

Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held **virtually - Microsoft Teams Live**, on **Tuesday, 6 April 2021 at 7.00 pm**

Nightline Telephone No. 07881 500 227



Chief Executive

Membership:

Councillors

J Purdy (Chair), J Hart (Vice-Chair), L M Ascough, A Belben,
I T Irvine, K L Jaggard, M Mwangale, M W Pickett, T Rana and
P C Smith

Please note: in accordance with Regulations in response to the COVID-19 Public Health Emergency, from April 2020 committee meetings are being held **virtually** via online video conferencing with committee members **in remote attendance only**. Any member of the public or press may observe a committee meeting (except where exempt information is to be discussed) via a link published on the Council's website **24 hours** before the scheduled start time. Written statements submitted **in advance** of the meeting by supporters of or objectors to the planning applications on the agenda will be read to the committee.

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

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

Part A Business (Open to the Public)

	Ward	Pages
1. Apologies for Absence		
2. Disclosures of Interest		
In accordance with the Council's Code of Conduct, councillors are reminded that it is a requirement to declare interests where appropriate.		
3. Lobbying Declarations		
The Planning Code of Conduct requires that councillors who have been lobbied, received correspondence, or been approached by an interested party regarding 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 meeting.		
4. Minutes		5 - 8
To approve as a correct record the minutes of the Planning Committee held on 9 March 2021.		
5. Planning Application CR/2020/0548/ARM - Steers Lane, Pound Hill, Crawley	Pound Hill North & Forge Wood	9 - 38
To consider report PES/361a of the Head of Economy and Planning.		
RECOMMENDATION to PERMIT.		
6. Planning Application CR/2020/0719/FUL - Vanguard House & Victory House Churchill Court, Northgate, Crawley	Langley Green & Tushmore	39 - 62
To consider report PES/361b of the Head of Economy and Planning.		

RECOMMENDATION to PERMIT.

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

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Crawley Borough Council

Minutes of Planning Committee

Tuesday, 9 March 2021 at 7.00 pm

Councillors Present:

J Purdy (Chair)

J Hart (Vice-Chair)

L M Ascough, A Belben, I T Irvine, K L Jaggard, M Mwangale, M W Pickett, T Rana and P C Smith

Officers Present:

Mez Matthews	Democratic Services Officer
Jean McPherson	Group Manager (Development Management)
Marc Robinson	Principal Planning Officer
Linda Saunders	Planning Solicitor
Clem Smith	Head of Economy and Planning
Jess Tamplin	Democratic Services Support Officer

Also in Attendance:

Councillor R D Burrett

1. Disclosures of Interest

No disclosures of interests were made.

2. Lobbying Declarations

No lobbying declarations were made.

3. Minutes

The minutes of the meeting of the Planning Committee held on 8 February 2021 were approved as a correct record and signed by the Chair, subject to a clerical correction that Councillor R D Burrett be recorded as having been in attendance as an observer of the meeting.

4. Tree Preservation Order Application CR/2020/0765/TPO - Newtimber Close, Southgate, Crawley

The Committee considered report [PES/360a](#) of the Head of Economy and Planning which proposed as follows:

Agenda Item 4

Planning Committee (57)
9 March 2021

Oak 9319 - removal of dead wood. Reduction of individual branches north side by 1.5m from building/footpath to appropriate growth points.
Oak 9307 - crown thin by 10%. Removal of dead wood. Clear from around street light 1.5m to appropriate growth points.

The Group Manager (Development Management) provided a verbal summation of the application, which sought consent for minor works to two oak trees which were the subject of a Tree Preservation Order. The works aimed to prevent encroachment upon both a residential dwelling and a street light.

The Committee then considered the application.

A recorded vote was taken on the recommendation in accordance with the Council's Virtual Committee Procedure Rules. The names of the councillors voting for and against the recommendation, along with any abstentions, were recorded as follows:

For the recommendation:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Mwangale, Pickett, Purdy, Rana, and P Smith (10).

Against the recommendation:

None.

Abstentions:

None.

RESOLVED

Consent subject to conditions set out in report PES/360a.

5. Planning Application CR/2020/0834/FUL - 3 & 4 Friends Close, Langley Green, Crawley

The Committee considered report [PES/360b](#) of the Head of Economy and Planning which proposed as follows:

Erection of joint two storey rear extension for 2 semi-detached properties (no.3 and no.4 Friends Close), and additional single storey rear extension for no.3 (amended plans received).

Councillors A Belben and Purdy declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application, which sought planning permission for a joint two storey extension of 3.6m at nos. 3 and 4 Friends Close, and an additional 1.4m single storey extension at no.3. An update was given regarding condition five, which had been amended to state that the windows be fixed to be permanently non-opening to a height of 1.7 metres from the finished floor level. This aimed to further protect the privacy of neighbours.

Since the publication of the report, it had been identified that the distances in the block plan were inaccurate by approximately 1m for no.3 Friends Close and 0.5m for no.4 Friends Close. The closest proposed distance of no.3 from no.14 Brisbane Close was 19.5m, rather than the stated 21.5m. The closest proposed distance of no.4 Friends Close from nos.12 and 13 Brisbane Close was 19.9m, rather than the

Agenda Item 4

Planning Committee (58)
9 March 2021

stated 20.5m. As such the recommendation was to be amended to delegate the decision to permit the application to the Head of Economy and Planning, upon receipt of an updated and accurate block plan. The updated distances remained acceptable as the dwellings were positioned at an angle, so did not have a direct window-to-window relationship with dwellings on Brisbane Close and would thus not lead to direct overlooking.

The Committee then considered the application

A recorded vote was taken on the amended recommendation in accordance with the Council's Virtual Committee Procedure Rules. The names of the councillors voting for and against the recommendation, along with any abstentions, were recorded as follows:

For the recommendation:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Mwangale, Pickett, Purdy, Rana, and P Smith (10).

Against the recommendation:

None.

Abstentions:

None.

RESOLVED

Delegate to the Head of Economy and Planning the decision to permit subject to the receipt of an acceptable block plan, and the conditions and informatives set out in report PES/360b, including amended condition 5 as follows:

The windows on the northern and southern (side) first floor elevations of the development shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening to a height of 1.7 metres from the finished floor level.

REASON: To protect the amenities and privacy of the adjoining properties Nos 2 and 5 Friends Close, in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

6. Section 106 Monies - Q3 2019/20 to Q3 2020/21

The Committee considered report [PES/384](#) of the Head of Economy and Planning.

The report summarised all the Section 106 (S106) monies received, spent and committed to project schemes between quarter 3 of the financial year 2019/20 and quarter 3 of 2020/21.

Following a question from a Committee member, the Head of Economy and Planning set out the decision-making process regarding the spending of S106 monies. It was explained that, for each project, a report was produced for the relevant Cabinet Portfolio Holder and made available to all councillors. If the decision involved expenditure under £100,000, the decision was taken by the Council's Section 151 Officer (the Head of Corporate Finance). If the expenditure was greater than £100,000, the decision was taken by the Cabinet.

Agenda Item 4

Planning Committee (59)
9 March 2021

A Committee member highlighted the current balance of S106 monies regarding tree contributions (£287,086), and encouraged the planting of more trees throughout the borough to help address the climate emergency as declared by the Full Council. The Head of Economy and Planning confirmed that the funds were yet to be allocated, but that work was underway with the Council's Community Services team to bring forward proposals for tree planting as quickly as possible.

RESOLVED

That the update on S106 monies received, spent and committed between quarter 3 2019/20 and quarter 3 2020/21 was noted.

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 7.42 pm

J Purdy (Chair)

Agenda Item 5

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 6 April 2021
REPORT NO: PES/361(a)

REFERENCE NO: CR/2020/0548/ARM

LOCATION: [STEERS LANE, POUND HILL, CRAWLEY](#)
WARD: Pound Hill North & Forge Wood
PROPOSAL: APPROVAL OF RESERVED MATTERS PURSUANT TO OUTLINE APPLICATION CR/2018/0894/OUT TO CONSIDER LANDSCAPING, LAYOUT AND SCALE IN RESPECT OF THE ERECTION OF 185 DWELLINGS AND ASSOCIATED CAR PARKING AND INFRASTRUCTURE

TARGET DECISION DATE: 16 December 2020

CASE OFFICER: Mrs V. Cheesman

APPLICANT'S NAME: Bellway Homes Ltd (South London)

AGENT'S NAME: Savills (UK) Ltd

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
061801-BEL-SL-01	C	Presentation Planning Layout
061801-BEL-SL-02	C	Supporting Planning Layout
061801-BEL-SL-03	B	Parking Provision Layout
061801-BEL-SL-04	C	Storey Heights Layout
Phasing 061801-BEL-SL-FD		Phasing Forecast Delivery
061801-BEL-SL-05	B	Tenure Layout
061801-BEL-SL-06	C	Unit Types Layout
061801-BEL-SL-07Loc		Location Plan
061801-BEL-SL-08	B	Materials Disposition Layout
061801-BEL-SEL-PER01		Perspective View 01
061801-BEL-SEL-PER02		Perspective View 02
061801-BEL-SEL-PER03		Perspective View 03
061801-BEL-SEL-SS01	A	Street Scene 01
061801-BEL-SEL-SS02	B	Street Scene 02
061801-BEL-SEL-SS03	A	Street Scene 03
061801-BEL-SEL-SS04	A	Street Scene 04
061801-BEL-SEL-SS05	A	Street Scene 05
061801-BEL-SEL-SS06	A	Street Scene 06
061801-BEL-SEL-SS07	A	Street Scene 07
061801-GAR01		Garage 01 Floor Plans
061801-GAR02		Garage 02 Floor Plans

Agenda Item 5

061801-GAR03		Garage 03 Floor Plans
061801-GAR04		Garage 04 Floor Plans
061801-GAR05		Garage 05 Floor Plans
061801-GAR06		Garage 06 Floor Plans
061801-GAR07		Garage 07 Floor Plans
061801-GAR08		Garage 08 Floor Plans
061801-SH01		Cycle Shed 01 Floor Plans
061801-SH02		Cycle Shed 02 Floor Plans
061801-SUB-01		Sub Station 01 Floor Plans
061801-BELL-SL-09		Open Space Strategy Layout
BELL22893 10 Rev	I	Landscape Master Plan
BELL22893 11C Sheet 1		Landscape Proposals Sheet 1
BELL22893 11C Shee 2		Landscape Proposals Sheet 2
BELL22893 11C Sheet 3		Landscape Proposals Sheet 3
BELL22893 11C Sheet 4		Landscape Proposals Sheet 4
BELL22893 11C Sheet 5		Landscape Proposals Sheet 5
BELL22893 11C Sheet 6		Landscape Proposals Sheet 6
BELL22893 11C Sheet 7		Landscape Proposals Sheet 7
BELL22893 11C Sheet 8		Landscape Proposals Sheet 8
BELL22893 12C Sheet 1		Hard Landscape Proposals Sheet 1
BELL22893 12C Sheet 3		Hard Landscape Proposals Sheet 3
BELL22893 12C Sheet 2		Hard Landscape Proposals Sheet 2
BELL22893 12C Sheet 4		Hard Landscape Proposals Sheet 4
BELL22893 12C Sheet 5		Hard Landscape Proposals Sheet 5
BELL22893 12C Sheet 6		Hard Landscape Proposals Sheet 6
BELL22893 12C Sheet 7		Hard Landscape Proposals Sheet 7
BELL22893 12C Sheet 8		Hard Landscape Proposals Sheet 8
BELL22893 12C Sheet 9		Hard Landscape Proposals Sheet 9
AR-AB-2S-CT-E		The Arkwright - Elevations
AR-AB-2S-P1		The Arkwright - Floor Plans
BA-2B-2S-CB-E		The Baker - Elevations
BA-2B-2S-CB-E		The Baker Elevations
BA-2B-2S-CB-E1		The Baker Elevations
BA-2B-2S-CW-E		The Baker Elevations
BA-2B-2S-CT-E		The Baker Elevations
BA-2B-2S-P1		The Baker Ground & First Floor Plans
BA-2B-2S-P2		The Baker Ground & First Floor Plans
BM-3B-2S-CW-E-A		The Blemmere Elevations
BM-3B-2S-P1-A		The Blemmere Floor Plans
BM-3B-2S-CT-E-A		The Blemmere Elevations
BM-3B-2S-TB-E1-A		The Blemmere (H) Elevations
BU-4B-3S-CT-E1		The Butler Elevations

