection.
22. CBC Countryside & Open Space	Comments regarding open space contribution.
23. CBC Housing	Comments regarding housing mix.
24. CBC Env Health (AQMA)	No objection and recommendations for dust management plan and cycle parking.

## **NEIGHBOUR NOTIFICATIONS:-**

8, 9, 10 and 11 Beverley Mews.

The application was also advertised in the local press on 27/02/2019 and site notices were displayed to the front, side and rear of the site on 20/03/2019.

## **RESPONSES RECEIVED:-**

One representation has been received from an adjacent occupier raising objections to the proposal on the following grounds:

- Increased traffic would make it difficult for residents of Beverley Mews to exit onto the roundabout.
- Reduction of natural light into Beverley Mews and rear gardens.
- Increased noise from traffic and commercial vehicles during the development and from the use of the additional flats.
- Noise from residents going in and out of the property and from using balconies.
- Parking issues.
- Not enough retail stores to cater for the additional residents.

## **REASON FOR REPORTING TO COMMITTEE:-**

The application is a major development.

## **THE APPLICATION SITE:-**

- 1.1 The application site relates to a 4 storey building with its associated curtilage, located on the southern side of Russell Way adjacent to the Russell Way/Hawth Avenue/Haslett Avenue Roundabout. The building is located centrally within the site surrounded by its parking and servicing. A prior approval was given for the change of use of the building from office to residential for 42 two-bed apartments and works have commenced to implement this prior approval.
- 1.2 The site is generally flat and there is a row of protected lime trees located along the northern site boundary. There are also lime trees within the site to the west, on the boundary with Beverley Mews, that provide amenity value and screening. Vehicular access to the site is via Russell Way which is a short cul-de-sac.
- 1.3 The site is within the Three Bridges Corridor Main Employment Area as designated in the Crawley Borough Local Plan 2015-2030 (Policy EC2). It is also within a Priority Area for District Energy Network as defined by Local Plan Policy ENV7. The site is also within the railway buffer zone.

# Agenda Item 5

- 1.4 The site is bordered by the residential properties of Beverley Mews to the west which are set at a slightly higher level than the application site. The railway line is to the south, beyond which lie the residential properties in Burwash Road. To the east is the cleared site of a former office building that is an allocated housing site. It comprises hardstanding with overgrown landscaping around its boundaries. It is secured by a perimeter fence. To the north is Sutherland House, a 5 storey building, part in office use and part in residential use under a prior approval. Further to the east beyond this site is a public right of way and structural landscaping, comprising the Tilgate Drive footpath/cycleway, that bridges the railway and provides a link between Furnace Green and Three Bridges.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 This application seeks planning permission for the erection of a three storey side extension comprising 12 two bedroom flats. The scheme has been amended since the application was submitted, through revisions to the balconies, and by removing the proposed external changes to the existing building, as these are now covered by the application approved under ref: CR/2019/0046/NCC.
- 2.2 The proposed extension would be located on the western side of the building, and would be set in from the front and rear elevations of the building by approximately 2.5m. The dimensions of the extension would be 17m by 19.7m. It would have a flat roof measuring 11.5m in height. There would be a 6.4 metre gap to the western boundary with the houses in Beverley Mews. The proposal would be finished in white render with grey windows and the louvres would be Triton Board in 'Salt Lake Silver' colour. The proposed wintergarden balconies (enclosed) would have a solid rendered panel on the bottom with part opaque and part clear glazing and fanlights to the top.
- 2.3 Access to the new extension would be provided by the existing front entrance of the building, the existing stairwell core and lift to the west. The car parking arrangement would provide a total of 75 car parking spaces to be shared with the 42 'prior approval' flats within the surface parking area. Cycle parking area is also proposed for 100 cycles to the south-west of the building.
- 2.4 The following documents have been submitted in support of the application:
- Design and Access Statement
  - Transport Assessment
  - Arboricultural Impact Appraisal & Tree Protection
  - Foul Sewerage and Utilities Assessment
  - Flood Risk Assessment
  - Contaminated Land Assessment
  - Affordable Housing Financial Viability Review
  - Acoustic Assessment of Noise
  - Air Quality Assessment
  - SuDs Drainage Strategy
  - Flood Risk Assessment
  - Energy and Sustainability Statement

## **PLANNING HISTORY:-**

- 3.1 The most relevant planning history is as follows:
- In March 2018 a prior approval was given under ref: CR/2018/0015/PA3 for the change of use from office to residential for 42 two-bedroom units. Works have commenced on implementing this prior approval.
  - CR/2018/0297/FUL – Erection of a four storey side extension comprising 20 x 2-bedroom flats, re-cladding external façade and changes to fenestration – The application was withdrawn by the applicant.
  - CR/2019/0046/NCC – Variation of conditions 2 (plans) & 3 (schedule of materials) pursuant to planning permission CR/2018/0673/FUL for external alterations to the existing building – Permitted.

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- CR/2018/0673/FUL – External alterations to the existing building – Permitted.
- CR/2019/0065/FUL – Erection of front fence and entrance gate (amended plans received) – Permitted.

## PLANNING POLICY:-

### National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1 The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
  - Section 5 – Delivering a sufficient supply of homes. To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
  - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
  - Section 11 – Making effective use of land – this section promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.
  - Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
  - Section 15 – ‘Conserving and enhancing the natural environment’ - includes advice on ground conditions and pollution. Paragraph 180 states: *‘Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) Mitigate and reduce to a minimum the potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and the quality of life, ....’*

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

- 4.2 The following Local Plan policies are relevant to this application:
- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
  - Policy CH1: Neighbourhood Principle will be protected and enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
  - Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.
  - 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;

# Agenda Item 5

provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.

- Policy CH4: Comprehensive Development and Efficient Use of Land. Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, based on the Nationally Described Space Standards, and be capable of adaption though meeting Building Regulations Part M Category 2. Residential developments should be designed to include amenity space standards adequate to meet basic privacy, amenity and usability requirements.
- 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. If on-site provision is not feasible or desirable, commuted sums will be sought in lieu.
- Policy EC2: Economic Growth in Main Employment Areas. As a key economic driver in the sub-region, Crawley’s main employment areas make a significant contribution to the economy of the town and the wider area. Therefore, Main Employment Areas are identified as a focus for sustainable economic growth, each of which has a different character and function. Among the Main Employment Areas are: Three Bridges Corridor including Denvale Trade Park, Spindle Way, Stephenson Way and Hazelwick Avenue, where the application site is situated.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs, taking a pro-active approach to identifying suitable sites for housing development and working to overcome constraints wherever possible, whilst ensuring against detrimental town-cramming or unacceptable impacts on the planned character of the existing neighbourhoods or on residential amenity.
- Policy H2: Key Housing Site. The site is adjacent to the key deliverable housing site ‘Former TSB site’ as allocated in this Policy with 40 dwellings as an indicative capacity figure.
- 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. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley.
- Policy H4: Affordable and Low Cost Housing. 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers.
- Policy 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 the Building Regulations, and any subsequent increased requirements. Proposals for new non-domestic buildings should achieve BREEAM Excellent (for water and energy credits) where technically and financially viable.
- Policy ENV7: District Energy Networks (DEN). The site is within a priority area for District Energy Networks. The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. The Policy requires that any major development proposal should demonstrate whether

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it can connect to an existing DEN, where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.

- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9: Tackling Water Stress. New dwellings should, where viable and technically feasible, meet the Building Regulations optional requirement for tighter water efficiency. For non-residential development, where technically feasible and viable, development should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits. Applicants must demonstrate how they have achieved the requirements of this Policy within their Sustainability Statement as required by Policy ENV6.
- Policy ENV10: Pollution Management and Land Contamination. Where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed, and ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.
- 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. Further guidance on this policy is provided in the Crawley Local Plan Noise Annex.
- Policy IN1: Infrastructure Provision. Development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.

## Emerging Crawley Borough Local Plan 2020 – 2035 (June 2019)

4.3 The Local Plan Review 2020-2035 is under consultation and therefore limited weight should be given to the following applicable policies:

- SD1: Presumption in Favour of Sustainable Development.
- CD1: Neighbourhood Principle.
- CD2: Making Successful Places: Principles of Good Urban Design.
- CD3: Local Character and Design of New Development.
- CD4(b): Effective Use of Land: Layout, Scale, Appearance and Public Realm.
- CD6: Normal Requirements of All New Development.
- CD11: Standards for All New Dwellings (including conversions).
- LC3: Tree and Landscape Character Planting.
- LC4: Tree Replacement Standards.
- OS2: Provision of Open Space and Recreational Facilities.
- IN1: Infrastructure Provision.