Agenda Item 5

BU-4B-3S-CB-E1		The Butler Elevations
BU-4B-3S-P2		The Butler Ground, First & Second Floor Plans
CT-4B-2S-CT-E		The Cartographer Elevations
CT-4B-2S-TB-E		The Cartographer Elevations
CT-4B-2S-P1		The Cartographer Floor Plans
CR-3B-2S-P1		The Cobbler Floor Plans
CR-3B-2S-TB-E1		The Cobbler Elevations 1
CR-3B-2S-TB-E2		The Cobbler Elevations 2
CR-3B-2S-TB-E3		The Cobbler Elevations 3
DE-3B-2S-P1		The Dexter Ground & First Floor Plans
DE-3B-2S-CB-E1		The Dexter Elevations
DE-3B-2S-P2		The Dexter Second Floor Plan
FB-3B-2S-CB-E		The Faber Elevations 1
FB-3B-2S-CW-E		The Faber Elevations 2
FB-3B-2S-P1		The Faber Floor Plans
FB-3B-2S-TF-E		The Faber Elevations
FB-3B-2S-TB-E		The Faber Elevations
FI-3B-2S-CT-E2		The Fisher Elevations
FI-3B-2S-P1		The Fisher Floor Plans
FI-3B-2S-TB-E1		The Fisher Elevations
FM-3B-2S-CW-E		The Frammer Elevations
FM-3B-2S-P1		The Frammer Floor Plans
FM-3B-2S-CT-E		The Frammer Elevations
FM-3B-2S-CT-E		The Frammer Elevations
FM-3B-2S-TF-E		The Frammer Elevations
FM-3B-2S-P1		The Frammer Ground & First Floor Plans
FM-3B-2S-TF-E		The Frammer Elevations
FM-3B-2S-CW-E		The Frammer Elevations
FM-3B-2S-CB-E1		The Frammer (H) Elevations
FM-3B-2S-CT-E1		The Frammer (H) Elevations
GR-3B-3S-CB-E6		The Granger Elevations
GR-3B-3S-CB-E1		The Granger Elevations
GR-3B-3S-CB-E3	A	The Granger Elevations
GR-3B-3S-CT-E1	A	The Granger Elevations
GR-3B-3S-CT-E2		The Granger Elevations
GR-3B-3S-P1	A	The Granger Ground, First & Second Floor Plans
GR-3B-3S-P2		The Granger Ground, First & Second Floor Plans
GR-3B-3S-CB-E5		The Granger Elevations
HI-3B-2S-CB-E-A		The Hillard Elevations
HI-3B-2S-P1-A		The Hillard Floor Plans
HI-3B-2S-TF-E-A		The Hillard Elevations
HP-2B-2S-CB-E		The Hooper Elevations
HP-2B-2S-CT-E		The Hooper Elevations
HP-2B-2S-P1		The Hooper Floor Plans
HP-2B-2S-TB-E		The Hooper Elevations
HP-2B-2S-TF-E		The Hooper Elevations
LD-3B-3S-CB-E1		The Lardner Elevations
PG-4B-2S-CT-E		The Pargeter Elevations
PG-4B-2S-CW-E		The Pargeter Elevations
PG-4B-2S-P1		The Pargeter Floor Plans
PI-3B-2S-P1	A	The Piper Ground & First Floor Plans
PI-3B-2S-P2		The Piper Ground & First Floor Plans
PI-3B-2S-TB-E1		The Piper Elevations 1
PW-3B-2S-CT-E		The Ploughwright Elevations
PW-3B-2S-CW-E		The Ploughwright Elevations

Agenda Item 5

RE-4B-2S-CB-E		The Reedmaker Elevations
PW-3B-2S-P1		The Ploughwright Ground & First Floor Plans
PW-2B-2S-P2		The Ploughwright Ground & First Floor Plans
RE-4B-2S-CB-E1		The Reedmaker Elevations
RE-4B-2S-CT-E		The Reedmaker Elevations
RE-4B-2S-P1-A		The Reedmaker Ground & First Floor Plans
SAll-2B-2SC-P1		The Sadler II Ground & First Floor Plans
SAll-2B-2SC-TB-E		The Sadler II Elevations
SR-4B-2S-P2		The Sculptor Ground & First Floor Plans
SR-4B-2S-P3		The Sculptor Ground & First Floor Plans
BSA-CW01-P2		Bradshaw House Intermediate Floor Plans
SR-4B-2S-TB-E2		The Sculptor Elevations
TI-3B-2S-P1		The Tillman Ground & First Floor Plans
SR-4B-2S-TB-E1		The Sculptor Elevations
ARA-3S-CT01-E1	A	Arrowsmith House Elevations
TI-3B-2S-CB-E		The Tillman Elevations
ARA-3S-CT01-E2		Arrowsmith House Elevations
ARA-CT01-P2	A	Arrowsmith House Intermediate Floor Plans
ARA-CT01-P1	A	Arrowsmith House Ground Floor Plans
ARA-CT01-P3	A	Arrowsmith House Top Floor Plans
BSA-3S-CW01-E		Bradshaw House Elevations
BSA-CW01-P1		Bradshaw House Ground Floor Plans
BSA-CW01-P3		Bradshaw House Top Floor Plans
HAA-2S-CT01-E	B	Harwood House Elevations
HAA-CT01-P1	A	Harwood House Ground Floor Plans
HAA-CT01-P2	A	Harwood House Intermediate Floor Plans
NOA-3S-CW01-E		Northcote House Elevation 3 Storey
NOA-CW01-P1		Northcote House Ground Floor Plans
NOA-CW01-P2		Northcote House First Floor Plans
NOA-CW01-P3		Northcote House Top Floor Plans
WLA-3S-CT01-E	A	Wayland House Elevations
WLA-CT01-P1	A	Wayland House Ground Floor Plans
WLA-CT01-P2	A	Wayland House Intermediate Floor Plans
WLA-CT-01-P3	A	Wayland House Top Floor Plans

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory Consultees

- | | | |
|----|--------------------------------------|--|
| 1. | GAL Aerodrome Safeguarding | No objections subject to informatives. |
| 2. | National Air Traffic Services (NATS) | No objections |
| 3. | WSCC Highways | Issues previously raised have been addressed |
| 4. | WSCC Lead Local Flood Authority | No comments received |

Other Consultees

- | | | |
|----|-------------------------------|--|
| 5. | GAL Planning Department | No comments received |
| 6. | Crawley Cycle & Walking Forum | Welcome shared use paths, comments provided on surfacing and cycle parking for flats |
| 7. | Thames Water | No comments received |
| 8. | Southern Water Ltd | No objections, comments on landscaping adjacent to SW infrastructure. |
| 9. | Police | No major concerns, comments provided on |

Agenda Item 5

security measures

- | | | |
|-----|--|--|
| 10 | CBC Drainage Officer | No objections, post construction certificate required |
| 11. | CBC Housing Enabling & Development Manager | No objection to revised scheme |
| 12. | CBC Planning Arboricultural Officer | No objection subject to details being secured through the conditions |
| 13. | CBC Environmental Health | Confirms that the amended layout and the design of the units are acceptable from a noise point of view |
| 14. | CBC Refuse & Recycling Team | Objection due to communal collection points. Issues regarding the bin stores for the flats have been addressed |
| 15. | CBC Energy Efficiency & Sustainability | No objections, recommends a condition relating to PV panels |
| 16. | CBC Urban Design | Comments provided on layout changes needed to improve connectivity, urban design issues including positioning and scale of buildings, landscaping and public realm |
| 17. | CBC - Neighbourhood Services | Comments provided on play facilities and maintenance and management of the open space |
| 18. | Ecology Officer | Confirms that updated landscape and ecology documents have addressed the ecology requirements, subject to clarification of management responsibilities |
| 19. | NHS Crawley Clinical Commissioning Group | No comments received |
| 20. | Sussex Building Control Partnership | No comments received |

NEIGHBOUR NOTIFICATIONS:-

The application was publicised via press and site notices. The following properties were notified:

5, 6 and 11 Wimblehurst Road;
6 Woodlands House;
5, 12, 19, 34, 74, 79, 59, 85, 93 and 119 Somerley Road;
5 Watersfield Road;
14 and 22 Cornwell Avenue;
21 Daffodil Crescent;
4, 5, 12, 13, 14, 17 and 20 Ullswater Road and Flat 3 and Flat 6 Smith Court, Ullswater Road;
Leaf Cottage;
The Orchard;
1, 2, 4 and 7 Barnham Close;
5 and 6 Woodlands House;
9 Riverside Walk,
Cobblers;
12 Robinson Crescent;
15 Foxglove Drive;
Badgers Rest;

Agenda Item 5

3 Onyx Close;
Flat 7, Spinks Court, Somerley Drive.

RESPONSES RECEIVED:-

2 representations received from nearby residents objecting on issues of flooding and sewerage system, impact on habitats, woodland and green spaces, traffic, noise, air pollution and visual impact.

REASON FOR REPORTING TO COMMITTEE:-

Major application.

THE APPLICATION SITE:-

- 1.1 The application site is a triangular piece of land positioned to the north of Steers Lane and to the west of Balcombe Road. The northern boundary of the site (red line) is undefined but is adjacent to a rectangular shaped strip of land that lies to the south of the properties in Radford Road.
- 1.2 The site forms part of the Forge Wood allocation in the Local Plan identified in Policy H2 and is one of 2 residual sites within the allocation which are Broad Locations for housing development. It is thus outside the main Forge Wood development site approved for 1900 homes, and which is currently being built out by Persimmon Homes and Taylor Wimpey.
- 1.3 The land is relatively level, with a number of preserved mature trees (ref TPO No. 09/2017) around the boundaries and across the central area. The eastern part of the site also contains a number of younger more immature trees, including self-seeded silver birch, and other shrubs/undergrowth whilst the western part of the site has less trees and is more of an open grassed field. The Steers Lane and Balcombe Road frontages are designated areas of Structural Landscaping (Policy CH7). A Public Footpath (no. 3377) crosses the site in a south west/north east direction running between Steers Lane and Balcombe Road. In recent weeks, a number of trees have been removed from the Steers Lane frontage to facilitate the approved site access.
- 1.4 To the south of the site along Steers Lane is the main part of Forge Wood, (Phase 1 and Phase 2) with the signalised junction into Somerley Drive which leads south towards the school and proposed Local Centre. To the east, on the opposite side of Balcombe Road is Phase 4 of the Forge Wood development. The south eastern tip of the site is adjacent to the Steers Lane/ Balcombe Road signalised junction and toucan crossing. To the immediate west of the site along Steers Lane is an area of off-airport car parking and Tinslow Farm.

THE PROPOSED DEVELOPMENT:-

- 2.1 Following the grant of outline planning permission on appeal, this application seeks reserved matters approval for the siting, design, external appearance and associated landscaping of a residential development of 185 dwellings across the whole site area. The dwellings comprise a mix of 2, 2½ and 3 storey houses and flats as follows:
 - 31 x 1 bed flats
 - 37 x 2 bed flats
 - 27 x 2 bed houses
 - 60 x 3 bed houses
 - 30 x 4 bed houses
- 2.2 40% of the housing is proposed to be affordable. The density would be 33.6 dwellings per hectare, based on the site area. Landscaping, open space and sustainable urban drainage features are also proposed.
- 2.3 The vehicular access to the site was approved at outline stage and is to be taken from Steers Lane. The network of roads and paths within the site is the subject of this application and comprise a mix standard carriage ways and shared surfaces. Footpath links and cycleways are also proposed.

Agenda Item 5

2.4 The application has been accompanied by the following supporting documents:

- Planning Statement
- Design and Access Statement
- Highways Technical Note
- Drainage Technical Note
- Arboricultural Impact Assessment and Method Statement
- Landscape and Ecological Management and Maintenance Plan
- Open Space Strategy Report
- Noise Assessment
- Energy and Sustainability Statements
- Ecology Reports
- Utilities Report
- Construction Transport Management Plan

2.5 During the consideration of the application a number of issues have been identified that have required revisions, including the layout and design approach of particular areas, particularly to address noise issues, the location of the affordable units, amenity space provision, open space provision, street scene impact, hard and soft landscaping, parking provision and layout, cycle parking, circulation within the site for vehicles and pedestrian linkages.

2.6 The amendments that have been submitted include the following:

- Bespoke design and layout of the houses and flats fronting Balcombe Road to specifically address noise issues and to enable the deletion of the acoustic fence proposals as originally submitted
- Revisions to the overall housing mix, especially ratio of flats and houses
- Location of the affordable and low cost units across the site rationalised having regard to unit type and distribution of units, following revisions to the layout as a whole
- Separation distances, garden sizes and shapes improved through reconfiguration of the layout throughout all parts of the site
- Parking arrangements have been revised to provide an appropriate level of spaces in convenient locations for the units, especially the flats
- Road layout adjusted to meet WSCC Highways requirements, whilst ensuring a visually attractive layout
- Paths improved and added through the site to facilitate enhanced walking and cycling and to link to the wider locality
- Landscaping proposals improved to assist the overall layout and visual appearance of the scheme
- Open space strategy submitted clarifying the types of provision.

PLANNING HISTORY:-

Application site

- 3.1 CR/2018/0894/OUT - OUTLINE APPLICATION FOR ERECTION OF UP TO 185 RESIDENTIAL DWELLINGS, WITH THE ASSOCIATED VEHICULAR AND PEDESTRIAN ACCESS VIA STEERS LANE, CAR PARKING AND CYCLE STORAGE AND LANDSCAPING (ALL MATTERS RESERVED EXCEPT FOR ACCESS) – ALLOWED ON APPEAL – subject to 37 conditions and a s106 legal agreement.
- 3.2 CR/2018/0894/CC1 – DISCHARGE OF CONDITIONS 11 (ROADS & FOOTWAYS), 14 (TRAVEL PLAN), 15 (PUBLIC RIGHT OF WAY DETAIL), 18 (ARBORICULTURAL IMPACT ASSESSMENT, METHOD STATEMENT & TREE PROTECTION PLAN), 20 & 21 (DRAINAGE STRATEGY), 27 (SUSTAINABILITY & ENERGY STATEMENT), 32 (PERMANENT EXTERNAL LIGHTING SCHEME), 33 (SOFT & HARD LANDSCAPING SCHEME) & 34 & 35 (NOISE LEVELS DETAILS & NOISE PROTECTION SCHEME) - under consideration.

Agenda Item 5

3.3 CR/2018/0894/CC2 – DISCHARGE OF CONDITION 9 (ARCHAEOLOGY) – under consideration.

Land to the north

3.4 CR/2020/0543/FUL – CREATION OF A KICK ABOUT SPACE AND ASSOCIATED WORKS IN ASSOCIATION WITH DEVELOPMENT PERMITTED UNDER CR/2018/0894/OUT – under consideration.

PLANNING POLICY:-

4.1 The National Planning Policy Framework - 2019 (NPPF)

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three overarching objectives - economic, social and environmental. These objectives are interdependent and need to be pursued in mutually supportive ways. At the heart of the Framework is a presumption in favour of sustainable development.

Relevant paragraphs are:

- Paragraph 11: presumption in favour of sustainable development – this means that development proposals that accord with an up – to –date development plan should be approved without delay.
- Section 5: delivering a sufficient supply of homes – this seeks to significantly boost the supply of housing including affordable housing.
- Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrians, then cycle and public transport movements and address the need of people with disabilities in relation to all transport. It should also create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
- Section 11: Making effective use of land – decisions should promote 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.
- 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. Decisions should ensure developments are sympathetic to local character and history, including the surrounding built environment and landscape setting and establish or maintain a strong sense of place.
- Section 15: Conserving and enhancing the natural environment – decisions should prevent new and existing development from contributing to, being put at risk from, or being adversely affected by, unacceptable levels of pollution including air and noise. Potential adverse impacts on health and quality of life are to be taken into account. In respect of noise, decisions should mitigate and reduce to a minimum potential adverse impacts and avoid noise giving rise to significant adverse impacts on health and quality of life. Decisions should ensure new development can be integrated effectively with existing businesses, which should not have unreasonable restrictions placed upon them as a result of development permitted after they were established. Where the operation of an existing business could have a significant adverse impact on new development in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.

4.2 Crawley 2030: The Crawley Borough Local Plan 2015-2030 (CBLP)

- 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.

Agenda Item 5

- Policy CH1 (Neighbourhood Principles) States that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) sets out the principles for good urban design and states:

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

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

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

- Policy CH3 (Normal Requirements of All New Development) sets out the normal requirements of all development and requires proposals to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context, be of high quality in terms of landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. In addition, proposals must provide a good standard of amenity for future residents in compliance with internal space standards and not cause unreasonable harm to the amenity of the surrounding area by way of overlooking, dominance or overshadowing, traffic generation and general activity. The policy requires the retention of existing individual or groups of trees that contribute positively to the area and seeks to ensure sufficient space for trees to reach maturity particularly when located in private gardens to ensure dwellings receive adequate daylight. Development should also meet its operational needs in respect of parking, access, refuse storage etc. The policy also requires the development to incorporate ‘Secure by Design principles’ to reduce crime, consider community safety measures and demonstrate design quality through ‘Building for life’ criteria.
- Policy CH4: Comprehensive Development and Efficient Use of Land requires the comprehensive and efficient use of land to ensure the proper phasing of development over a wider area.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the Nationally Described Space Standards and be in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.
- Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH7: Structural Landscaping. The Steers Lane and Balcombe Road frontages of the site are identified as Structural Landscaping. Development proposals should demonstrate the visual

Agenda Item 5

impact of the proposals and should protect and/or enhance structural landscaping where appropriate.

- Policy CH11: Rights of Way and Access to the Countryside seeks to protect and enhance public rights of way and seek opportunities to provide better facilities for users.
- Policy CH12: Heritage Assets seeks to protect such assets, including archaeological assets. A Heritage Impact Assessment is required for major applications.
- Policy H1 (Housing Provision) - the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H2: Key Housing Sites - the site is part of the overall Forge Wood allocation, with the site itself being specifically identified as a 'Broad Location' for housing, namely 'residual land at Forge Wood'. The Local Plan Housing Trajectory identifies this at 75 dwellings with the site coming forward in Year 11 of the Plan (2025/26).
- 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. In delivering the affordable housing element of residential schemes, in line with Policy H4, the need for one, two and three bedroom affordable dwellings, as identified in the Strategic Housing Market Assessment should be addressed in meeting the housing needs of those considered to be in the greatest need.
- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. These targets will apply unless evidence can be provided to show that the site cannot support those requirements from a viability perspective and that the development clearly meets a demonstrable need.
- Policy ENV1 (Green Infrastructure) advises 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 an extending links where possible, including through larger proposals.
- Policy ENV2 (Biodiversity) states that all developments will be required to incorporate features to encourage biodiversity.
- Policy ENV5 (Provision of Open Space and Recreational Facilities) requires development to make provision for open space and recreational facilities and confirms that the Community Infrastructure Levy will be used to enhance open space to mitigate the impact of increased population. On larger housing sites, on-site provision of open space may also be appropriate and be required as an integral part of the development.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7 (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.

Agenda Item 5

- Policy ENV8 (Development and Flood Risk) advises that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV11 (Development and Noise) seeks to protect people's quality of life from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. Residential and other noise sensitive development in areas that are exposed to significant noise from existing or future industrial, commercial or transport noise 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 of the development will be made acceptable. Proposals that would expose future users of the development to unacceptable noise levels will not be permitted. Proposals will be required to appropriately mitigate noise through careful planning, layout and design. This policy should be read in conjunction with the Local Plan Noise Annex.
- Policy ENV12: Air Quality states that development proposals that do not result in a material negative impact on air quality will normally be permitted.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure and to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3 (Development and Requirements for Sustainable Transport) Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the Borough council's car and cycle standards.
- Policy IN5: The location and Provision of New Infrastructure states that the council will support the provision of new or improved infrastructure in appropriate locations where the facilities are required to support development or where they add to the range and quality of facilities in the town. Local community facilities should be located close to neighbourhood centres.

4.3 Crawley Borough Local Plan 2020 – 2037 (January 2021) - Submission Draft Local Plan (Regulation 19)

The Crawley Borough Local Plan is under review. The Council published its Submission Draft Local Plan (Regulation 19) on 6 January 2021, for a period of public consultation that closes on 30 April 2021.

The following policies are of note:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy SD2: Enabling healthy Lifestyles and Wellbeing
- Policy CL1: Neighbourhood Principle
- Policy CL2: Making Successful Places: Principles of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact Development - Layout, Scale and Appearance
- Policy CL6: Structural Landscaping

Agenda Item 5

- Policy DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy HA1: Heritage Assets
- Policy HA7: Heritage Assets of Archaeological Interest
- Policy OS2: Provision of Open Space and Recreational Facilities.
- Policy OS3: Rights of Way and Access to the Countryside
- Policy IN1: Infrastructure Provision.
- Policy IN3: Supporting High Quality Communications.
- Policy H1: Housing Provision
- Policy H2: Key Housing Sites
- Policy H3: Housing Typologies
- Policy H3b: Densification, Infill Opportunities and Small Sites
- Policy H4: Future Housing Mix.
- Policy H5: Affordable Housing
- Policy GI1: Green Infrastructure
- Policy GI3 : Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC 2: District Energy Networks
- Policy SDC3: Tackling Water Stress
- Policy EP1: Development and Flood Risk
- Policy EP4: Development and Noise
- Policy EP5: Air Quality
- Policy EP6: External Lighting
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

4.4 Supplementary Planning Guidance and Documents

The Council's following adopted Supplementary Planning Documents and Guidance Notes are also relevant to this application:

Urban Design SPD (2016)

This SPD includes further design guidance and examples of residential development and sets out guidance on outdoor amenity space standards. It also includes the Crawley Borough Parking Standards.

Affordable Housing SPD (2018)

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.

Green Infrastructure SPD (2016)

This includes guidance on designing for trees, open space and biodiversity. 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 in respect of considering landscaping as an integral part of high quality design.

Planning and Climate Change SPD (2016)

This document provides guidance and justification for the sustainability policies in the Local Plan. It 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 relating to Policies ENV6, ENV7, ENV8, ENV9 and IN3).

Agenda Item 5

Crawley Community Infrastructure Levy Charging Schedule 2016

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

Developer Contributions Guidance Note (published July 2016)

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 principle of the development of this site for housing, including the quantum of units and the main access arrangements, has been established with the grant of the outline planning permission CR/2018/0894/OUT at appeal, following the Public Inquiry held in January 2020.
- 5.2 The Planning Inspector stated:
'I have concluded above that, based on the illustrative plans and material submitted and subject to appropriately worded conditions and the provisions of the S106 Unilateral Undertaking (UU), the appeal site is capable of accommodating up to 185 dwellings in a form and layout that would respect the character and appearance of the surrounding area, and achieve a high quality design, a policy compliant scheme of affordable housing, and a high standard of amenity and acceptable living conditions for its future occupiers.
- Some details of the illustrative layout would require amendment to ensure consistency with relevant policies of the CBLP at the reserved matters stage.... However, I am satisfied that cumulatively these matters would involve relatively small scale changes to the layout and dwelling designs, would not necessitate a reduction in the number of units and could be controlled by the Council at the reserved matters stage through conditions and the UU. On this basis the proposal would accord with Policies CH1, CH2, CH3, CH5, CH7, H3, ENV11 and IN4 of the CBLP'.*
- 5.3 This application is for the approval of the Reserved Matters, that is for the detailed design and layout, landscaping and scale only and the Local Planning Authority (LPA) cannot refuse it on grounds which go to the principle of the development, such as the number of units per se. It can only consider detail relevant to this particular application.
- 5.4 The key planning issues to consider in respect of this Reserved Matters application are thus as follows:
- Is the proposal in accordance with the outline permission and in compliance with the approved 'Proposed Site Concept Plan'?
 - Design and appearance of the proposal and the impact on the character of the area and street scene
 - Housing Mix and Affordable Housing
 - Acceptability of the accommodation proposed for future occupiers
 - Noise impacts
 - Highways, access and parking, and operational requirements
 - Sustainability
 - Drainage
 - Impact on ecology, protected trees and proposed landscaping
 - Open space and recreation provision
 - CIL, s106 requirements and Infrastructure Contributions
 - Gatwick Airport safeguarding
 - Impact on the amenities of the occupants of neighbouring properties

Is the proposal in accordance with the outline permission and in compliance with the approved 'Proposed Site Concept Plan'?

Agenda Item 5

- 5.5 The outline permission granted planning permission for up to 185 dwellings with access from Steers Lane. It is subject to 37 conditions and is also the subject of a Section 106 legal agreement, in the form of a Unilateral Undertaking.
- 5.6 Condition 1 of the outline permission requires the development to be in compliance with the Proposed Site Concept Plan. This plan established a key set of principles which the Reserved Matters have to follow. It shows the general structure and layout for the overall development that is required for this site.
- 5.7 The approved access point from Steers Lane is shown on the Concept Plan, opposite the existing site access to phase 1 of Forge Wood, such that it forms a cruciform junction. This aspect of the development was approved as part of the outline permission.
- 5.8 The site constraints are identified on the Concept Plan, namely the Gatwick Airport noise contour line (beyond which no dwellings are permitted), the route of the Public Footpath, and the existing trees and hedgerows to be retained. The Plan shows the potential development areas, and in particular it identifies character areas. These are Main Street, Parkland Edge, the Steers Lane/Balcombe Road frontages and Neighbourhood Housing. The locations of landmark feature buildings are shown. It is also annotated with areas for sustainable drainage systems and open space.
- 5.9 The requirements of the character areas are:
- Main Street
- Legible route through the development
 - Almost continuous frontages, tight to street edge
- Parkland Edge
- Perimeter blocks of apartments
 - Taller buildings (3 storeys)
- Steers Lane/ Balcombe Road Frontages
- Loose development on edges of the site
 - Detached houses with gaps between
- Neighbourhood Housing
- Range of dwelling types and tenures
 - Home zones and mews
- 5.10 In terms of the details of the application plans now submitted, the proposal is for 185 dwellings, comprising a mix of 2, 2½ and 3 storey development. The overall layout of roads and streets and the dwellings within them are considered to be in compliance with the Site Concept Plan and this would also be consistent with the approach adopted for the overall character of the wider Forge Wood neighbourhood and its specific character areas.
- 5.11 No dwellings are shown beyond the Gatwick Airport noise contour. The public footpath is retained and has been incorporated into the overall layout. The frontage trees and those through the centre of the site are shown to be retained wherever possible. The central tree belt forms a landscaped amenity area for open space, with play equipment and fitness equipment on either side and paths connecting to the north and south of the site. The main SUDs area is in the north west corner and is multi-functional as a circular path is to be provided around its perimeter and the planting within the basin will have biodiversity and habitat benefits.
- 5.12 Overall, the scheme is considered to be in compliance with the outline permission and the approach established by the Concept Plan. The details of the proposal then have to be assessed in terms of the context, detailed design, layout, housing mix, noise issues etc. These elements are considered in more detail below.

Design and appearance of the proposal and the impact on the character of the area and street scene

Agenda Item 5

- 5.13 The proposed layout and detailing of the 2, 2½ and 3 storey flats and houses within the character areas continues the overall design approach established at outline stage and is also complementary to the individual phases of Forge Wood. The house types and designs are of a traditional vernacular form and are not dissimilar to those that have been approved in Forge Wood, but with some variations to address the local site context.
- 5.14 The specific materials and finishes can be further considered and agreed in more detail through condition 23 attached to the outline planning permission, to ensure they would create a high quality and distinctive development. This would include the brickwork and tile hanging detailing. A separate condition is required for the balcony design for the flats. It is also considered appropriate to control by a condition the details of the potential installation on the flats of external pipework, flues and other features that otherwise may have a significant and discordant visual impact on the building design.
- 5.15 Buildings at focal points have been included at relevant locations including the houses at either side of the main site entrance off Steers Lane, the flats in Block 1, the row of houses at the end of Main Street and the flats in Block 3, all tying in with the requirements of the Concept Plan.
- 5.16 The layout also complies with the Concept Plan and Policy CH7 in regard to the Structural Landscaping that runs along Balcombe Road and Steers Lane which provides the sylvan character and distinctive context to this locality. In this respect the dwellings have been set back from these road frontages and especially along Steers Lane where the layout is in the form of small cul de sacs of dwellings set amongst the trees and landscaping. This is then reflective of the character of the development on the south side of Steers Lane, namely Watersfield Road and Portfield Close, which is in 'The Lanes' character area of phase 1 of Forge Wood. The built form along Balcombe Road is more continuous, due to the noise mitigation design requirements, however the dwellings are set well back from the trees and the overall line of units is broken up by the positioning of the road junctions, plus the use of the carport/garages between the dwellings ensures a degree of visual separation. The blocks of flats at either end of the Balcombe Road frontage – Block 6 to the north east and Block 3 to the south east – are sited away from the boundaries, and would be within a landscaped setting.
- 5.17 The form of development along the northern boundary (Parkland Edge area on the Concept Plan) comprises at its eastern end of four blocks of 3 storey flats, with landscaping and an outlook towards the central green space with its linear group of preserved trees, and/or an outlook to the north across the undeveloped land and the kick about area. The dwellings along the western end of this boundary are houses (semi-detached and a terrace) as this forms part of a discrete parcel in the western corner of the site. Initially flats were also shown in this area, but they gave rise to an unsatisfactory layout in conjunction with the houses fronting Steers Lane and Main Street. Thus the scheme has been amended in this regard and the low rise and looser form of the development in this specific corner is considered to be an improvement, respecting the sylvan character of the landscaped road frontage.
- 5.18 Overall it is considered that significant improvements have been made to the design approach and layout from the initial submission, resulting in an acceptable design and layout, for both within the site itself and in relation to its context as part of the wider Forge Wood neighbourhood.
- 5.19 The layout is also considered to connect with key linkages, including the road, footpath and cycle links to the south across Steers Lane into the main part of Forge Wood, including the local centre area, the school and the central parkland (phase 1), and to the east across Balcombe Road to phase 4 of Forge Wood.
- 5.20 As a result the scheme is considered to accord with Policies CH2 and CH3 of the Crawley Borough Local Plan (2015 – 2030) and the guidance in the Urban Design SPD (2016).