# Agenda Item 5

- IN3: Supporting High Quality Communications.
- EC2: Economic Growth in Main Employment Areas.
- H1: Housing Provision.
- H2: Key Housing Sites.
- H4: Future Housing Mix.
- H5: Affordable Housing.
- SDC1: Sustainable Design and Construction.
- SDC2: District Energy Networks.
- SDC3: Tackling Water Stress. This Policy includes a tighter requirement than the Policy ENV9.
- EP1: Development and Flood Risk.
- EP3: Pollution Management and Land Contamination.
- EP4: Development and Noise.
- ST1: Development and Requirements for Sustainable Transport.
- ST2: Car and Cycle Parking Standards.

## Supplementary Planning Documents

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

### Urban Design SPD 2016:

- 4.5 This SPD includes further guidance, examples and explanation of the principles of good urban design and public realm design. It also includes further guidance and examples on residential development and sets out minimum rear window to window distances (21 metres for two storeys and 30 metres for three storeys or more), the minimum distance between a blank gable and the rear of an adjacent building there should be, and outdoor amenity space standards.
- 4.6 In respect of multi-dwelling residential development (flats) the SPD seeks '*a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. For apartments and flats, a useable private space should also be provided for residents. While balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable*'. Guidance is given on the shape, orientation, privacy, layout and position of amenity space provision. Detailed advice is provided to ensure that flatted developments are integrated into the community.
- 4.7 The SPD states: '*Elements of the design, such as entrances, public and private spaces and routes through should be clear and easy to navigate. The scale, massing and form of the development should relate to the surrounding area. The openings on the façades should reflect the local vernacular in proportions and a balance should be achieved between solid walls and window/door apertures. The roof design should be considered during the initial design stage and not left to the end to be resolved. Details and decorations are encouraged in residential developments, as they will create more character and visual interest. The materials used can often help with creating such details and decorations with little other effort – for example, a change in material within the elevation can help break up the mass of a building. Flatted developments, in particular those with multiple buildings, should endeavour to provide visual interest through a variation in the elevational treatment. Parking provisions should meet the recommendations set in Annex 1.*'
- 4.8 It also includes the Crawley minimum car parking standards. For 2 bed flats in this location, the minimum standards are 1.5 car parking spaces per dwelling. 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:

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- 4.9 This SPD provides 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 and includes a costing of £700 per tree in lieu of on-site planting. It also sets out the open space standards and costings. The document also links to the Urban Design SPD and in respect of considering landscaping as part of high quality design.

## Planning and Climate Change SPD 2016:

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

## Affordable Housing SPD (adopted November 2017)

- 4.11 This SPD includes further guidance on the requirements of policies H3 and H4 in the Local Plan and when affordable housing will be sought from residential development.

## Crawley Community Infrastructure Levy Charging Schedule 2016

- 4.12 The Crawley CIL Charging Schedule is in effect from 17<sup>th</sup> of August 2016 and is also relevant to this application as the proposal would create new residential flats.

## Developer Contributions Guidance Note (published July 2016)

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

## **PLANNING CONSIDERATIONS:-**

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

- The principle of the development at this location
- Impact upon the development potential of the adjacent allocated housing site
- The design & appearance of the proposal and its impact on the existing building, street scene & character of the area
- The impact on the amenities of neighbouring occupiers
- Noise
- The acceptability of the proposed development for future occupiers
- Impact on trees and landscaping
- The impact on access, highways, parking and the site's operational requirements
- Drainage
- Sustainability
- Housing Mix
- Provision of Affordable Housing and Infrastructure Contributions
- Gatwick Airport safeguarding

## The principle of the development at this location

- 5.2 According to Local Plan Policy EC2 the application site is within the Three Bridges Corridor Main Employment Area. A prior approval was given for the change of use of the building on site from office to residential for 42 two-bed apartments and works have commenced to implement this prior approval. The proposal therefore would not lead to the loss of any employment floorspace as the new development would be to the side of a building that is currently being converted to residential. The principle of additional housing at this site is therefore acceptable.

## Impact upon the development potential of the adjacent allocated housing site

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- 5.3 To the east of the application site is a cleared site that is an allocated housing site under Policy H2. The proposed development would be to the west of the existing building and would be set in from the front and rear elevations and there would be no direct views to this site to the east. The proposal therefore is not considered to have an impact upon the development potential of the adjoining allocated housing site to the east and would be in accordance with the Local Plan Policy CH4, and the relevant paragraphs of the NPPF in this regard.

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

### *Impact on the existing building*

- 5.4 The proposal seeks to add an extension to the western side of the building that would be set back from the front and rear elevations by approximately 2.5m. The building is 4-storey in height (15.5m), measures approx.42m in width and has a flat roof with a recessed upper floor. The proposal would also have a flat roof and would be 3 storey (11.5m in height) and would measure 17m in width. When compared to the existing building, the proposal is considered to be of an acceptable scale and massing relative to the existing building and would be subservient to it. The proposed extension would not dominate the overall appearance of the building and would therefore be in accordance with the advice contained in the Urban Design SPD in this regard.
- 5.5 The building is currently being converted into flats and new external materials have been incorporated into the building, such as white render, grey windows etc, as detailed in the approved application ref: CR/2019/0046/NCC. The proposal would continue the detailing of the existing building with white render, grey windows and louvres of Triton Board in 'Salt Lake Silver' colour, and is considered acceptable as it would relate sympathetically to the design and appearance of the building. It is therefore considered to be in accordance with the advice contained in the Urban Design SPD and the relevant Local Plan Policies in this regard.
- 5.6 Following concerns raised by officers over the noise environment for future occupiers (detailed below in noise section), the proposal would now incorporate wintergarden (enclosed) balconies. The existing building would have glazed balconies. It is however acknowledged that these wintergarden balcony features would be a new element on the building. but, given the need to provide an acceptable living environment for future residents, the setback of the building from the road and that the wintergarden balconies would only be enclosing a small part of the overall building, it is considered they would be acceptable.
- 5.7 It is therefore considered that the three storey side extension would not have a detrimental impact on the character of the existing building. The proposal would therefore be in accordance with the relevant Local Plan Policies, the Urban Design SPD and the relevant paragraphs of the NPPF.

### *Impact on the street scene*

- 5.8 The immediate streetscene of Russell Way comprises the application site and Sutherland House to the north. Sutherland House is a building of little architectural merit. The existing building as stated above, is now finished in white render with grey windows and decorative louvres. The proposal would continue this detailing and it is considered that the extension would not detract from the visual interest within the streetscene of Russell Way and would improve the visual amenities of the area.
- 5.9 The proposed extension would be visible within the Beverley Mews streetscene from the west. Beverley Mews is a small cul-de-sac with town houses and block of flats. The proposal would incorporate a green wall on its western side facing Beverley Mews that would improve the visual amenity of this particular streetscene and would improve the attractiveness of the building in visual terms. The applicant has provided a product guide for some different live green wall systems, and the detailed design of this green wall can be subject to control by condition.
- 5.10 Overall, the proposal would have no detrimental impact on the visual amenities and character of the street scene or the wider area and would therefore be in accordance with the relevant Local Plan Policies, the Urban Design SPD and the relevant paragraphs of the NPPF in this regard.

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## The impact on the amenities of neighbouring occupiers

- 5.11 The nearest neighbouring buildings which could be affected by the proposal are Nos 9 and 10 Beverley Mews to the west. These properties are three storey dwellings. The proposed extension would also require the removal of two lime trees close to this western boundary which would be set 6.4m away from these dwellings. Nos 9 and 10's side elevations face the application site with secondary first floor living room and second floor bathroom windows as shown on the approved plans under ref: CR/1997/0317/ARM.
- 5.12 Officers raised some concerns whether the proposal would overshadow these properties or cause an overbearing impact on them. In response to these concerns, the applicant submitted a shadow study justifying that the proposal would not significantly change the existing relationship of the application building with these dwellings. It must also be noted that at the moment there are two lime trees on the shared boundary with Beverley Mews that already overshadow these dwellings. As a result, it is considered that the proposed side extension, taking into account the new supporting information and the existence of the trees, is therefore acceptable in terms of overshadowing and loss of light.
- 5.13 In addition, the applicant revised the side elevation facing Beverley Mews by incorporating a green wall. It is acknowledged that at present the existing building is 25m away from these dwellings, and that the proposed side extension would reduce this separation distance to 6.4m and remove the lime trees on the boundary. However, given the incorporation of a green wall and the fact that the side windows of Nos 9 and 10 Beverley Mews are secondary or bathroom windows, it is not considered that the proposal would result in a harmful overbearing impact.
- 5.14 The proposed side extension would only incorporate some obscure glazed bathroom windows on its western elevation and as a result the proposed development would not result in a harmful overlooking or loss of privacy to the occupiers of Nos 9 and 10 Beverley Mews.
- 5.15 The proposed extension would be to the western side of the existing building. It would be set in from the front and rear elevations of the building by approximately 2.5m and as such it would not cause any overbearing or loss of outlook on the future occupiers of the EDF Building. The proposed extensions would have wintergarden balconies close to some windows of the existing building. This building is currently being converted into flats and the closest windows appear to serve bedrooms. The applicant submitted an example product booklet for the design of the wintergardens and clarified that they would look at incorporating a type of screen (such as options for sun shades and windowboards) to the side of the balconies to prevent overlooking. This is considered acceptable and could be conditioned.
- 5.16 Sutherland House (5 storey building) to the north, lies approximately 55m from the proposed windows on the northern elevation of the proposal. The separation distance is such that there would be no harmful impact on this building.
- 5.17 To conclude, it is considered that the proposal would not have a significant detrimental impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the relevant Local Plan Policies, the Urban Design SPD and the relevant paragraphs of the NPPF.

## Noise

- 5.18 The site is bordered by the railway line to the south and Russell Way to the north. Further to the east is Stephenson Way industrial area beyond the cleared site and bridleway/public footpath and woodland. Policy ENV11 seeks to protect future residents from unacceptable noise impacts. It requires a noise impact assessment where sensitive development is proposed in noisy locations. Proposals that would expose future users of the development to unacceptable noise levels will not be permitted, unless appropriate mitigation, through careful planning, layout and design, can be provided.

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- 5.19 Following discussions with Environmental Health, a revised Acoustic Assessment of Noise report has been submitted which recommends acoustic overheating vents and the wintergarden balconies. These balconies have been included in the revised elevations. The Council's Environmental Health Team raises no objection to the applicant's revised proposal in the noise report and recommends a condition for the development to be undertaken in accordance with this submitted report. This could be conditioned and the proposal would therefore be in accordance with Local Plan Policies CH3 and ENV11, and the relevant paragraphs of the NPPF in this regard.

## The acceptability of the proposed development for future occupiers

- 5.20 Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards. A 2 bed 4 person flat should provide a minimum internal floorspace of 70sqm and a 2 bed 3 person flat 61sqm. Only one unit (Unit 46) would be slightly below the nationally described standards and by only 2sqm. This flat would also benefit from a wintergarden balcony. All the other proposed units would meet the minimum space standards.
- 5.21 The Council's Urban Design SPD recommends that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. The layout of the proposed development would provide balconies for each unit that would be more than 3m in depth and would measure more than 11sqm in area. The proposed private wintergarden balconies would therefore meet the requirements.
- 5.22 Officers raised concerns over the potential overlooking from future occupiers on each other because of the relationships between the wintergarden balconies. The applicant confirmed that on the ground and first floors, a solid, fire-proof party wall would divide the winter gardens. As stated above, the applicant submitted a product booklet for the design of the wintergarden balconies and clarified that they would look at incorporating a type of screen to the side of the wintergarden balconies that would face each other. This is considered acceptable to prevent overlooking and could be therefore conditioned.
- 5.23 The proposed site plan shows a bin storage area located at the entrance to the site with provision for 12x1100 litre bins in total. The Council's Refuse Team has no objection to this and commented that it would just meet the minimum required capacity for the whole development of the site (54 flats in total) and there would be no obvious issues for collection. However, no details have been submitted regarding the design and appearance of this storage area and given its location, it is considered that it needs to be controlled by condition to ensure its appearance is acceptable.
- 5.24 Overall, the proposed development would result in a satisfactory environment for future residents in terms of space standards, light, outlook and outdoor amenity space.

## Impact on trees and landscaping

- 5.25 There is a row of protected lime trees located along the northern site boundary facing Russell Way, which would be retained and protected during the construction phase according to the submitted Arboricultural Impact Appraisal & Tree Protection report. There are also two lime trees within the site to the west, on the boundary with Beverley Mews that would be removed to facilitate the development. Three maple trees to the north-east boundary would also be removed due to their poor condition and replaced by betula nigra (Black Birch) species. The Council's Arboriculture Officer raises no objection to the proposed development provided that the Tree Protection plan is adhered to, which could be conditioned.
- 5.26 A landscaping plan has been submitted in support of the application and it includes 5 trees along the northern boundary, close to the protected trees. The Council's Arboriculture Officer raises no objection to the species and comments that the species choice is suitable, and would not have an adverse impact on the adjacent retained protected trees, provided the planting pits are hand dug. This could be conditioned. The landscaping plan also shows some shrubs to the west, on the

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boundary with Beverley Mews, and two new trees in the north-east of the site that are considered acceptable.

- 5.27 Overall, the proposal, subject to implementation of Tree Protection Plan and the proposed landscaping plan, is considered acceptable and would accord with the relevant Local Plan Policies and the NPPF.

## The impact on access, highways, parking and the site's operational requirements

- 5.28 Vehicular access to the new development would be provided via the existing access from Russell Way. WSCC Highways have been consulted and raised no objection in principle to the development in highways terms.
- 5.29 The car parking arrangement would provide a total of 75 car parking spaces that would also be shared with the 42 'prior approval' flats. The 54 resultant flats would require 81 parking spaces (Urban design SPD). The proposal is only for 12 new flats, and only this can be assessed by this current planning application, as the parking has been agreed for 42 flats by the 'prior approval' procedure. The prior approval ref CR/2018/0015/PA3 detailed that there would be 42 parking spaces for the 42 flats. Therefore, the proposed car parking arrangements effectively providing 33 car parking spaces for this development are considered acceptable.
- 5.30 The same applies for the cycle parking. A cycle parking area is proposed for 100 cycles to be shared with the 42 'prior approval' flats in the south-west corner of the site. The resultant total of 54 flats at the extended EDF Building would require 114 cycle spaces to be provided to meet the adopted minimum standard in the Urban Design SPD, again as with the car parking provision set out above, it must be highlighted that this current application can only be assessed against the requirements for 12 proposed flats. The prior approval ref CR/2018/0015/PA3 detailed that there would be 42 cycle parking spaces for the 42 flats. Therefore, the proposed cycle parking arrangements of 58 spaces being provided for 12 flats are also considered acceptable in this instance.
- 5.31 To conclude, the car and cycle parking arrangements are considered acceptable and would accord with the Local Plan Policies CH3 and IN4, and the Urban Design SPD for this proposed development.

## Drainage

- 5.32 The submitted SuDs Drainage Strategy and Flood Risk Assessment reports have been reviewed by the Council's Drainage Officer. Additional confirmation was provided by the applicant that the future landlord/maintenance contractor would be the ones in charge of the future maintenance of the permeable paving and the SuDs Assets. The Council's Drainage Officer raised no objection and recommended a condition for the development to be implemented in accordance with these reports and the confirmation from the applicant over the compliance and liability of the future maintenance of the SuDs assets.
- 5.33 Overall, the proposal, subject to the implementation condition, is not considered to have a detrimental flood risk and would accord with the relevant Local Plan Policies, and the NPPF.

## Sustainability

- 5.34 The proposal is accompanied by an Energy and Sustainability Statement. This represents an acceptable response to Policies ENV6 and ENV9, and exceeds the policy requirements. The Council's Energy Efficiency & Sustainability Officer raised no objection, subject to implementation conditions on energy and water. He also requested clarification over the proposed approach in respect of Policy ENV7: District Energy Network. This clarification has been provided through a revised Energy and Sustainability Statement explaining why a District Energy Network is considered inappropriate and not feasible for this development. The proposal, subject to condition, is therefore considered to accord with Policies ENV6, ENV9 and ENV7.

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## Housing Mix

5.35 In respect of housing mix, it is noted that the proposed accommodation mix of 12x2 bedroom units is not compliant with Policy H3 which seeks a mix of dwelling types and sizes based on evidence in the Strategic Housing Market Assessment. Based on the evidence in this document, there should be a greater mix of larger units of 3 bedroom dwellings within this proposed development. The proposal, as detailed in the section below, would provide 4x2-bedroom affordable rent units to meet the Affordable Housing mix requirements in Policy H3. The resultant 8 remaining flats would then be considered against the policy and in order to comply one 3 bed dwelling would be required. Policy H3 accepts that the appropriate mix of house types will depend upon the size and characteristics of the site and the viability of the scheme. Given the provision of affordable rent housing and the fact that the proposal is for 2-bedroom flats (and does not include small 1-bed flats), it is considered that as the shortfall in terms of provision is only one unit on balance the proposals are acceptable in this regard.