Housing Mix and Affordable Housing

- 5.21 A total of 185 units are proposed, comprising a mix of houses and flats, divided between 111 private market units and 74 affordable dwellings.

Agenda Item 5

- 5.22 Policy H3 relates to housing mix and requires housing developments to provide a mix of dwelling types and sizes to address local housing needs and market demands. The starting point for the housing mix is set out in Policy H3 and the SHMA evidence. Policy H4 sets out the expected levels of affordable and low cost housing within new housing developments. It seeks 40% affordable housing from all new developments, with a minimum of 70% of the affordable housing being Affordable Rent, or Social Rent where other forms of subsidy exist, and up to 30% Intermediate tenure. In addition to the provision of 40% affordable housing, Policy H4 also requires that approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to a 10% discount to first-time buyers. The policy states that this will apply to all developments unless evidence demonstrates that this cannot be achieved from a viability perspective and the development meets a demonstrable need. Payment in lieu will only be accepted in exceptional circumstances. These policy requirements are a specific clause in the s106 agreement.
- 5.23 In terms of the 111 **private dwellings**, these equate to 60% of the total units. This can be broken down further to 50% private market units and 10% low cost, as required by policy H4. The mix of the private units is:
18 x 1 bed flats (5 private, 13 low cost)
17 x 2 bed flats (11 private, 6 low cost)
9 x 2 bed houses
40 x 3 bed houses
27 x 4 bed houses
- 5.24 The housing mix for the private units has been revised from the original submission and is now more closely aligned with the starting point for market units as required by Policy H3 and the SHMA evidence than the mix initially proposed, although there is a slight deviation, in that there is an overprovision of 1 bed units and an under provision of 3 bed units. However, most of the 1 bed market units are low cost flats, and this aspect of the provision is thus considered to be appropriate as part of the purpose of policy H4 is to increase opportunities for first time buyers.
- 5.25 Overall, this revised range of private market dwellings and the low cost housing units is considered to be acceptable and provides for an appropriate mix of dwelling sizes.
- 5.26 In terms of the **affordable units**, of the 185 dwellings proposed, 74 are affordable and therefore the level of provision is 40%. The tenure split of these 74 affordable units is 52 units for affordable rent and 22 units for shared ownership. Thus the affordable housing element complies with the 40% and the 70:30 criteria for the proportion of units and tenure split set out in the policy and s106 legal agreement, and as such is considered to be acceptable.
- 5.27 The mix of the affordable and shared ownership units provided is:
3 x 1 bed flats (8 affordable rent, 5 shared ownership)
20 x 2 bed flats (13 rent, 7 shared ownership)
18 x 2 bed houses (14 rent, 4 shared ownership)
20 x 3 bed houses (14 rent, 6 shared ownership)
3 x 4 bed houses (3 rent)
- 5.28 This housing mix for the affordable units has also been revised from the original submission. It is acknowledged that there is an over-provision of 2 bed units at the expense of the other sized dwellings, particularly the one bed units when compared to the SHMA starting point. However, the ratio of the 2 beds units themselves is now 45% flats and 55% houses, which is considered to be appropriate for this Forge Wood neighbourhood location, as compared to a high density town centre scheme where a higher ratio of one bed flats would be expected. In addition, there has been an increase in the number of 3 bed affordable units. Additionally three 4 bed houses are now being provided for affordable rent, which meets a specific affordable rental need, as identified by the Housing Enabling and Development Officer.
- 5.29 The amendments that were requested by officers in relation to the affordable housing locations, unit type, garden sizes and shapes, and parking arrangements have now been made and it is considered that there is now an acceptable mix of tenures, and mix of houses and flats across the site and the range and location of dwellings would be appropriate and policy compliant.

Agenda Item 5

- 5.30 The affordable houses within the layout are shown in small groups of affordable rent and shared ownership units placed throughout the scheme. With regards to the affordable flats, there are two blocks on the north west side of the site (Block 1/2 and Block 4), and one block in the southeast corner (Block 3), providing 21 units for affordable rent and 13 units for shared ownership. Overall the general arrangement of affordable units as now amended is considered acceptable and the number of units and their position is not considered to result in an excessive or inappropriate cluster of affordable dwellings.
- 5.31 The design and detailing of the affordable houses is very similar to the market housing and it is considered the development would appear tenure blind. The difference from the private market houses is that the affordable units do not have garages. Otherwise the level and form of detailing between the house types is consistent. The amendments to the layout have looked at the provision of adequate garden space and parking provision for the affordable houses to ensure that the affordable units are assimilated into the overall layout in a sympathetic manner. There is now a degree of variety in the parking provision, being either on curtilage, adjacent to the units or in parking courtyards. This ensures that affordable housing is not an obviously different element of the development.
- 5.32 With regard to the flats, whilst each flat block has its own specific appearance, which gives variety across the development, they share the same overall general massing, design, detailing, including brickwork, tiled roofs and balcony design and parking arrangements as the private flats in blocks 1, 5 and 6.
- 5.33 The Housing Enabling and Development Officer states that *'the applicant has worked closely with Council's Strategic Housing Services to achieve an acceptable mix of affordable housing that addresses local housing needs, and has made efforts to improve the overall integration of the affordable housing across the scheme, and accordingly this application is considered to be policy compliant in meeting its affordable housing requirements and therefore carries the support of Council's Housing Enabling & Development Manager'*.
- 5.34 Overall it is considered that the dwelling mix would be appropriate, providing an adequate mix of dwelling sizes and styles to address the nature of the housing market, creating a varied form of development, both for this site and taking into account the Forge Wood neighbourhood as a whole. The provision of 40% affordable units and 10% low cost units is a major material consideration to meet the Borough's considerable affordable housing need in the analysis of this scheme and has to be given due weight in the planning balance.

Acceptability of the accommodation proposed for future occupiers

- 5.35 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. All the proposed units would meet the minimum space standards for 1, 2, 3 and 4 bed flats and houses.
- 5.36 In respect of amenity space and garden sizes guidance in the Urban Design SPD outlines minimum floor area standards for private amenity space. It also states that *'external space standards are of particular importance to affordable housing. Since affordable housing tends to be fully occupied after construction, garden sizes for affordable housing should be met given the likely level of full occupancy'*.

House gardens

- 5.37 With regards to the 117 houses proposed, 5 of the units would not accord with the Council's Outdoor Space Standards for garden sizes, 2 being within 10% of the standards and 3 being within 25% of the standards.
- 5.38 Officers acknowledge that the garden sizes for houses are not fully in accordance with the outdoor space standards. However, this application has been the subject of various revisions, each time including further improvements made to the sizes and shapes of the gardens, and in particular to

Agenda Item 5

those of the affordable housing units. As a result the garden sizes have significantly improved from the original submission. It should be noted however that with the particular constraints that apply to this site, it has meant that has not been possible to achieve further revisions to reach 100% compliance with garden sizes.

- 5.39 Of particular note for this site is the noise environment, especially Balcombe Road and the limits this imposes on the layout as a whole and the design of the units. This is combined with the need to retain the treed character of the site and locality, around the boundaries of the site along Steers Lane and Balcombe Road and the central belt of trees. Given the constraints of the site and the aim to provide 185 new dwellings, including affordable housing, it is considered that the proposed garden sizes would be acceptable.
- 5.40 Of the 5 dwellings that do not meet the standards the scheme has now been amended and redesigned to a point where the additional rear garden space for these dwellings could not be achieved without substantially revising or impacting on the layout as a whole, or without causing harm to other aspects of the development, such as the aesthetic urban environment, public realm and soft landscaping. In addition, given the public amenity space and landscaping within the site and that a kickabout area is proposed on land immediately adjacent to the north, the close proximity of the central parkland to the south which is in phase 1 of Forge Wood and the sports facilities in Phase 3 and 4 of Forge Wood which are to be on the eastern side of Balcombe Road, it is considered that the development would also benefit significantly from the additional nearby open space, landscaping and associated facilities.

Flat balconies and landscaping

- 5.41 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. It also states that while balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable.
- 5.42 The proposal would provide private balconies to all of the flats. However, the submitted plans show a standard design and an area of 4.6sqm for all the flats regardless of the occupancy, which is smaller than the 5 - 7sqm size required. Also, further details of the design of the balconies are needed to show how they would integrate with the building elevations. It is thus suggested that a condition be imposed requiring full details of the balconies to be submitted, to include their visual appearance, materials and finishes and dimensions. These aspects can be assessed at this point, to ensure the sizes are appropriate and that the overall design and appearance on the flats buildings is consistent and satisfactory.
- 5.43 It should be noted in this regard that the scheme does provide for landscape areas both around the setting of the flats and within the development itself, plus there is the land to the immediate north which is to remain undeveloped. Part of this land will provide a kick about area (application CR/2020/0543/FUL), with ecological and landscape enhancements on the remainder.
- 5.44 The flats includes balconies for the ground floor units. The balconies and the ground floor windows provide active frontages on the elevations, giving natural surveillance to those facades of the building. However, as this could give rise to security and privacy issues, the submitted details show defensible space and areas of landscaping around these features. The details of these features can be secured by the landscaping condition attached to the outline permission.
- 5.45 Overall when assessing the application as a whole, the significant areas of open space and landscaping within the layout, the landscaping and nearby open space in the vicinity, plus taking into account that amenity space for the houses and flats is set out as guidance not policy (and the lesser weight that this affords), it is considered that the development will have an appropriate level of amenity space overall and officers are of the view that the scheme is acceptable.

Separation distances

Agenda Item 5

- 5.46 In respect of privacy and overlooking, the Urban Design SPD states a separation distance of at least 21m between rear windows of proposed dwellings for 2 storey development is required unless an appropriate design solution is adopted. For 3 storey the separation distance is 30m.
- 5.47 The 21m separation distance is achieved for all the 2 storey relationships. There is a specific section of the site where the 3 storey houses fronting Balcombe Road, back onto 2 storey houses along Main Street, and so require a 30m window to window separation distance. However, there remains 4 instances where despite further revisions it is has not been possible to achieve this figure in full. The 3 storey heights are required as a specific part of the bespoke acoustic design for this site as these units effectively act as the noise barrier for the rest of the development. Of the two rear windows on these specific units at 2nd floor level, one is to a dressing room area and so could be obscure glazed. This leaves one bedroom at 2nd floor level window on each of the houses on plots 101 - 104, which would look across to plots 91 - 94. Whilst this is not ideal, the extent of non-compliance with the guidance is relatively limited given the scheme as a whole and these relationships must be viewed as part of the overall planning balance.
- 5.48 There is also a 3 storey to 2 storey relationship between flat Block 5 and the houses at plots 123 and 124, with a separation distance of 15m. Here the front of the houses face onto the side elevation of the flats. There is the access road and parking area in between the units and the amended plans show the windows to the flats in this elevation as obscured glazed to their lower sections. Given this context with the intervening road, and that these are secondary windows to the dining and living room areas with the main outlook with a balcony for these flats is either to the west or east, it is considered that this approach is acceptable.
- 5.49 With regard to the flats, block 2 to block 4 on the western side of the site are set out in a close relationship, but are in a landscaped setting with their parking courtyards intervening and are in close proximity to the central green area, plus the kick about space to the north, which give a spaciousness to the overall layout in this part of the site. In addition, where possible the design has been adjusted to ensure that there is no direct primary habitable room window to window situations at the closest points between the two blocks, which is 19m. This has been achieved as the living room and kitchen windows for a flat on the first and a flat on the second floor in block 2 are secondary windows and they are now proposed to be obscured glazed to their lower sections. The main outlook for these units in Block 2 is to the north and it is on this elevation where their balconies are positioned. In this way the amenities for the occupiers of a flat on the first and a flat on the second floor in block 4 that face west will be protected. The living and dining rooms of these flats also have a dual outlook, with secondary windows to the north.
- 5.50 For blocks 5 and 6, the latest set of revisions has shown these blocks set further apart. These units have landscaping surrounding them and there is their parking courtyard between the closest facing elevations. The separation distance at its shortest point is now shown as 27m. These units are also near to the central green area and the kick about space to the northwest, which give a feeling of space to the scheme in this area of the site.
- 5.51 Overall, while the layout between and around the flats is somewhat limited in places, it is considered acceptable and in general all flats have an acceptable outlook and setting.
- 5.52 It should be noted that the privacy between the dwellings should not be worsened post construction as permitted development rights for roof alterations and extensions for the houses were removed by the outline permission and therefore future alterations to these houses are controlled as they require planning permission. Flats do not have any permitted development rights in any case, and any change or additional windows to the flats would automatically need planning permission.
- 5.53 Given the extent and the specific nature of the separation distances between the dwellings within the scheme, and the bespoke design and detailing that has been employed to address the concerns of the living environment, it is now considered that the amended design provides an acceptable standard of development and the issues of privacy and outlook for future occupiers of the development have been resolved to a satisfactory degree.

Noise Impacts

Agenda Item 5

- 5.54 Policy ENV11 seeks to protect future residents from unacceptable noise impacts and 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. Thus residential development will be permitted where it can be demonstrated that residents will not be exposed to unacceptable noise disturbance from existing or future uses.
- 5.55 For this site the specific noise sources are aviation noise due to the proximity of Gatwick Airport (including the potential wide-spaced southern runway) and road noise, especially from Balcombe Road and Steers Lane. For transport sources the unacceptable level is where noise exposure is above 66dB and residential development in such circumstances would be unacceptable in principle.
- 5.56 Noise was one of the considerations at the Public Inquiry in respect of the outline permission, when it was agreed between the parties and confirmed by the appeal Inspector that the issue could be resolved with appropriate good acoustic design and layout planning, both for the site as a whole and at the level of individual dwellings. Two specific conditions were imposed – condition 34 setting out maximum noise levels and condition 35 requiring noise mitigation measures.
- 5.57 The Local Plan identifies the aviation noise contours and the 66dB contour runs to the north of the red line boundary of the application site. No dwellings are proposed here and the 66 dB contour is outside of this application site. Thus from an aviation noise point of view residential development on the application site is acceptable in principle. The site will still be subject to aviation noise pollution, just at a lower dB level, which can be mitigated, and because it is aircraft noise and comes from above, it affects the whole of the site and so for aircraft noise, the overall layout is not the issue, rather it is the individual design of the units and the ventilation system – which is covered by the noise conditions and the associated detail submitted at this RM stage.
- 5.58 It is then necessary to look at road noise both individually; and when combined with aviation noise, giving the cumulative noise levels. In this regard due to the cumulative noise levels (road sources combined with aviation sources) the dwellings fronting Balcombe Road need to be carefully placed so that they do not exceed the 66dB maximum exposure levels.
- 5.59 The details of this reserved matters application therefore needed to have regard to the noise environment in respect of the layout of the site, including excluding dwellings from locations where fundamentally there would be unacceptable noise levels; and elsewhere this is in respect of the careful and considered positioning and orientation of the dwellings, and their internal layout and design. In addition, the outline planning permission under condition 35 requires a scheme to demonstrate the dwellings have sufficient protection against aircraft and road noise sources and that appropriate ventilation is achieved to deal with summer overheating. Thus the scheme has evolved, both since pre-application stage and during the course of the consideration of the application to address these issues.
- 5.60 In terms of **aviation noise**, the Gatwick Airport noise contour line marks the 66dBA line and beyond this no dwellings are permitted. This line is shown on the Concept Plan. The dwellings are positioned outside of this contour and so meet this locational requirement of the Concept Plan as part of the outline permission.
- 5.61 Looking at **combined aviation and road noise**, the dwellings are set back from Steers Lane, behind the frontage trees and so their positions are acceptable in this regard. The proposals for the Balcombe Road frontage have significantly changed during the course of this application. Initially an acoustic fence along Balcombe Road wrapping around to Steers Lane at the junction corner was part of the scheme, but officers did not consider that this constituted good acoustic design or layout planning, and would be inappropriate from a visual point of view, and moreover was contrary to the noise design principles established at the outline stage. The applicants were therefore asked to reconsider this aspect of the scheme.
- 5.62 As a result the revised design omits the need for an acoustic fence, with dwellings now positioned such that they in themselves form a noise barrier for the rest of the development. They are 3 storey and a bespoke design for this site incorporating internal layouts where circulation areas and less noise-sensitive rooms are placed on the Balcombe Road facades. In instances where sensitive rooms

Agenda Item 5

are on these front elevations, the windows are of enhanced specification and are to be sealed closed, with additional windows on the other less exposed elevations to allow for ventilation. In addition, side windows are to be side hung with hinges on the Balcombe Road side and slightly recessed so there is no direct sound path from the road to the window opening. The window when open in this arrangement deflects sound away. Another specific feature is the use of single pitch car port roofs between the houses, which aids with the barrier effect and also screens first floor side windows which lead onto protected balcony areas.

- 5.63 The Environmental Health Officer comments that *'following the pre-application discussions the design of the dwellings has been improved to ensure that all the habitable rooms are protected from noise from the Balcombe Road and Steers Lane'*. For the garden areas he advises that they can achieve the acceptable noise level. He comments that *'therefore with regards road noise the site have been adequately protected.'*
- 5.64 In terms of aviation noise, he comments that *'this site will be affected by a second wide-spaced runway at Gatwick. The Government still requires Crawley to safeguard land for the runway and the Council therefore has to take this into account when granting planning permission'*. The updated noise report shows that... *'when the combined effect of aviation noise and traffic noise is combined then...this still does leave a few windows on facades where it has not been possible to achieve the levels in ENV11 (2 during the day and 4 at night). All these exceedances are less than 1dB. Normally any exceedance would not be accepted to protect future residents and ensure the integrity of policy ENV11.'* However he advises that the context of these exceedances must be taken into account. These are the predicted future aviation noise levels, reduction in future road noise due to use of electric cars and he also considers that *'all other acceptable options for noise reduction on this site to ensure a good internal noise environment have been exhausted and the exceedances only affect 4 rooms in a 185 dwelling development. I am therefore satisfied that all though there are theoretical exceedances, in this particular case they are acceptable.'*
- 5.65 He confirms that the proposed layout and design is acceptable. The details of the noise mitigation works for the dwellings is covered by condition 35 of the outline permission.

Impact on highways, access and parking, and operational requirements

- 5.66 The site access arrangements were granted as part of the outline permission CR/2018/0894/OUT. The approved details comprise a sole vehicular access point onto Steers Lane to create a cruciform layout with the existing signalised junction into Somerley Drive, forming a fourth arm of the existing three arm signal controlled junction. The approved design incorporates:
- a right turn lane into the site from Steers Lane
 - the retention of the right turn lane into Somerley Drive
 - a 7m wide access road into the site
 - a 3m wide shared footway/cycle way on the eastern side of the access road
 - a toucan crossing on the eastern arm of the junction
 - staggered pedestrian crossing over the access road and the western arm of the junction
 - retention of the existing staggered crossing of Somerley Drive
 - a 2m wide footway on the western side of the access road
 - a 2m wide footway on the northern side of Steers Lane to connect to the repositioned bus stop (eastbound)
 - improvements to the Public Right of Way at either end where it meets both Steers Lane and Balcombe Road comprising dropped kerb crossing ramps, tactile paving and visibility spays for the crossings across to connect to the Public Right of Way
- 5.67 This aspect of the development was approved at the appeal, subject to suitable conditions and a legal agreement to secure all necessary infrastructure. Conditions cover the access details and implementation, vehicle parking and turning, cycle parking, a Travel Plan, surfacing to the public footpath, protection of the public footpath during construction, and a Construction Management Plan. Highways matters covered in the s106 Agreement are the site access junction, new bus stop poles and real-time passenger information equipment on both sides of Steers lane and alterations to the public footpath.

Agenda Item 5

- 5.68 With regards to parking provision parking spaces within the development are in accordance with the adopted standards and located to be readily accessible to the units they serve. The requirements are 1.5 spaces per 2 bed house and 2-3 spaces for 3+ bed units. For the houses the parking provision proposed is in the form of garages or surface parking either to the front or side of the dwellings, with a limited amount of courtyard parking where required due to layout limitations.
- 5.69 Parking for the flats is in the form of either undercroft spaces at the ground floor level of the building or surface spaces in a courtyard arrangement in the immediate surrounds of the flats. The flats have one allocated parking space per unit, plus visitor spaces.
- 5.70 No details of electric vehicle charging points have been supplied to date with this ARM application, but this can be secured as part of the discharge of condition 12 on the outline permission.
- 5.71 WSCC have commented that the amended layout is acceptable and in accordance with the guidance in Manual for Streets with carriageway and footway widths now at the appropriate dimensions. The proposed use of shared surfaces in certain areas is considered appropriate. Comments have been made in relation to the surfacing materials and detailing, but these and other detailed construction matters will all be dealt with as part of the highway adoption agreement process.
- 5.72 Cycle storage for the houses is either within the garages or by a storage shed in the garden. For the flats cycle stores are to be provided at ground floor level within the flat blocks. The Cycle Forum had commented on the number of cycle spaces per flat block, which needs slight adjustments to comply with the standards. Also, visitor parking is required. As the cycle storage provision does need further refinement a condition is recommended so that this can be satisfactorily resolved.
- 5.73 With regard to refuse and recycling arrangements, CBC Refuse & Recycling Team object to the layout in relation to the communal bin collection arrangements for the houses and have raised issues regarding the bin stores for the flats. The amended layout now shows that all the houses would have refuse storage facilities within curtilages, and that the majority of the individual houses would have the usual kerbside collection point. There are however, 5 communal collection points for a very limited number of the houses in cul de sac locations, where due to layout limitations it has not been possible to facilitate kerbside collection for each individual unit. Whilst CBC Refuse & Recycling Team have maintained their objection in this regard, in these particular circumstances, these arrangements for a limited number of houses are considered to be satisfactory. The flats would have communal collection from the bin stores within the buildings. The amended plans now show dropped kerbs at the end of each path out from the bin stores as well as the addition of a bin store for block 3
- 5.74 Overall, the scheme is considered acceptable in transport and highways terms. The car parking provision is considered to be satisfactory, the cycle parking provision can be resolved through a condition and the refuse and recycling facilities are acceptable.

Sustainability

- 5.75 Policies ENV6 (Sustainable Design & Construction), ENV 7 (District Energy Networks) and ENV9 (Tackling Water Stress) of the Crawley Borough Local Plan and the Planning and Climate Change SPD are relevant to this proposal. Condition 27 of the outline permission requires the submission of an Energy & Sustainability Statement to detail the measures by which the dwellings will address sustainability objectives concerning climate change mitigation and adaptation. Condition 28 covers water efficiency measures.
- 5.76 The proposal is supported by a revised 'Energy and Sustainability Strategy' document which identifies and responds to the Local Plan policies identified above. This document has been submitted in connection with this Reserved Matters application and to discharge condition 27
- 5.77 In response to policy ENV6 It is proposed that the dwellings will be heated by gas boilers. Building fabric 'be lean' measures will achieve some improvement on current building regulations requirements, while the provision of solar photovoltaic panels with a total capacity of 58kWp across

Agenda Item 5

464 square metres of floorspace. In combination these measures would achieve a reduction of 10.4% in carbon dioxide emissions as compared with Building Regulations requirements.

- 5.78 This is considered to meet the requirements of Policy ENV6, as this policy does not set specific requirements in respect of energy/CO2 consumption in advance of Building Regulations requirements.
- 5.79 The proposal also needs to be considered in connection with Policy ENV7. This requires developments such as this to address a hierarchy of options in respect of decentralised and communal generation. Where all of these options are found to be technically unfeasible or financially unviable the policy requires an alternative approach in terms of low or zero carbon energy provision to be put forward. In this case an alternative approach has been put forward and the proposed deployment of 58kWp of solar PV, would contribute to an overall CO2 emissions reduction in excess of 10% compared with Building Regulations requirements. This is considered to represent an acceptable alternative approach for this site. The deployment of solar PV as a form of low/zero carbon energy does not significantly constrain the layout of the site, so should not be in conflict with the general layout proposed. However a condition is recommended to secure precise details of the design, appearance and location of the PV panels.
- 5.80 The response to Policy ENV9 and condition 28 is set out in the Sustainability Statement. This clarifies that rainwater harvesting butts are to be provided and provides an indicative specification for water fittings. These measures seek to address the requirement in condition 28 for achievement of a water consumption rate of 90 litres per person per day. These measures are likely to be acceptable, and can be secured in detail through condition 28 – to be discharged separately prior to occupation.
- 5.81 In summary, the proposed measures are considered to represent an acceptable response to the identified policy requirements, subject to their being secured by appropriate conditions.

Drainage

- 5.82 The site is deemed to be at a low risk of surface water flooding and the drainage strategy for the development includes the use of a Sustainable Drainage System (SuDS), including permeable pavements, swales and detention basins in order to control the surface water from this development. This approach is in accordance with the information put forward at outline stage and complies with policy ENV8. Condition 21 on the outline approval requires details of the design and implementation of the surface water drainage strategy. Future maintenance and management of the SuDS would be dealt with via provisions in the s106 legal agreement.
- 5.83 The CBC Drainage Officer has no objections to the drainage details that have been submitted. He does comment that a post construction certification is required to confirm that the works have been constructed as stated and detailed in the Drainage statement. This should be by a third party, which must not be the consultant responsible for the design of the drainage strategy. This aspect would be covered by the drainage condition and the s106 clauses.

Impact on ecology, trees and proposed landscaping

- 5.84 There are protected trees along the boundaries of the site and there is a belt of preserved trees and other vegetation that runs across the centre of the site from north to south (ref TPO No. 09/2017). The eastern part of the site also contains a number of younger more immature trees, including self-seeded silver birch, and other shrubs/undergrowth whilst the western part of the site has less trees and is more of an open grassed field. The Steers Lane and Balcombe Road frontages are designated areas of Structural Landscaping (Policy CH7).
- 5.85 The grant of outline permission and the associated approval of the main site access does result in the removal of a number of trees along Steers Lane and development of the site itself would necessitate the removal of the younger self seeded trees internal to the site. This has been accepted at the appeal and especially as the site is a housing allocation in the Local Plan. However it is important that the remaining trees are retained and the site as a whole is enhanced with additional trees and planting. The removal of the trees within the site and the associated habitat is

Agenda Item 5

to be mitigated in part by planting and other measures on the northern land to ensure there is a net gain in biodiversity as required by the NPPF. This has been secured by a specific clause in the s106 legal agreement.

- 5.86 The Ecology Officer comments that the updated ecology and landscape documentation have satisfactorily addressed the relevant aspects of the development, subject to confirmation about management and maintenance of these elements. This is covered by the s106 legal agreement.
- 5.87 The Council's Arboricultural Officer has commented that he is satisfied that the retained trees can be successfully protected and integrated into the new development. Specific parts of the layout would require special measures such as no dig surfacing where the roads or paths are in close proximity to the trees. Provided all the works are in accordance with the Arboricultural Impact Assessment, Method Statement and the Tree Protection Plan he has no objections. This can be secured through the discharge of condition 18 on the outline permission.
- 5.88 With regard to landscaping, the proposals include tree planting along the internal roads, within parking courts and between parking bays to soften the built form. Additional native tree and shrub planting is proposed along the site boundaries and within open spaces to provide enhanced biodiversity and connectivity. Native bulb planting and wildflower grassed areas are also proposed. There are to be landscape settings for the flats, planted beds around the building, plus trees and shrub planting along the southern and eastern boundaries. The swales which are part of the SuDS system will be shallow and planted with marginal and low level planting. They will be available as a habitat supporting wildflower grassland and wildlife. Full details of the planting and the boundary treatment are to be secured via the landscaping and ecology conditions to be discharged and s106 requirements.