## Provision of Affordable Housing and Infrastructure Contributions

5.36 Crawley Borough Local Plan Policy H4 states that 40% affordable housing will be required from all residential developments. Further guidance on how this is applied is set out in the adopted Affordable Housing SPD 2017. Originally, the applicant submitted a Viability Assessment arguing that it would not be viable to provide affordable housing. This was independently assessed on behalf of the Council and the resultant assessment report concluded that the scheme could provide affordable housing in accordance with Policy H4. The applicant accepted these findings and it was agreed with the Council's Housing Enabling and Development Manager that the development could provide 4xAffordable Rented Properties. This would be secured through a legal agreement. It must be noted that the proposal would require 4.8 affordable units to be provided, and the loss of this 0.8 units is justified by the requirement for all the 4 units to be affordable rented rather than there being a greater mix of tenure types.

5.37 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 17 August 2016 and is relevant to this application for new residential units. The charge for residential within the boroughwide zone is £100 per sqm subject to indexation. Should planning permission be granted, an informative can be attached to the decision notice to inform that this development constitutes Community Infrastructure Levy 'CIL' liable development which is a mandatory financial charge on development.

5.38 The proposal would involve the creation of 12 new residential units. According to the Local Plan Policy CH6 one tree per new dwelling created would need to be provided on site or as payment in lieu (£700 per tree) of this provision. The Policy also requires a payment for any existing trees lost as a result of the development based on the girth of the trees. The proposal would involve the removal of 5 trees, and based on the girth of these trees, it would require 17 replacement trees. In total, 29 trees would need to be provided (12 new trees plus 17 replacement trees) on site. The proposal would, however, provide 7 new trees. Therefore, a contribution of £15,400 (£700x22 trees) would be required as a payment in lieu of this provision. The applicant has agreed to make this contribution towards the cost of purchasing, planting, protecting, establishing and initially maintaining new trees in locations that contribute to the character and appearance of Crawley. This would be secured through a legal agreement.

5.39 The proposal would involve the creation of 12 new residential units and therefore it would trigger off-site contributions towards children's/youth play, amenity green space and allotments. According to the Countryside & Open Space Officer, the proposed development would trigger contributions which would total £6,945. In particular, the contribution towards Provision for children/youth play space could be directed at the children's play space within Three Bridges or the youth play space facilities near Three Bridges Football Club. The contribution towards Amenity Green Space could be used within Three Bridges nearby at Hazelwick Avenue, Rye Ash or Coppice Walk. The contribution towards Allotments could be directed towards enhancing such provision within Three Bridges for example at Hazelwick Avenue or Scallows Close. The applicant has agreed to make this contribution which would be secured through a legal agreement.

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## Gatwick Airport safeguarding

5.40 Gatwick Airport Safeguarding and NATS have both commented on the application. NATS raises no objection. GAL Safeguarding raises no objection, subject to a condition for a Bird Hazard Management Plan to be submitted and implemented, and a cranes informative. This could be addressed by condition.

## **CONCLUSIONS:-**

- 6.1 The application seeks planning permission for the erection of a three storey side extension comprising 12 two bedroom flats, onto the former EDF Building, that is being converted into flats through the 'prior approval' procedure. The principle of development is therefore acceptable. The proposal is considered to be of an acceptable scale and massing that would respect the existing building and would be subservient to it. It would continue the existing building's detailing and it is considered that the overall building would add visual interest to the streetscene of Russell Way and would not harm the visual amenities of the area.
- 6.2 The proposal would not have a significant detrimental impact on the amenities enjoyed by the occupants of neighbouring properties. The impact on the protected trees, drainage, landscaping and sustainability issues are all acceptable.
- 6.3 The proposed development would result in a satisfactory environment for future residents in terms of space standards, noise, light, outlook and outdoor amenity space. The development would meet the Nationally Described Space Standards and the external private amenity space standards contained within the Urban Design SPD.
- 6.4 The car parking arrangement would provide a total of 75 car parking spaces to be shared with the 42 'prior approval' flats within the surface parking area. Cycle parking area is also proposed for 100 cycles to be shared with the 42 'prior approval' flats. The car and cycle parking arrangements are considered acceptable for the proposed development.
- 6.5 The applicant has also agreed to provide 4 on site affordable rented units. The applicant would also pay the contributions towards the cost of purchasing, planting, protecting, establishing and initially maintaining new trees, and towards children's/youth play, amenity green space and allotments.
- 6.6 It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure:
- On site 4 Affordable Rented 2-bedroom Units;
  - The tree mitigation (£15,400) infrastructure contributions; and
  - Open space (£6,945) infrastructure contributions.

## **RECOMMENDATION RE: CR/2018/0891/FUL**

**PERMIT** - Subject to the conclusion of a Section 106 agreement to secure 4 Affordable Rented 2-bedroom Units and the financial contributions of £15,400 for tree mitigation and £6,945 for open space, and subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.

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3. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details and samples associated with the application:
  - Walls Render White RAL 9010
  - Decorative Louvres Triton Board in 'Salt Lake Silver' colour
  - Window Frames Grey RAL 7016REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. Notwithstanding the approved plans, the building shall not be occupied until a green wall to the west elevation has been provided in accordance with details and an on-going maintenance management plan that have first been submitted to and approved in writing by the Local Planning Authority. The green wall shall thereafter be retained and maintained in accordance with the approved maintenance management plan.  
REASON: In the interests of the amenity enjoyed by neighbours and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
5. The building shall not be occupied until details of the screens to the wintergarden balconies have been submitted to and approved in writing by the Local Planning Authority. The screens shall be implemented in accordance with the agreed details prior to occupation of the building and thereafter retained.  
REASON: To ensure that the amenity of the future occupiers of the development is protected in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
6. The development shall not be occupied until the parking spaces, manoeuvring and turning facilities shown on the approved plans have been fully provided and made available for use by residents. 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.
7. No part of the development shall be occupied unless and until covered and secure cycle parking spaces have been provided in accordance with details that have first been submitted to and approved by the Local Planning Authority. The cycle spaces shall be made available for use by residents and 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.
8. No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) 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),
  - details of public engagement both prior to and during construction works.
  - details of dust management plan.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. No part of the development shall be occupied until such time as a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be completed in

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accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The plan shall thereafter be implemented in accordance with the approved details.

REASON: To encourage and promote sustainable transport in accordance with Policies IN3, IN4 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

10. 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 in accordance with the Tree Protection Plan within the Arboricultural Impact Appraisal and Tree Protection report provided by Arb Innovations and dated 22nd November 2018. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.  
REASON: To ensure the retention and maintenance of trees and vegetation which are an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
11. The works to implement the development hereby approved shall only be undertaken in accordance with the Arboricultural Impact Appraisal and Tree Protection report provided by Arb Innovations and dated 22nd November 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.
12. The soft landscaping scheme of the development hereby approved shall be implemented in accordance with the approved landscape proposals associated with the application and any planting pits next to the any retained trees shall be hand dug.  
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.
13. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.  
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
14. No part of the development shall be occupied until the refuse and recycling storage has been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The agreed refuse and recycling storage shall be subsequently maintained for the use of residents.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document (2016).
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 any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.  
The Bird Hazard Management Plan shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.  
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

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16. The development hereby approved shall only be undertaken in accordance with the Flood Risk Assessment report referenced 70591.01R2 provided by GeoSmart Information Ltd and dated 7th November 2018, the SuDs report referenced 70591.02R1 provided by GeoSmart Information Ltd and dated 15th February 2019, and the compliance/liability of the future maintenance of the permeable paving and the SUDs Assets as set out in the email from DPA (London) Ltd dated 30 April 2018.  
REASON: To reduce the risk of flooding and safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
17. 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: To protect underground utility infrastructure that the proposed works will be in close proximity to in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
18. The development hereby approved shall only be undertaken in accordance with the Acoustic Assessment of Noise report referenced 481819 Rev A provided by Ned Johnson Acoustic Consultants Limited and dated 29th April 2019, including the acoustic overheating vents and the wintergarden balconies stated in the report.  
REASON: To safeguard future occupants of the site from unacceptable noise impacts in accordance with Policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
19. The works for the development hereby approved shall only be undertaken in accordance with the Contaminated Land Assessment report referenced 70591R2 provided by GeoSmart Information Ltd and dated November 2018.  
REASON: To safeguard future occupants of the site in accordance with Policies CH3 and ENV10 of the Crawley Borough Local Plan 2015-2030 due to the fact that the proposed site is adjacent to a former works and railway land and there is a risk of contamination on the site.
20. The residential units shall not be occupied until details have been submitted to and approved by the Local Planning Authority to demonstrate that they will achieve a water efficiency standard consistent with the submitted Energy & Sustainability Statement by consuming not more than 90 litres per person per day maximum water consumption. The scheme shall be implemented in accordance with the agreed details.  
REASON: In the interests of sustainable design and efficient use of water resources in accordance with Policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
21. Unless otherwise agreed in writing by the Local Planning Authority the development shall achieve an environmental performance consistent with the submitted Energy & Sustainability Statement by achieving an average Dwelling Emission Rate (DER) not exceeding 69% of the equivalent Target Emission Rate (TER) at the point of compliance with Part L1A of the Building Regulations.  
REASON: In the interests of environmental sustainability, in accordance with Policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030.
22. No above ground development shall take place unless and until a scheme to provide combined television reception facilities and superfast broadband for the dwelling 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.  
REASON: In the interests of visual amenity, to help reduce social exclusion and to allow good access to services in accordance with Policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.

## INFORMATIVE(S)

1. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit [www.crawley.gov.uk/cil](http://www.crawley.gov.uk/cil), email [development.control@crawley.gov.uk](mailto:development.control@crawley.gov.uk) or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before

# Agenda Item 5

development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:

- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.

- A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.

- Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

2. The applicant's attention is drawn to the advice provided by Thames Water in their correspondence of 19th February 2019 stating the following:

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

Piling has the potential to impact on local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

3. The applicant's attention is drawn to the advice provided by Environment Agency in their correspondence of 19th February 2019 stating the following:

The applicant may be required to apply for other consents directly from us. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and we have a regulatory role in issuing and monitoring them.

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

4. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email [gal.safeguarding@gatwickairport.com](mailto:gal.safeguarding@gatwickairport.com). The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at [www.aoa.org.uk/policy-campaigns/operations-safety/](http://www.aoa.org.uk/policy-campaigns/operations-safety/)
5. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)

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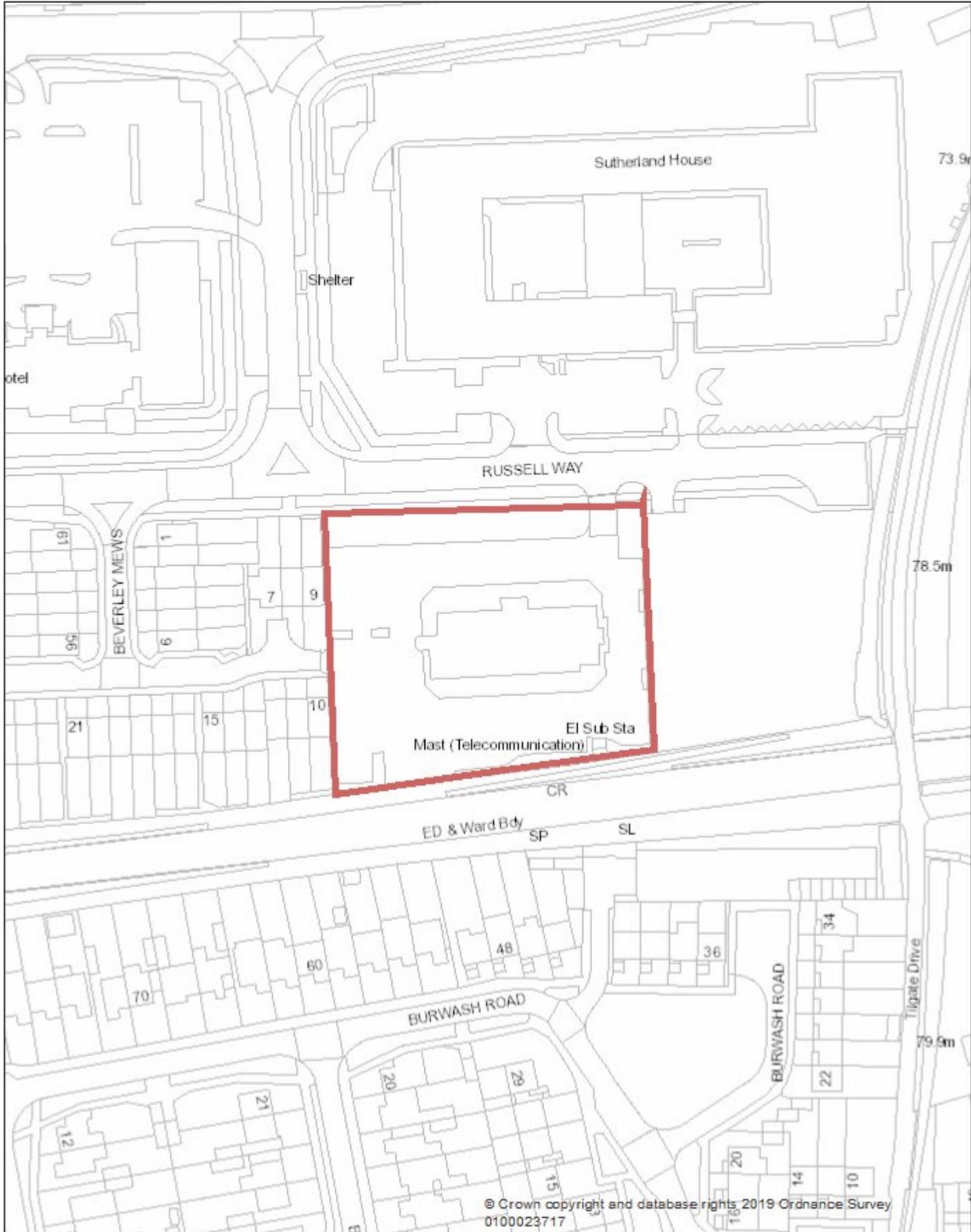


## ArcGIS Web Map



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

1:1,250



# Agenda Item 6

**CRAWLEY BOROUGH COUNCIL**  
PLANNING COMMITTEE - 24 September 2019  
REPORT NO: PES/324(b)

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**REFERENCE NO: CR/2019/0503/FUL**

**LOCATION:** [5 PERRYFIELD ROAD, SOUTHGATE, CRAWLEY](#)  
**WARD:** Southgate  
**PROPOSAL:** CONVERSION OF EXISTING BUILDING AND ERECTION OF A TWO STOREY REAR EXTENSION AND ERECTION OF A FRONT PORCH TO CREATE 4 SELF-CONTAINED 1NO. BEDROOM AFFORDABLE RESIDENTIAL FLATS (AMENDED PLANS RECEIVED).

**TARGET DECISION DATE:** 2 September 2019

**CASE OFFICER:** Ms Z. Brown

**APPLICANTS NAME:** Crawley Borough Council  
**AGENTS NAME:** Architectare Ltd

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## **PLANS & DRAWINGS CONSIDERED:**

1106 19 02, Site Plan, Block and Location Plans(1)  
1106 19 01, Existing Plans and Elevations  
1106 19 03, Proposed Plans and Elevations  
1000004658-3-010-01, General Arrangement  
1000004658-3-060-01, Materials Key Plan  
1000004658-3-050-01, Drainage Strategy  
TCP-CC/1878 AR3663, Tree Constraints Plan

## **CONSULTEE NOTIFICATIONS & RESPONSES:-**

1.	WSCC Highways	No objection, subject to conditions
2.	Thames Water	No response received
3.	Sussex Building Control Partnership	No response received
4.	CBC Property Division	No objection
5.	CBC Housing Enabling & Development Manager	No response received
6.	CBC Planning Arboricultural Officer	No objection
7.	CBC Environment Team	No response received
8.	CBC Environmental Health	No response received
9.	CBC Refuse & Recycling Team	No objection
10.	Southern Water Ltd	No response received
11.	CBC Energy Efficiency & Sustainability	No objection, subject to conditions

## **NEIGHBOUR NOTIFICATIONS:-**

Peelers Half 1A, 66, 67, 68 and 69 Lyndhurst Close;  
3, 4, 6, 9 and 9A Perryfield Road;  
1, 3 and 5 Argyll Court.

## **RESPONSES RECEIVED:-**

Two letters from nearby neighbouring properties have been received.

- There are concerns over the boundary adjacent to No. 69 Lyndhurst Close. The existing fence has not been maintained along this boundary and is now in an unacceptable condition. A 7 foot brick built wall is recommended, in order to retain privacy from the proposed car park.

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- Generally in favour of the building being returned to residential use. The proposal includes returning an existing disabled parking bay to shared permit/short stay parking, it is requested that the first disabled bay on Perryfield Road is removed due to reduced visibility when existing Lyndhurst Close.
- Queries regarding the boundary fence along the northern boundary of the site which is in fact owned by Lyndhurst Close residents. The fence has been repaired by CBC, however is now leaning badly in places.
- It is proposed that the chimneys are removed, however it is requested that this is reconsidered as they form part of the streetscene in Perryfield Road, virtually all of the larger properties in Perryfield Road have chimneys, and No. 25 which has been recently built included false chimneys so that the new building was in keeping with all neighbouring properties.

## **REASON FOR REPORTING TO COMMITTEE:-**

Crawley Borough Council is the applicant.