Open space and recreation provision

- 5.89 Policy ENV5 and the Green Infrastructure SPD relates to open space and recreation provision. The facilities required for this development are play space, amenity green space, outdoor sports space and allotments.
- 5.90 In this regard the scheme incorporates the correct quantum of facilities in each category. The play facilities are incorporated within the north-south green corridor including the belt of preserved trees and vegetation that runs across the centre of the site. These facilities comprise an informal trim trail and a nature/adventure walk rather than the more usual formal children's play area. Amenity Services have advised that this seems to be well thought out and the provision of equipment seems appropriate in the context of the large play area already in place in the existing Forge Wood development. Comments are made about the proposed materials, range of equipment and planting species. These aspects can be secured via condition 36 on the outline permission and a clause in the s106 agreement which require an open space scheme to be submitted and approved by the LPA.
- 5.91 Amenity green space is shown around the SUDs feature in the western corner of the site and is shown on the illustrative landscape details to comprise grassland areas with wildflower planting, paths with shrubs and tree planting. Amenity Services consider this one area to be well thought out but state that more green spaces are required in the northern and eastern part of the development. In this regard the plans now clarify that the north-south green corridor also includes amenity green space as well as play features. In addition, natural green space is incorporated into the landscaping proposals along the eastern boundary, set behind the tree lined frontage.
- 5.92 In respect of outdoor sports space, it was agreed at the appeal that this could be provided on the immediately adjacent northern land as none was proposed on the site itself or it could be covered by a contribution towards off-site facilities and both options were included within the s106 legal agreement. Amenity Services advised at the time of the appeal that some further informal opportunities for sport and recreation would be an important addition to the scheme and an informal kick about area was suggested. The northern land is within the aviation noise contour where residential development is unacceptable in principle, and so proposals for open space here would be an effective use of this land.

Agenda Item 5

- 5.93 In this regard the current applicants have submitted a separate application for a kick about area on this northern land CR/2020/0543/FUL and this application is currently under consideration to be determined under delegated powers. For the purposes of the assessment of this reserved matters application, it should be noted that the site area of the kick about area complies with the quantum required and this is based on the occupancy of the dwellings, as set out in the methodology in the Green infrastructure SPD.
- 5.94 Provision for allotments is covered by a contribution that will go towards Borough-wide facilities and this contribution has been secured as part of the completed s106 legal agreement.

Infrastructure contributions

- 5.95 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 came into effect on 17th August 2016 and is relevant to this application. The charge for residential within the borough-wide zone is £100 per sqm subject to indexation. Should this reserved matters application be granted, an Informative can be attached to the decision notice to inform that the private market housing on this development constitutes CIL liable development which is a mandatory charge on development.
- 5.96 In respect of site specific requirements for a development, these can either be provided on-site or by way of a commuted sum and would be secured by a legal agreement.
- 5.97 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. As required by the Green Infrastructure SPD, for this development 185 new trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. In addition, replacement trees are required for those to be removed as part of the development.
- 5.98 Given the scale of the development and the site layout there are some limitations for very extensive new and replacement tree planting. At this stage the proposals indicate that around 105 trees would be planted on the site itself with 288 on the land to the north surrounding the kickabout area. The precise detail, including the final confirmed number of specimens, will be part of the landscaping scheme required by condition and the legal agreement. At this point the shortfall in the number of trees that can be provided on the application site (and hence the corresponding contributions payment) will be known. The formula for calculating the appropriate payment for new trees is included in the s106 agreement as the basis of the commuted sum that would be payable. In this case it would be 185 units plus the number of existing trees that are to be removed as part of the development minus the number of trees to be provided as part of the development x £700.
- 5.99 Policy ENV5 relates to open space provision and, in accordance with the Green Infrastructure SPD methodology, the relevant on-site provision has been incorporated into the layout, as set out above and contributions have been captured in the legal agreement.
- 5.100 Thus in respect of the site specific requirements the s106 Agreement completed at the time of the appeal secures the following aspects:
- Affordable Housing – 40% onsite provision in accordance with an agreed mix and 70:30 tenure split
 - Low Cost Housing - 10% on site provision, at a discount of the open market value of up to 10%
 - Open Space and Landscaping - onsite provision - play space, amenity green space, and community gardens/allotments, plus the subsequent management and maintenance of these facilities
 - Open Space – off site provision by provision or contributions:
 - kick about area (to be provided on the land to the north or £121,406.25 contribution
 - allotments (£20,812.50 contribution)

Agenda Item 5

- Landscape and Ecological Management and Maintenance Plans, including land to the north
- Tree Mitigation - on-site provision and contribution
- SuDS Management and Maintenance Plans
- Bird Hazard Management Plan
- Residential Management Company
- Highway Works:
 - Site access junction
 - New bus stop poles and real time passenger information equipment (contribution of £20,000)
 - Public Footpath works
 - Management and Maintenance of highway infrastructure – those to be offered for adoption and those to remain private

5.101 This Reserved matters application deals with the detailed design of some of these aspects, such as the affordable and low cost housing and the on-site landscaping and open space, with the legal agreement securing their delivery and management etc. The kick about area is the subject of a separate full planning application CR/2020/0543/FUL. The other matters, such as the ecological enhancements of the land to the north are covered in specific clauses in the legal agreement and are to be discharged in due course.

Gatwick Airport safeguarding

5.102 Gatwick Airport Safeguarding and NATS have both commented on the application. NATS have no objection. GAL Safeguarding are satisfied with the drainage and landscaping details in respect of bird strike. They have advised that the Bird Hazard Management Plan needs to be updated. This is covered by condition 26 on the outline permission and can be revised as part of a conditions discharge application. They have also required a Cranes Informative.

Impact on the amenities of the occupants of neighbouring properties

5.103 The application site is self-contained and does not directly abut any separate individual dwellings. The closest nearby dwellings are those in Forge Wood on the opposite (south) side of Steers Lane; and Toovies Cottage and Woodcote on the opposite (eastern) side of Balcombe Road, with phase 3 and 4 of Forge Wood lying further to the east. The dwellings in Radford Road, to the north west lie between some 50 – 100m away, with the s106 land and kick about area intervening.

5.104 Given the position and context of these existing dwellings in the locality and their separation from the site, especially by the main roads, it is not considered that the development would give rise to issues of loss of privacy, overbearing impact or other unneighbourly impacts, contrary to Policy CH3.

CONCLUSIONS:-

- 6.1 The development of this site for residential purposes is acceptable in principle, having been established through the grant of the outline permission CR/2018/0894/OUT and is an allocated site in the current Local Plan. This scheme would enable the delivery of much needed units in the Town and in particular the provision of affordable housing in line with policy H4 is welcomed to meet Borough's housing need as is the low cost housing element.
- 6.2 The scheme has been amended through the course of the consideration of this application, through revisions to the layout, the housing mix, the use of a bespoke design and layout for the houses and flats fronting Balcombe Road to specifically address noise issues, location of the affordable and low cost units, increased separation distances and garden sizes, revisions to the parking arrangements, improved paths to enhance connectivity and revisions to the landscaping proposals. Thus the scheme has been refined and specific design solutions have been put forward to address concerns and it is considered that the proposals as now submitted would provide a high quality living

Agenda Item 5

environment and, overall, a high standard of development that is sympathetic to the character of the area and complies with Local Plan policies.

- 6.3 Whilst there are some minor design aspects that have not been completely resolved, it is necessary to weigh the social, environmental and economic impact of the proposal to come to a conclusion on this planning application. The proposal would provide a significant number of new affordable residential units in a sustainable location within the Forge Wood neighbourhood and meet the general objectives of the NPPF.
- 6.4 It is therefore recommended that the reserved matters are approved subject to conditions.

RECOMMENDATION RE: CR/2020/0548/ARM

To **PERMIT** subject to the following conditions:

1. 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.
2. Notwithstanding the submitted details and prior to above ground level works for the residential flats which they are to serve, details of the cycle parking for residents and visitors for the flats shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities for the flats shall be constructed in accordance with the approved details and be operational prior to the first occupation of the flats for which they are intended to serve and thereafter be retained.
REASON: To safeguard the appearance of the development and ensure the operational requirements of the development are met in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
3. No solar panels or renewables which may be required pursuant to the discharge of condition 27 on outline permission CR/2018/0894/OUT shall be installed on the dwelling to which they relate unless and until full details of their design, appearance and location have been submitted to and agreed by the Local Planning Authority in writing. The works shall be implemented in accordance with the agreed details prior to the first occupation of the unit which they are intended to serve and thereafter retained.
REASON: To control the design of the development in detail in accordance with CH3 of the Crawley Borough Local Plan 2015 - 2030
4. Notwithstanding the submitted details and prior to above ground level works for the residential flats to which they relate, details of the balconies shall be submitted to and approved in writing by the Local Planning Authority. The details shall include their visual appearance, materials and finishes and dimensions. Thereafter the balconies for the flats shall be constructed in accordance with the approved details prior to the first occupation of the unit which they are intended to serve.
REASON: To safeguard the appearance of the development and ensure the operational requirements of the development are met in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
5. Prior to first occupation, the following windows shall be glazed with obscured glass as shown on the approved plans:

HOUSES

Plots 101 – 104: rear (west) elevation windows to dressing room/wardrobe area.

FLATS

Block 2 Plots xxx: rear (west) elevation windows to living room and kitchen.

Block 5 Plots xxx: side (south) elevation) windows to dining room and living room.

These windows shall thereafter be permanently maintained in accordance with the agreed details.

Agenda Item 5

REASON: To protect the amenities and privacy of future occupiers in accordance with policy CH3 of the Crawley Borough Local Plan 2015 -2030.

6. Prior to their installation on the flats to which they relate, details of rainwater goods, external extract grilles, pipes shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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

INFORMATIVE(S)

1. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:

a) 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.

b) 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.

c) 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 benefiting 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 consultation response from Southern Water dated 8th October 2020 regarding landscaping and SW Infrastructure:

The submitted plan shows tree planting close to water distribution mains. We have restrictions on the proposed tree planting adjacent to Southern Water sewers, rising mains or water mains and any such proposed assets in the vicinity of existing planting. Reference should be made to Southern Water's publication "A Guide to Tree Planting near water Mains and Sewers" (southernwater.co.uk/media/1642/ds-tree-planting-guide.pdf) and the Sewerage Sector Guidance (water.org.uk/sewerage-sector-guidance-approved-documents/) with regards to any landscaping proposals and our restrictions and maintenance of tree planting adjacent to sewers, rising mains and water mains. For any queries please contact: SouthernWaterPlanning@southernwater.co.uk

3. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email: lgwcranes@gatwickairport.com For further details relating to the crane process please refer to CAP1096 'Guidance to Crane Operators on Aviation Lighting and Notification' available at www.caa.co.uk

4. The applicant is advised that the Bird Hazard Management Plan dated 5 August 2019 - condition 26 on outline permission CR/2018/0894/OUT - needs to be updated. This should be secured via a conditions discharge application.

5. The applicant's attention is drawn to the consultation response from Sussex Police dated 17th September 2020 regarding Secured by Design issues.

1. NPPF Statement

Agenda Item 5

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

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

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



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 - 6 April 2021
REPORT NO: PES/361(b)

REFERENCE NO: CR/2020/0719/FUL

LOCATION: [VANGUARD HOUSE & VICTORY HOUSE CHURCHILL COURT, NORTHGATE, CRAWLEY](#)

WARD: Langley Green & Tushmore

PROPOSAL: ERECTION OF 2 NO. COMMERCIAL BUILDINGS; 1 NO. COMMERCIAL BUILDING (UNIT 100) FOR CLASS B8 AND 1 NO. COMMERCIAL BUILDING (UNIT 200) FOR FLEXIBLE CLASS B2, B8 AND E(G)(III); ALONG WITH ACCESS AND SERVICING ARRANGEMENTS, CAR PARKING, LANDSCAPING, RELOCATION OF SUBSTATION AND ASSOCIATED WORKS (AMENDED DESCRIPTION).