## **THE APPLICATION SITE:-**

- 1.1 The application site comprises of a two storey Victorian building located on the northern side of Perryfield Road and its junction with Lyndhurst Close, in the neighbourhood of Southgate. The building was previously used by Oakleaf Housing Association as a drop-in centre for people with learning disabilities and as an occasional training facility. The building has been vacant since May 2016. The Victorian double-front red brick building has a shallow hipped slate covered roof with two chimney stacks, and front projecting bay windows. The entrance to the building is recessed in an arched porch. There is a single storey rear extension to the building which was permitted in 1991 (CR/1991/0331/FUL).
- 1.2 The building is located on a rectangular plot measuring 690sqm. It is situated within the built-up area boundary and there are a mixture of building styles along Perryfield Road ranging from Victorian residential properties to modern blocks of flats. To the north there are semi-detached and terraced houses on Lyndhurst Close which were built in the 1960s and 1970s.
- 1.3 Vehicular access to the site is from a dropped kerb and crossover onto Perryfield Road in the southern corner of the front garden. There are six trees on the site, along with mature shrubs and vegetation in the garden. The rear garden is enclosed by a 1.8m high wooden close board fence.
- 1.4 There are no identified site constraints, however there is an Archaeological Notification Area to the east beyond No. 1 Perryfield Road.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 Planning permission is sought for the conversion of the existing building, the erection of a two storey rear extension and front porch, to create 4no. self-contained 1no. bedroom residential flats. All of the dwellings would be Affordable Rent. The proposed flats would be accessed via the main entrance on the southern elevation via a central lobby and staircase. A communal garden area would be created to the rear of the building.
- 2.2 The existing vehicular access on to Perryfield Road would be closed and a new access created onto Lyndhurst Close to the west in order to provide a car park to the rear of the property providing spaces for 4no. vehicles, a secure cycle store and a bin store.
- 2.3 The proposed external works to the building includes the erection of a two storey rear extension which would be positioned on the footprint of the existing single storey rear extension. Much of the existing single storey rear extension will be utilised, however it is proposed that the western elevation of the existing rear extension will be rebuilt with second hand bricks to ensure there is consistency in the appearance of the materials on the western elevation of the building which is extremely visible from Lyndhurst Close and Perryfield Road.

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- 2.4 The proposed two storey extension would have a hipped roof with an eaves height of 6m, the taller element on the western side of the rear elevation would have a ridge height of 7.6m (which would be set down 0.6m from the ridge of the main roof), and the lower part on the eastern side would have a ridge height of 7.1m (which would be set down 1.1m from the ridge of the main roof).
- 2.5 The existing window and door openings on the rear elevation would be infilled, and two ground floor doors would be positioned on the rear elevation of the building, and windows would be installed at first floor level.
- 2.6 A new open sided front porch would be erected on the front elevation and would project 1.3m from the front of the building, measure 3.5m wide and have a maximum height of 3.5m and the front entrance door would be retained in its existing position.
- 2.7 The existing ground and first floor windows on the eastern elevation would be changed to smaller obscure glazed windows, and would serve bathrooms. The existing windows on the western elevation would be changed to obscure glass and the existing doorway would be bricked up.
- 2.8 The applicant has submitted the following documents with the application:
  - Planning Design and Access Statement dated July 2019
  - Tree Survey dated 23/03/2018

## **PLANNING HISTORY:-**

- CR/2016/0838/FUL – Change of use of 7no. self-contained temporary accommodation units for the homeless with communal kitchen. The application was refused planning permission on 9 January 2017 on the grounds that the intensification in use would create a concentration of Houses in Multiple Occupation and hostels in the area to the detriment of residential amenity due to increased activity, movements and general disturbance.
- CR/1993/0138/FUL – Planning permission granted for erection of a workshop in the rear garden on 13 April 1993.
- CR/1991/0331/FUL – Planning proposal for a single storey rear extension at a day centre for a multiple-purpose communal use for the mentally ill. Permission granted on 10 September 1991.
- CR/1991/0321/RTP – Renewal of consent for a change of use from residential to a day centre for the mentally ill.
- CR/1991/0321/COU – A change of use from a hostel to a day centre for use by the mentally ill (revised application). Planning permission granted on 10 September 1991.
- CR/430/1986 – Renewal of a temporary permission for a hostel granted on 15 September 1986
- CR/028/1981 – Renewal of a temporary permission for a hostel granted on 2 March 1981.
- CR/499/1976 – Renewal of a temporary permission for a hostel granted on 11 January 1977
- CR/057/1971 – A change of use from a domestic dwelling to a hostel for a maximum of 8 people granted on 29 March 1971.

## **PLANNING POLICY:-**

### National Planning Policy Framework (2019)

- 3.1 The NPPF states that the applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
  - Section 2 states that the purpose of the planning system is to contribute to the achievement of sustainable development. It identifies economic, social and environmental objectives, which are interdependent and need to be pursued in mutually supportive ways.
  - Section 5 seeks to boost housing supply and deliver a sufficient supply of new homes. It seeks to provide for the housing needs of all groups, including those needing affordable housing.
  - Section 11 seeks to make effective use of land, including supporting the development of under-utilised land and buildings.

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- Section 15 of the NPPF states that new development should be appropriate for its location and not harm living conditions in the wider area.

3.2 The following Crawley Borough Local Plan 2015 – 2030 (adopted December 2015) policies are also relevant:

## Crawley Borough Local Plan (2015-2030)

3.3 The relevant policies include:

- Policy SD1 (Presumption in Favour of Sustainable Development) states development will be supported where it complements Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle and maximises the use of sustainable travel; provides a safe and secure environment for its residents and visitors; and accords with the policies and objectives set out in this Plan unless material considerations indicate otherwise.
- Policy CH1 (Neighbourhood Principle) states the neighbourhood principle will be protected and enhanced by maintaining the neighbourhood structure and development within the neighbourhoods should mainly be residential, in-keeping with the existing neighbourhood.
- Policy CH2 (Principles of Good Urban Design) seeks new development proposals will be required to respond to and reinforce locally distinctive patterns of development and landscape character.
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area, be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings, and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH5 (Standards for All New Dwellings) (including conversions) states all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents through the application of the Lifetime Homes Standards. The minimum size for each dwelling should be based on the National internal and local external space standards.
- Policy CH6 (Tree Planting and Replacement Standards) seeks the replacement of trees lost through development schemes and also seeks the planting of one new tree per new dwelling.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H3 (Future Housing Mix) states that all housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand.
- Policy H4 (Affordable and Low Cost Housing) seeks a minimum of 40% affordable housing from all residential developments. For sites of less than five dwellings, payment in lieu will be accepted in accordance with the calculator available on the Council's website with the Affordable Housing SPD.
- Policy ENV1 (Green Infrastructure) This Policy states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy 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 ENV9 (Tackling Water Stress) states that, where feasible, development should meet the optional Building Regulations requirement for tighter water efficiency.

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- 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. Existing infrastructure services and facilities will be protected where they contribute to the neighbourhood or town, unless an equivalent replacement or improvement to services is provided or there is sufficient alternative provision in the area.
- 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. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety. Developments will be permitted unless the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated.
- 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. These standards are contained within the Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) or any subsequent similar document.

## Emerging Crawley Borough Local Plan 2020-2035 (June 2019)

The Local Plan Review 2020-2035 is under consultation and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy CD1: Neighbourhood Principle
- Policy CD2: Making Successful Places: Principle of Good Urban Design
- Policy CD3: Local Character and Design of New Development
- Policy CD5: Local Design Standards
- Policy CD6: Normal Requirements of All New Development
- Policy CD9: Crossovers
- Policy CD11: Standards for All New Dwellings (including conversions)
- Policy LC4: Tree Replacement Standards
- Policy IN1: Infrastructure Provision
- Policy IN3: Supporting High Quality Communications
- Policy H1: Housing Provision
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- Policy GI1: Green Infrastructure
- Policy SDC1: Sustainable Design and Construction
- Policy SDC3: Tackling Water Stress
- Policy EP4: Development and Noise
- Policy ST1: Development Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards

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## Supplementary Planning Guidance and Documents

- 3.4 The Council's following Supplementary Planning Documents and Guidance Notes are also relevant to this application. The Supplementary Planning Documents were all adopted in October 2016:
- Planning and Climate Change – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
  - Urban Design – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.
  - Green Infrastructure – Sets out the Council's approach to trees, open space and biodiversity. It includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling.
  - Developer Contributions Guidance Note (Adopted July 2016) Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.
  - Affordable Housing Supplementary Planning Document - This SPD includes further guidance on the requirements of policies H3 and H4 in the Local Plan and when affordable housing would be sought from residential development.