TARGET DECISION DATE: 8 March 2021

CASE OFFICER: Mrs A. Sanders

APPLICANT'S NAME: Promontoria Crawley Limited

AGENT'S NAME: Quod

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
19278 P104 Rev	A	Proposed Unit 100 Typical Section
19278 P0102 Rev	B	Proposed Unit 100 Elevations
19278 P0001 Rev	B	Site Location Plan
19278 P0002 Rev	B	Existing Site Layout
19278 P0003 Rev	E	Proposed Site Plan
19278 P0004 Rev	F	Proposed External Surfacing Plan
19278 P0007 Rev	E	Proposed Refuse Enclosure Details
19278 P0010	B	Proposed Alternative Car Parking Layout B2
19278 P0009 Rev	G	Proposed Alternative Car Parking Layout E(g)(iii)
19278 P0005 Rev	E	Proposed Fencing Details
19278 P0006 Rev	E	Proposed Cycle Shelter Details
19278 P100 Rev	B	Proposed Unit 100 Building Plan
19278 P101 Rev	B	Proposed Unit 100 Office Plans
19278 P102 Rev	E	Proposed Unit 100 Elevations
19278 P0105	B	Proposed Unit 100 Hauch Height Comparison
19278 P103 Rev	B	Proposed Unit 100 Roof Plan
19278 P0104 Rev	B	Proposed Unit 100 Typical Section
19278 P200 Rev	B	Proposed Unit 200 Building Plan
19278 P201 Rev	B	Proposed Unit 200 Office Plans
19278 P202 Rev	B	Proposed Unit 200 Elevations
19278 P203 Rev	B	Proposed Unit 200 Roof Plan
19278 P204 Rev	B	Proposed Unit 200 Typical Section
19-145-EX-001 Rev	PL1	Lighting Layout
19278 P0008 Rev	E	Proposed Vehicle Tracking
CR-LE-GEN-XX-DR-CR-005		Swept Path Analysis
139044/0200		Proposed Drainage Layout
03 Rev	E	Landscaping Scheme
139044/0201		Overflow Routes

Agenda Item 6

19278 P0106_Unit 100	B	Proposed Building CGI Visual
19278_P0206_Unit 200	B	Proposed Building CGI Visual

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory Consultees

- | | | |
|----|--------------------------------------|---|
| 1. | GAL Aerodrome Safeguarding | No objection subject to conditions requiring the implementation of the Bird Hazard Management Plan, prior agreement regarding any PV schemes and an informative regarding the use of cranes. |
| 2. | WSCC Highways | No objection subject to conditions relating to the submission of a Construction Management Plan, car parking to be provided pre-occupation and updated travel plan including parking management plan. |
| 3. | National Air Traffic Services (NATS) | No objection |
| 4. | WSCC Lead Local Flood Authority | No objection – suggest that permeable paving is incorporated into the surface water drainage designs. |

Other Consultees

- | | | |
|-----|--|---|
| 5. | Thames Water | No objection |
| 6. | Police | No objection – suggest measures to mitigate against crime such as CCTV, intruder alarm. |
| 7. | CBC Drainage Officer | No objection subject to condition requiring post construction certification of the surface water drainage works |
| 8. | CBC Planning Arboricultural Officer | No objection providing the development is carried out in accordance with the arboricultural report |
| 9. | CBC Contaminated Land | No objection subject to a condition requiring submission of a Remediation Statement and Validation Report |
| 10. | CBC Environmental Health (noise) | No objection |
| 11. | CBC Refuse & Recycling Team | No comment |
| 12. | Southern Water Ltd | No objection subject to conditions and informatives |
| 13. | CBC Energy Efficiency & Sustainability | No objection subject to a condition requiring a post-construction report, for the development to be network ready and for the PV panels to be installed pre-occupation. |
| 14. | CBC Urban Design | No comments received |
| 15. | CBC Manor Royal | No objection |
| 16. | CBC Env Health (AQMA) | No objection |

Agenda Item 6

- | | | |
|-----|--|--|
| 17. | Gatwick Diamond Grow Group | No comments received |
| 18. | CBC Economic Development | Supports the application - requests that the principles set out in the Manor Royal Design Guide SPD are given due consideration and for the developer to sign up to the Crawley Developer and Partner Charter. |
| 19. | Manor Royal Business District | Support the proposal but suggest that the developer engage with BID. The buildings are in a prominent location and must respond to the Manor Royal Design Guide SPD. Consideration to how the development may improve the Gateway 1 roundabout |
| 20. | Environment Agency | No comments to make |
| 21. | Sussex Building Control Partnership | No comments received |
| 22. | UK Power Networks | No comments received |
| 23. | CBC Environment Team | No comments received |
| 24. | Crawley Cycle & Walking Forum | Suggest that the spaces need to be increased. The cycle parking should be internally lit and allow for secure locking of frames and wheels. |
| 25. | Archaeology Officer | No objection |
| 26. | NHS South East Coast Ambulance Service | No comment received |
| 27. | West Sussex Fire and Rescue Service | No objection but request a fire hydrant is installed |

NEIGHBOUR NOTIFICATIONS:-

Downderry House, Balcombe Road;
Bramfield, Balcombe Road;
Creative Technology Ltd, Units 2-3 Manor Gate;
Allaero, 10 Napier Way;
National Westminster Bank, Gatwick Road;
Unit A, Manor Court;
Dreams, Gatwick Road;
Motorline Ltd, Gatwick Road;
ICS, Napier Way;
Mack Company Pension Fund, Aviation Court;
Creative Technology Ltd, Unit 4 Manor Gate;
Rainbow Supplies and Services Ltd, 10 Napier Way;
Unit B Manor Court, Manor Royal;
Fastsigns, Gatwick Road;
Corrigan Bentley Executive Ltd, Aviation Court;
Palladian, Manor Royal;
Valiant House, Churchill Court;
Rossetts Uk Ltd, Manor Gate;
Unit 1, Gatwick Road;
Crawley Computer Centre Ltd, Gatwick Road;
Portanor House, Manor Court, Manor Royal;
Unit D, Manor Court, Manor Royal;
Unit 38 Basepoint Business Centre, Metcalfe Way.

RESPONSES RECEIVED:-

Agenda Item 6

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development.

THE APPLICATION SITE:-

- 1.1 The proposed site sits to the south-west of the junction of Manor Royal and Gatwick Road covering 1.53ha. Vehicular access is taken from Manor Royal, although there is also a disused vehicular access onto Gatwick Road. The site currently contains two detached office buildings, namely Victory House (the larger building) and Vanguard House with a floorspace of approximately 7500sqm. Both the buildings are vacant and a Prior Approval application has been approved for their demolition (ref CR/2020/0624/DEM). The adjoining Valiant House, to the west of the application site, has been refurbished and is now occupied for office purposes. Surrounding the existing buildings are vehicle parking areas and some landscaping.
- 1.2 The Local Plan defines the Manor Royal Main Employment Area, within which the site falls. In economic and employment terms, Manor Royal is extremely important to Crawley and the wider Gatwick Diamond area.
- 1.3 The site also lies within a Priority Area for District Energy Networks. The Plan defines Structural Landscaping within the town, and this includes the existing landscaping along both Manor Royal and Crawters Brook. There are individual and group Tree Preservation Orders on the site's northern boundary (ref: TPO 03/2017). Crawters Brook lies to the east of Gatwick Road. The Local Plan identifies an Archaeological Area to the north of the Gatwick Road/Manor Royal roundabout. An area of Structural Landscaping abuts the site to the north.
- 1.4 The site is shown as contaminated land on Council records. The eastern half of the site lies within an Air Quality Management Area, which is focussed on the Hazelwick Roundabout to the south. Adjoining land to the north and east is adopted public highway. This land and the footpath/cyclepath to the west are owned by West Sussex County Council.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is for the demolition of Victory House and Vanguard House and the subsequent redevelopment of the site by the construction of 2 separate commercial buildings with associated parking and landscaping.
- 2.2 Unit 100 would be the larger of the two buildings measuring approximately 6000sqm. This building would be located on the corner of Gatwick Road and Manor Royal. It is intended that this building would be a B8 use with an ancillary office located within a mezzanine floor. This building would measure a maximum width of 94m and a maximum length of 62.2m. The height would measure 9.9m to the top of the entrance section of the building whilst the remainder of the unit would measure 13.7m to the top of the parapet and maximum of 14.6m to the top of the roof. The building would be constructed of composite cladding panels which would be varying shades of grey as well as white and translucent. The panels would be laid both vertically and horizontally. Glazing would also be used around the entrance of the building.
- 2.3 Access to this unit would remain as existing from Manor Royal although would be re-aligned to create a wider access of 7.3m, and a larger kerb radius of 11.5 m to the west and 6m to the east. Parking is proposed to the front of the site for 39 vehicles (including three disabled bays) with a further 23 within the site equating to 62 spaces. 7 spaces would also be allocated within the site for lorries for loading and unloading. A cycle store would be located within the site for 30 cycles and a 2m wide access path would be located around the building for maintenance access.

Agenda Item 6

- 2.4 Unit 200 would be located behind the larger building when viewed from Gatwick Road and behind Valiant House when viewed from Manor Royal. This building would be for a flexible use of either B2, B8 or E(g)(iii) as it is not yet known who the end user would be. This building would measure a maximum width of 51.2m and a maximum length of 30.3m and would also have an ancillary office mezzanine. The height would measure a maximum of 11.1m. The total floor area of the building would measure approximately 1550sqm. Access to this building would be via the shared access for both Units 100 and 200 via Churchill Court. This building would have two lorry spaces as well as cycle storage for 20 bikes. A car park would be located to the front of this building for 15 vehicles (including 1 disabled bay). This car park would be accessed via the shared access with Valiant House.
- 2.5 It is intended that additional car parking provision across the entire site would be made available for the users of both of the units in the 39 space car park to the north of unit 100. This is because the parking requirements for unit 200 are dependent on the use class of the building and this will have a knock on effect on the parking configuration for the wider site. The above parking numbers are based on both units being in B8 use which would comprise a total of 77 parking spaces. Two alternative parking options are proposed should the use of Unit 200 be either B2 (general industrial) or E(g)(iii) (industrial processes) which are discussed in paragraphs 5.23 and 5.24.
- 2.6 There would be a landscaping buffer fronting onto Gatwick Road and Manor Royal which would be used to plant trees and shrubs. A 2.4m weld mesh fence and gates are proposed to secure the internal court yards of the buildings.
- 2.7 Over the course of the application, the proposal has been amended in terms of clarifying that the use of unit 100 would only be for use class B8 which is reflected in the amended description. The height of the building has increased from 13.5m to the top of the parapet which screened the pitched roof of the building to 13.7m to the top of the parapet and a maximum of 14.6m to the top of the pitch roof which now projects above the parapet. The west elevation of Unit 100 has been amended to include two service doors. The cycle parking has been moved from the front of the site to within the internal confines of the site and two parking spaces have been removed which were in the closet proximity to the protected Oak tree. The number of trees to be replanted has been increased so that there would be a shortfall of 10 trees. The number of car park spaces has been amended to reflect the different users of Unit 200 with three possible parking options as follows:

Both units B8 – 77 spaces proposed

Unit 100 B8 and Unit 200 B2 – 103 spaces proposed

Unit 100 B8 and Unit 200 E(g)(iii) – 114 spaces proposed

- 2.8 The following documents have been submitted in support of the application:

- Design and Access Statement
- Planning Statement
- Transport Statement
- Economic Statement
- Air Quality Assessment
- Energy Strategy
- Utilities Infrastructure Statement
- Bird Management Plan
- Tree Survey Report
- Flood Risk Assessment
- External Lighting Assessment
- Ground Investigation Report
- Ecology Survey
- Dust Management Plan
- Archaeology Desk Based Assessment

PLANNING HISTORY:-

- 3.1 CR/2020/0624/CC1

Agenda Item 6

DISCHARGE OF CONDITION 1 (DUST MANAGEMENT SCHEME) PURSUANT TO CR/2020/0624/DEM FOR PRIOR NOTIFICATION OF PROPOSED DEMOLITION.

Yet to be determined

3.2 CR/2020/0624/DEM
PRIOR NOTIFICATION OF PROPOSED DEMOLITION
Prior Approval Approved

3.3 This site was formerly industrial land which was first developed in the early 1950's. Permission was granted in 1986 for the construction of three light industrial units which are Vanguard house, Victory House and Valiant House.

PLANNING POLICY:-

4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) published in July 2018 states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.

- 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 6 – ‘Building a strong, competitive economy’ emphasises the need for the planning system to help create conditions where businesses can invest, expand and adapt in order to support the need for economic growth and productivity. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 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 14 – Meeting the challenge of climate change, flooding and coastal change. In addition to supporting the increased use of renewable and low carbon energy and reducing greenhouse gas emissions, including complying with local sustainability requirements, flood risk should not be increased elsewhere and sustainable drainage systems should be incorporated in major developments.
- Section 15 – Conserving and enhancing the natural environment. Planning policies and decisions should contribute to and enhance the natural and local environment, including protecting and enhancing valued landscapes and biodiversity, and recognising the intrinsic character and beauty of the countryside. Development should also not add to or be at risk from pollution.

4.2 The Crawley Borough Local Plan 2015 - 2030

Policy SD1 (Presumption in Favour of Sustainable Development) The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find

Agenda Item 6

solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town's compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan's policies and objectives.

Policy CH2 (Principles of Good Urban Design) Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.

Policy CH3 (Normal Requirements of all New Development) Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and, where any are lost, replacement tree planting should accord with the standards set out in policy CH6.

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.

Policy CH6 (Tree Planting and Replacement Standards) Sets out that where development would result in the loss of trees, these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere. The Manor Royal Design Guide sets out tree planting requirements for that area.

Policy CH7 (Structural Landscaping) requires that development proposals should protect and/or enhance structural landscaping, which runs along Manor Royal and Crawters Brook.

Policy EC1 (Sustainable Economic Growth) This policy supports Crawley's role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley's recognised economic role and function is maintained and enhanced through building upon and protecting the established role of Manor Royal as the key Business (B1), General Industry (B2) and Storage and Distribution (B8) location for Crawley and ensuring that it is the focus for sustainable economic growth. The policy sets out the need for approximately 23 hectares of employment land over the plan period.

Policy EC2 (Economic Growth in Main Employment Areas) recognises the significant contribution that the town's employment areas make to its economy and that of the wider area, and protects against net loss of employment floorspace.

Policy EC3 (Manor Royal) Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings. Proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor

Agenda Item 6

Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.

Policy ENV1 (Green Infrastructure) states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through a number of measures including maximising opportunities to maintain and extend infrastructure links and requiring large proposals to provide new, or create links to, green infrastructure where possible.

Policy ENV2 (Biodiversity) All development will be expected to incorporate biodiversity features where appropriate and enhance existing features of nature conservation value around the development.

Policy ENV6 (Sustainable Design and Construction) All development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. A Sustainability Statement should be submitted demonstrating how sustainability has been addressed through design and construction.

Policy ENV7 (District Energy Networks) Major developments within a Priority Area for District Heat Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area.

Policy ENV8 (Development and Flood Risk) proposals on all sites of 1 hectare or greater are to be accompanied by a Flood Risk Assessment, to include detail of mitigation demonstrating how surface water drainage from the site will be addressed.

Policy ENV9 (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.

Policy ENV10 (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.

Policy ENV12 (Air Quality) states that proposals that do not have a negative impact on air quality will normally be permitted.

Policy IN1 (Infrastructure Provision) Development must be supported by necessary on and off site infrastructure, including mitigation where needed, to avoid harmful impact upon existing infrastructure.

Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure.

Policy IN3 (Development and Requirements for Sustainable Transport) Development should be focussed to achieve sustainable transport through use of public transport, walking and cycling. Development should meet the access needs generated and not have unacceptable impact on congestion or highway safety. Proposals should be supported by a Transport Statement/Assessment.

Policy IN4 (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by supplementary guidance.