## **PLANNING CONSIDERATIONS:-**

- 4.1 The main considerations in the determination of this application are set out below:
- Principle of the proposed change of use
  - Impact on the character and appearance of the building and surrounding streetscene
  - Impact on neighbouring amenities
  - Residential amenity
  - Impact on trees, landscaping and boundary treatments
  - Impact on highways, access and parking
  - Sustainability
  - Provision of Affordable Housing and infrastructure contributions

### Principle of the proposed change of use

- 4.2 The building was previously used by Oakleaf Housing Association as a drop-in centre for people with learning disabilities and as an occasional training facility and has been vacant since May 2016. A key planning consideration in the determination of this application is the loss of this community facility and its conversion into residential use.
- 4.3 Policy CH1 protects and enhances the neighbourhood principles, with Part c) of the policy supporting development within the neighbourhoods provided that it would not result in the loss of local services and facilities. It has been stated in the Design and Access Statement that the services that were provided at the site have been relocated to an alternative premises in the town. It is considered that this would be in accordance with the requirements of Policy CH1.
- 4.4 Policy IN1 applies a similar approach to CH1, protecting existing infrastructure provision including social infrastructure and community facilities, unless an equivalent replacement or improvement to services is provided or there is sufficient alternative provision in the area. As the services provided

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have been relocated to an alternative premises in the town, it is considered that the criteria of Policy IN1 would be satisfied.

- 4.5 In regards to the proposed residential use and housing mix, Policy H3 of the Crawley Borough Local Plan seeks a mixture of unit sizes. The proposal is solely for one bedroom flats, however it is considered that as the proposal is for the conversion of an existing building the scope to vary unit sizes is limited. As a result it is considered that the proposed development of only one bedroom units is acceptable given the physical constraints of the building and the limited size of the development (4 units).
- 4.6 Overall it is considered that the proposed loss of the vacant community building is considered to be acceptable, and the proposed residential use would be appropriate bringing a building back into use in residential area, and would accord with Local Plan Policies CH1 and IN1.

## Impact on the character and appearance of the building and surrounding streetscene

- 4.7 The proposal involves the construction of a two storey rear extension, erection of an open sided front porch, fenestration alterations and internal works to create the proposed 4no. 1x bedroom flats.
- 4.8 The proposed rear extension would project 2.1m from the rear elevation of the building, in line with the rear elevation of the existing single storey rear projection. The proposed extensions would incorporate hipped roofs which would be in character with the existing building and buildings within the immediate vicinity on Perryfield Road and Lyndhurst Close. The eaves height of the extension roofs would match those of the main roof, and the ridge would be set down 1.1m and 0.6m from the main roof ridge. The overall design and massing of the extension is considered to be acceptable in design terms. However there are some concerns regarding the proposed materials, and the ability to match the brickwork where there is a contrast between the new and old materials on the western elevation along Lyndhurst Close which could impact the traditional character and appearance of the building. As a result following discussions with the agent it has been proposed to demolish the western side elevation of the existing rear extension and rebuilt it with second hand bricks, along with using second hand bricks for the proposed two storey rear extension. This would ensure that the character and appearance of the building is maintained, and the materials on the extremely western elevation of the building are consistent. The red brick detailing will also be replicated on the window sills and lintels. It is considered appropriate to request samples of the second hand bricks, the red detail bricks and details of the mortar to ensure the materials are in keeping with the main building.
- 4.9 The proposed open sided porch would be positioned on the front elevation of the building and would project 1.3m from the front elevation, and measure 3.5m in width. Its design is proposed to be similar to that of the existing entrance which has brick pillars and brick architrave detailing. The porch would have a maximum height of 3.5m. The Urban Design SPD states that front extension can be one of the most significant additions to the front of the building, and it is essential that they are appropriate designed and subservient to the main building. It is considered that the proposed porch is of an acceptable scale, size and design however precise information needs to be provided of the materials and details to ensure a high quality finish this can be controlled via condition. It is considered that the porch would relate sympathetically to the overall design and character of the building be appropriate in the streetscene.
- 4.10 The existing windows on the western elevation are proposed to be replaced with obscure glazing. The existing windows on the eastern elevation are proposed to be replaced with smaller obscured glazed windows.
- 4.11 It is proposed to remove the existing chimney stacks. Although Officers and local residents have expressed interest in the retention of the chimney stacks, the agent has stated that the cost to retain the chimneys would be detrimental to the viability of the project. Given that other properties along Perryfield Road have removed chimney stacks, it is not considered that a refusal could be justified on design grounds.

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- 4.12 Overall despite the loss of the chimney stacks, it is considered that the proposal is considered to be of an acceptable scale, design and massing and would not detrimentally impact the visual amenity of the building or the streetscene of Perryfield Road or Lyndhurst Close, subject to samples of materials being submitted. The proposal is therefore considered to accord with Local Plan Policies CH2 and CH3, the NPPF (2019), and the guidance contained within the Urban Design SPD (2016).

## Impact on neighbouring amenities

- 4.13 The proposal would involve the conversion of the existing vacant building into 4no. 1x bedroom flats and a two storey rear extension to the rear of the building. The building has been vacant since May 2016, and the proposal represents an intensification in the use compared to the lawful use as a centre for people with learning disabilities and as a training centre however given that the site is in a residential area the use is considered to be appropriate.
- 4.14 The proposed two storey extension would project 2.1m from the rear elevation of the building, in line with the existing single storey rear projection. In regards to the impact on neighbour amenity, the neighbouring property to the east, No. 3 Perryfield Road, is set back approximately 4m from the front elevation of No. 5 Perryfield Road. The Urban Design SPD states that a two storey rear extension should not encroach into an area measuring 60 degrees from the nearest edge of a neighbour's window or door aperture. The proposed extension would not encroach into an area measuring 60 degrees, and is not considered to cause any significant overshadowing or overbearing impact. The existing windows on the eastern elevation would be replaced with smaller obscure glazed windows which are not considered to have any detrimental impact on the amenity enjoyed by the occupants of No. 3 Perryfield Road.
- 4.15 In regards to the impact on the neighbouring properties to the rear (north) of the building, Nos 67, 68 and 69 Lyndhurst Close the existing building is approximately 30m from the rear elevations of the properties on Lyndhurst Close. The proposed rear extension would be in line with the rear elevation of the existing extension, therefore the existing gap of 30m would be retained between the rear elevation of No. 5 Perryfield Road and the rear elevations of Nos. 67, 68, and 69 Lyndhurst Close. This would accord with the guidance contained within the Urban Design SPD which states that a minimum gap of 21m should be retained to ensure privacy between two storey development.
- 4.16 A car parking area is proposed to the north of the site, close to the rear gardens of Nos. 67, 68 and 69 Lyndhurst Close. Although this could introduce some disturbance through noise and the movement of vehicles, it is not considered to have a significant detrimental impact as the rear gardens are already exposed to noise and disturbance from Lyndhurst Close. Comments have been received from neighbours regarding the northern boundary of the site, it is proposed that the existing panel board fence would be replaced with a new 1.8m high fence along the northern and eastern boundaries. It is considered that this would provide suitable screening and retain privacy to the residents. The provision a secure boundary fence can be controlled via condition.
- 4.17 The proposed development is not considered to cause any harmful impact on the occupants of No. 9 and 9a Perryfield Road.
- 4.18 Overall the proposed development is not considered to detrimentally impact the amenity enjoyed by the occupants of neighbouring properties and would accord with Policy CH3 of the Crawley Borough Local Plan and the guidance contained within the Urban Design SPD.

## Residential amenity

- 4.19 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 flats would meet the minimum internal space standards for 1 bedroom 2 person dwellings which is 50sqm, and would therefore accord with Policy CH5. The bedrooms for all of the flats are located at the front of the property, and the living room/kitchens to the rear. The flats have a good layout and the key rooms would have a good outlook.

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- 4.20 In regards to external private amenity space, the Urban Design SPD seeks 5sqm per 1-2 person flat. The ground floor flats would have direct access onto private patios areas to the rear of the building. The first floor flats would have access to a communal garden to the rear of the building. Although private amenity space for each flat would be preferable, it is considered that the provision of a communal garden would be adequate.
- 4.21 Four parking spaces would be provided on site, which is in accordance with the Crawley Borough Parking Standards for 1 bedroom dwelling. Cycle parking provision would be provided within a shared shed within the parking area to the rear of the building. Refuse storage would also be provided in this area.
- 4.22 Environmental Health have been consulted as part of the application, however comments have not been received. A noise assessment was not required to be submitted as the site does not lie on a classified road or within an areas subject to aviation, railway, industrial or commercial noise. It is not considered future residents would be subject to excessive noise as the site is located within a quiet residential area.
- 4.23 Overall the proposal is considered to accord with the space standards outlined in Policy CH5 and the requirements of IN4 of the Crawley Borough Local Plan (2015-2030).

## Impact on trees, landscaping and boundary treatments

- 4.24 The site contains a number of existing mature trees which make a positive contribution to the appearance of the site, particularly along the western boundary. The tree survey has identified that 6no. trees would be removed in order to facilitate the development:
- G1 which comprises of two Ash trees in the rear garden (recommended for removal as they are growing too close to the boundary fence).
  - T2 which comprises of 1 Plum tree in the rear garden (recommended for removal as it is growing too close to the boundary fence)
  - G4 which comprises of 3 trees: Hazel, Laurel and Holly in the rear garden (they have been recommended for removal and replacement as they are growing extremely close to the boundary wall and fence)
- 4.25 The CBC Arboricultural Officer has raised no objection to the proposed removal of the 6no. trees on the site, subject to suitable replacements.
- 4.26 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 Green Infrastructure SPD contains details in the calculations for replacement trees planting which are as follows:

Crawley Local Plan		Applicant total		
Trunk diameter of each tree (measured in CMs at 1.5m above ground level) to be removed:	No. of replacement trees required:	Tree no.	Tree trunk diameter in CM	Number of replacement trees required.
Less than 19.9	1	G1 x2	200	2 x 2 = 4
20 – 29.9	2	T2 x1	170	1 x 1 = 1
30 – 39.9	3	G4 x3	350	3 x 3 = 9

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Crawley Local Plan		Applicant total		
Trunk diameter of each tree (measured in CMs at 1.5m above ground level) to be removed:	No. of replacement trees required:	Tree no.	Tree trunk diameter in CM	Number of replacement trees required.
40 – 49.9	4			
50 – 59.9	5			
60 – 69.9	6			
70 – 79.9	7			
80+	8			
			<b>Total</b>	<b>14</b>

- 4.27 As a result there would be a requirement for 14no. replacement trees to be planted on site, along with 4no. additional trees for the new dwellings that will be created, giving a total of 18no. The site layout shows that 3no. Japanese Flower Cherry trees are proposed to be planted in the south-west corner of the site (location of G4). There is insufficient space within the site for all of the replacement/additional trees to be planted, as a result the Council has agreed that a commuted sum of £10,500 can be paid for the other required 15no. additional trees (15 x £700) this will be secured through a S106 Agreement.
- 4.28 The site plan, block plan and location plan contains details on landscaping. The site access and parking area would be laid with porous tarmac, with permeable block paving (Marshall's Standard Block pavers in grey) along the existing footpath and Marshall's texture utility paving in natural for the patio areas. This porous surface was requested by the arboricultural officer to safeguard trees in nearby rear gardens in Lyndhurst Close. The existing hardstanding and patio in the garden area would be re-laid with grass, and hedges/shrubs will be planted within the site.

## Impact on highways, access and parking

- 4.29 Vehicular access to the site is proposed from the north-west corner onto Lyndhurst Close. The existing access and dropped kerb on the southern side of the site on to Perryfield Road would be closed up and the parking spaces reinstated.
- 4.30 West Sussex County Council Highways have commented that the proposal is not considered to have an unacceptable impact on highway safety and the creation of the new access on the Lyndhurst Close is acceptable, and the parking area is considered to be of an acceptable size to allow vehicles to turn and exist onto Lyndhurst Close in a forward gear. Additional details regarding pedestrian and vehicular visibility splays were requested. Visibility splays from the proposed access onto Lyndhurst Close have been submitted, and WSCC have commented that although they foresee know issues regarding the visibility splays from the access, they have requested details showing the maximum achievable visibility splays (these splays should reach the junctions to the north and south of the access). It is considered that this information can be requested via a condition.
- 4.31 The Crawley Borough Parking Standards as set out in the Urban Design SPD would require 1 space per dwelling, which would be a total of 4 space. A rear parking area would contain 4no. parking spaces, allocated as one space per unit, which would meet the minimum standards. There is also controlled on-street parking which could be used outside of controlled hours. The site is also located within a sustainable location close to regular public transport services and connections to cycle paths which would help to encourage the use of sustainable modes of transport.

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- 4.32 There would be a shared cycle store in the rear garden which would provide storage for 5no. cycles. Overall the proposal would be in accordance with Policy IN4 of the Crawley Borough Local Plan and the Crawley Borough Parking Standards.

## Sustainability

- 4.33 Policy ENV6 and ENV9 of the Crawley Borough Local Plan are relevant to this application. Policy ENV6 requires applicants to submit a Sustainability Statement which demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable. Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into Part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- 4.34 The Design and Access Statement includes a section on 'Sustainability and Climate Change' identifying various proposed measures in order to reduce energy demands and improve water efficiency. The Energy Efficiency and Sustainability Officer has commented that given that the works are mainly the conversion of an existing building and the erection of a rear extension, the opportunities for sustainability improvements are limited. It is considered that it should be demonstrated that all of the objectives specifies in the Design and Access Statement should be met and implemented before occupation, this could be requested via a condition.
- 4.35 In regards to the water efficiency of the units and requirement of Policy ENV9 it is considered to attach a condition requesting additional information to be submitted.

## Drainage

- 4.36 The application site does not lie within a flood zone and therefore the Drainage Officer is not required to be consulted. A drainage drawing has been submitted with the application which illustrates the areas of hard and soft landscaping and porous tarmac to aid drainage, these details are considered acceptable.

## Provision of Affordable Housing and infrastructure contributions

- 4.37 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 Rent, which would exceed the policy requirement of 40%. It is considered appropriate to secure the provision of Affordable Housing in a Section 106 Agreement.
- 4.38 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.

## CONCLUSIONS:-

- 5.1 The proposal involves the conversion of the existing building into 4no. 1 bedroom flats, and the erection of a two storey rear extension and an increase in the height of the existing two storey rear projection. It is considered that the design and massing of the proposed extension is appropriate and would not appear overly dominant on the rear elevation. The rebuilding of the western elevation of the existing rear extension with second hand bricks would also ensure that the proposed two storey rear extension sympathetically relates to the main building and makes a positive contribution to the streetscenes of Perryfield Road and Lyndhurst Close.

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- 5.2 The development would meet the Nationally Described Space Standards, although private outdoor amenity space would not be provided for the two first floor flats, there would be a large communal garden that could be used by future occupants. 4no. parking spaces would be provided, and a store for cycle parking.
- 5.3 There is not considered to be any detrimental impact on the amenities enjoyed by the occupants of No. 67, 68 and 69 Lyndhurst Close or No. 3 Perryfield Road. It is proposed that 3no. replacement trees would be planted on site, and a commuted payment of £10,500 would be paid for the other 15no. replacement/additional trees.
- 5.4 It is recommended to grant planning permission subject to the conclusion of a Section 106 Agreement to secure:
- On-site affordable housing in line with policy H4
  - Additional/replacement tree planting contribution

## **RECOMMENDATION RE: CR/2019/0503/FUL**

PERMIT – Subject to conclusion of S106 agreement

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No above ground development shall be carried out unless and until a schedule and samples of materials and finishes to be used for the porch, two storey rear extension and rebuilding of the western elevation of the existing extension (the roof tiles, bricks for detailing, second hand bricks and mortar) 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. No above ground development shall be carried out unless and until detailed elevation drawings showing the proposed brickwork detailing for the window sills and headers and for the front porch have been submitted to and been approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the approved details.  
REASON: The information provided to date is inadequate, to ensure that the brickwork detailing matches the brickwork on the existing house and in the interest of visual amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No part of the development shall be occupied until the proposed ground floor doors on the rear elevation of the building have been installed to provide direct access to the rear garden in accordance with the approved drawings.  
REASON: In the interests of residential amenity for the future occupants in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030
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.

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7. No part of the development shall be first occupied until such time as the existing vehicular access onto Perryfield 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 the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
8. 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.
9. Within six months of the implementation of the development, maximum visibility splays shall be provided at the site access onto Lyndhurst Close in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter permanently be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.  
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.
10. All planting including the three replacement Japanese Flowering Cherry trees, seeding or turfing comprised in the approved details of landscaping (drawing 1106-19 02 Rev A) shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.  
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
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 not be occupied until the measures detailed in the submitted Design and Access Statement dated July 2019, under the sub-heading 'Sustainability and Climate Change' have been implemented, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030.
13. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.  
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.
14. 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.
15. No part of the development shall be occupied until the replacement 1.8m high fence along the northern boundary of the site has been erected in accordance with details to be submitted to and approved by the Local Planning Authority.  
REASON: In the interests of residential amenity for the future occupants in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030

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16. No external lighting or floodlighting shall be installed without the prior written approval of the Local Planning Authority.

REASON: To safeguard the amenities of nearby residents in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030

## INFORMATIVES

1. The applicant is required to obtain all appropriate consents from 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.

2. The water efficiency standard required under condition 13 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1

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.



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