Agenda Item 6

The Local Plan Review Submission Consultation draft 2021-2037 has been published for Regulation 19 consultation on 6 January 2021 until 30 April 2021, and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL6: Structural Landscaping
- Policy CL7: Important and Valued Views.
- Policy DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy DD4: Tree Replacement Standards
- Policy DD5: Aerodrome Safeguarding.
- Policy DD6: Advertisements
- Policy IN1: Infrastructure Provision.
- Policy IN3: Supporting High Quality Communications.
- Policy EC1: Sustainable Economic Growth.
- Policy EC2: Economic Growth in Main Employment Areas.
- Policy EC3: Manor Royal
- Policy EC5: Employment and Skills Development
- Policy EC6: High Quality Office Provision
- Policy EC9: Supporting the Creative Industries
- Policy EC11: Employment Development and Residential Amenity
- Policy GI 1: Green Infrastructure
- Policy GI 3: Biodiversity and Net Gain.
- Policy SDC1: Sustainable Design and Construction.
- Policy SDC2: District Energy Networks.
- Policy SDC3: Tackling Water Stress.
- Policy EP1: Development and Flood Risk.
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise.
- Policy EP5: Air Quality
- Policy EP6: External Lighting
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

4.4 Planning and Climate Change SPD – Adopted October 2016

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

4.5 Green Infrastructure SPD – Adopted October 2016

This SPD provides further guidance on new and replacement tree planting, protection of existing trees, biodiversity and wider landscaping issues.

4.6 Urban Design SPD – Adopted October 2016

This document provides further advice on the principles of good urban design in the Crawley context, highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.

In respect of non-residential development, para 3.62 states:

“The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development

Agenda Item 6

will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start”.

For industrial and commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and use of landscaping.

Annex 1 of the SPD contains the Borough’s indicative minimum parking standards. For sites in Manor Royal the following standards apply: For B1 uses (now use class E(g)(iii)), one car parking space per 31 square metres. For general industrial (B2), one car parking space per 40 square metres and one lorry parking space per 500 square metres is sought, with a minimum of one lorry parking space. Finally, for warehousing (B8), one car parking space per 100 square metres and one lorry space per 500 square metres (minimum one space) is required. Disabled, cycle and motorcycle parking standards are also contained within Annex 1.

4.7 Manor Royal Design Guide SPD and Public Realm Strategy – Adopted July 2013

This document aims to support economic growth in Manor Royal, providing guidance to ensure that new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. It requires all development to demonstrate the following:

- New buildings to be of high quality urban design
- Proposals seek to provide active frontages to routes
- Materials and finishes of good quality and support the principles of identity and sustainability
- Proposals to achieve a high level of security
- Surface Water drainage considered
- Water efficiency measures considered
- The development must positively contribute to the landscape and identity of Manor Royal.

The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach to delivering these improvements is achieving robust and consistent frontages to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development and to consider landscaping and seek to reduce monotonous surfacing of parking areas. Boundary treatments must be appropriate in scale and context, with landscaping to reduce the visual impact of fences and barriers.

Gatwick Road and Manor Royal are both identified as primary roads and the application site is covered by the ‘Manor Royal’ heading at 3.1.1 and also by third bullet point under the ‘South of Manor Royal’ heading at 3.1.4. The SPD sets out expectations in terms of landscaping, tree planting and appropriate distances that buildings should be set back by. It states that the minimum depth of on-site frontage planting requirement on the western side is for 10m of planting along the entire primary route. The planting scheme should include a double row of large-scale trees at 15m spacing.

The site is identified as being within the Core Business Zone Character Area A and is within Primary Gateway 1. Key considerations that proposed development in such locations should seek to address are to:

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

Agenda Item 6

A project to enhance the Manor Royal roundabout, immediately to the east of the application site (Gateway 1) has been approved under planning application CR/2016/1063/FUL.

4.8 Developer Contributions Guidance Note (published July 2016)

This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought. The document also sets out the Manor Royal contribution requirement towards the public realm in this area which is at a cost of £2 per sqm of new floorspace.

PLANNING CONSIDERATIONS:-

5.1 The main planning considerations are as follows:

- Principle of the development
- The impact on the design and appearance of the existing site and the surrounding area
- The impact on nearby occupiers/neighbours
- The impact on users of the Highway, parking and the operational requirements of the site
- Landscaping, Trees and Ecology
- Sustainability
- Air Quality & Noise
- Flood Risk and Drainage
- Contaminated Land
- Developer contributions

Principle of the development

- 5.2 Local Plan Policy EC1 set out the overarching policy objective to ensure that Crawley's economic role and function is maintained and enhanced, retaining and maximising the available supply of employment land in order to support economic growth. The policy identifies a requirement for an additional 57.9ha business land in Crawley over the Plan period to 2030. As a result of Crawley's constrained land supply position, it identifies an available business land supply pipeline of only 23ha, and therefore a business land supply shortfall of 35ha over the Plan period to 2030. Since Local Plan adoption, available business land has continued to reduce as sites are built out, and the land supply pipeline is currently 17.56ha, as per the Employment Land Trajectory (Base Date 1 September 2020).
- 5.3 The business land supply deficit places particular weight on the need to build upon and protect the role of the designated main employment areas. Local Plan Policy EC2 recognises the significant contribution made to the economy of Crawley and the wider sub region by the designated Main Employment Areas. Local Plan Policy EC3 places a clear focus on the delivery of business uses in Manor Royal, seeking to protect and reinforce its core business function by promoting development within the B-use classes, and encouraging the reuse and intensification of land or buildings within the main employment area.
- 5.4 The proposed development, although resulting in a loss of the existing offices (7,449.5sqm), would deliver two warehouses to provide 7,521sqm business floorspace in total, a net gain of 71.5sqm floorspace across the site. In retaining and adding to the available supply of business floorspace, the proposal is consistent with policies EC1, EC2 and EC3 of the Local Plan. More broadly, the application reflects wider NPPF objectives to support business and plan positively to encourage sustainable economic growth, and will also help to meet the needs and locational requirements of the logistics industry, as identified in Planning Practice Guidance: *Housing and Economic Needs Assessment*.
- 5.5 The council is in the process of reviewing its Local Plan, and is currently consulting upon its draft Submission Reg. 19 Local Plan. To inform the emerging Plan, an up to date assessment of economic need has been undertaken through the Northern West Sussex Economic Growth Assessment (January 2020) and its Crawley Focussed update (September 2020). The updated evidence continues to identify significant need for new employment land, particularly within the storage & distribution sector, which the application scheme would help to address.

Agenda Item 6

- 5.6 Overall, the application would contribute positively to the supply of business land at Manor Royal, and is supported in policy terms.

The impact on the design and appearance of the existing site and the surrounding area

- 5.7 The site is on a prominent corner plot which is bounded to the east with Gatwick Road and north with Manor Royal. The Manor Royal Urban Design Guide identifies this area as being within the Core Business Zone Character Area A and is within Primary Gateway 1. Key considerations are that the proposed development in such locations should seek to address are to:
- Maintain the spacious setting of buildings;
 - Build on the positive impact of high quality public realm and development through promoting high quality buildings that also improve the private realm;
 - Provide active frontages, high quality materials, and planting of high aesthetic quality and durability; and
 - Given the spacious and prominent nature of the area, explore the potential for taller buildings with due regard to the safeguarding requirements of Gatwick Airport.
- 5.8 Further, Gatwick Road and Manor Royal are both defined as primary roads within the SPD which requires all new buildings to be of high quality urban design, seek to provide active frontages to routes and, materials and finishes to be of good quality.
- 5.9 Unit 100 would be the larger of the two buildings and would measure a maximum width of 94m, length of 62.2m and a height of 13.7m to the top of the parapet and 14.6m to the top of the roof. The building would span the entire width of the boundary with Gatwick Road. There would be a distance of 10.5m from the edge of the building to the footpath of Gatwick Road except for a small section close to the road bridge where the distance would be reduced to 7m. On approach to turn the corner from the Gatwick Road roundabout into Manor Royal the building moves closer to the boundary and would be 2m from the footpath at this closest point. Turning into Manor Royal the building would be staggered with the main bulk of the building moving further away from the footpath boundary to a maximum distance of 39m. The glazed entrance would be located closer to Manor Royal at a minimum distance of 3m however this distance, like the main building, increases westwards along Manor Royal. This part of the building would be of a smaller scale to the main bulk of the building measuring a maximum height of 9.9m. The car parking to the front of the site (facing onto Manor Royal) and access (which is the same as per the existing setup from Manor Royal) would be partially screened by landscaping and would not be significantly different to the current location of the parking area.
- 5.10 Unit 200 would be located behind Unit 100 and therefore would have a much lesser impact on the existing site and the surrounding area. This building would measure a maximum width of 51.2m, a maximum length of 30.3m and a maximum height of 11.1m. Whilst this building is still of a reasonable scale, its location and use of similar materials to that of the larger unit would ensure that this structure would integrate well within the site.
- 5.11 This site is set within a very prominent plot where there is an opportunity to make a significant contribution to the street scene in this location. The Urban Design SPD states that Gatwick Road is visually dominant and detrimental to the street scene and the quality of the public realm is generally poor. The proposed buildings would be commercial in nature however they have been designed so that they are not a typical large 'shed' style building which one would normally associate with such uses. It is proposed to use composite cladding in varying shades of grey, black and translucent, with large glazing panels on the entrance of the building. The cladding would be laid both vertically and horizontally to provide depth and texture creating a building of high quality. The careful use of materials with varying colours and patterns would provide relief and punctuation which would help to break up the mass of the built form. The landscaping buffer on the road frontages (discussed in detail in paras 5.29 – 5.37) would also integrate the building within the surrounding locality. It is considered that these buildings would improve the quality of the street scene in this location and the site can comfortably accommodate buildings of this scale.
- 5.12 Unit 100 would be a large building and the scale of the building and use of high quality materials would announce the building upon arrival at the Gatwick Road junction with Manor Royal on this prominent corner. This building would reflect the existing building line and would be consistent with

Agenda Item 6

the adjacent buildings to the immediate south of the site. Given the proximity of the corner of the building to the road, a condition is required in order to ensure that this part of the building is an appropriate feature, suitably detailed and visually interesting on this prominent corner.

- 5.13 It is considered that this redevelopment would improve the existing site and the surrounding area. The proposal would make a positive contribution to the street scene and would give the site a new identity. As such the proposal would accord with the relevant policies within the Crawley Borough Local Plan and the Manor Royal SPD.

The impact on nearby occupiers/neighbours

- 5.14 The nearest occupiers to the proposed development are those within Valiant House to the west of the site. This building shares an access with the application site via Churchill Court. There is currently an access route between Vanguard and Valiant House leading to parking areas at the rear of both buildings. The proposed development would not seek to alter the access arrangements which would continue to be used by occupiers of Unit 100, Unit 200 and Valiant House. In order to access the car park to the front of Unit 200 this will continue to require the use of the access route between Unit 200 and Valiant House as per the existing situation.
- 5.15 The proposed buildings would be occupied by different businesses however the change in the use would not result in an adverse impact upon the occupiers of the adjacent buildings given that the site is located within an industrial estate served by a variety of commercial uses and all vehicles associated with the proposal can be accommodated within the confines of the site. The introduction of HGV movements would be different from the existing situation however, given that they would enter the site through the shared access and almost immediately turn into the confines of the application site, it is not considered that these would adversely impact upon the existing occupiers of Valiant House.
- 5.16 The adjacent buildings to the south of the site are also large commercial buildings however it is noted that Unit 100 would be dominant to the southern boundary with Dreams on Gatwick Road. There would be a distance of approximately 8.5m between Unit 100 and this neighbouring building, however the Dreams building projects a further 20m from the rear of unit 100 and is also a large scale commercial building. As such it is not considered that the proposal would result in an adverse impact on the occupiers of this building.
- 5.17 Unit 200 would also be located on this southern and would be located 13.5m from Imperial House. This building is at a right angle to unit 200 therefore only a small section unit 200 would be visible from this building. The Allaero Hawker building is set behind Unit 200 therefore there would be no adverse impact as a result of the proposed development.
- 5.18 Given the above, the proposed development is not considered to adversely impact upon these occupiers given the scale and location of these neighbouring buildings within an existing industrial estate. The proposal would therefore accord with development plan policy in this regard.

The impact on users of the Highway, Parking and the operational requirements of the site

- 5.19 The site is in the Manor Royal Industrial Estate and access is currently taken from an existing priority junction with a ghost right hand turn lane. The proposed changes will see a re-configuration of the current parking layout, re-aligned access to create a wider access of 7.3m, and a larger kerb radius of 11.5 m to the west and 6m to the east. Visibility splays at the junction will remain and can be achieved in both directions. In respect of traffic generation and use of the access, the Local Highway Authority (LHA) comment that this proposal would result in an overall net decrease in trips. This decrease in traffic was by 42 two-way trips in the AM peak hour and 33 two-way trips in the PM peak hour. This is considered a positive impact of the development.
- 5.20 The LHA have assessed the application and advise that the swept path analysis for movements by longer vehicles has been undertaken and demonstrates the changes will improve the use of the access. HGV's can enter both units, turn and exit in forward gear. There is a potential pinch point at the entrance of unit 200 which could occur when a HGV approaches this unit. However the LHA consider that if a car was using the access road to enter unit 100 or 200, a HGV would be able to

Agenda Item 6

see ahead and wait for the car to enter. Likewise if a HGV was entering the site a car would have to wait or vice versa. Further, given that this unit only has the capacity for two lorry spaces, it is likely that there would be a limited number of trips each day and therefore the LHA raise no objection to this matter.

- 5.21 The application site is in a sustainable location, close to the existing bus and cycle facilities on Gatwick Road and Manor Royal. The majority of Manor Royal is subject to double yellow line waiting restrictions with very limited on-street parking near the site. The site is also considered to be in a good location to encourage sustainable travel amongst the workforce. The site is within acceptable walking distance of local bus and train services, as per the CIHT walking distance guidance. The Manor Royal estate has a good network of footpaths and crossings to promote sustainable travel. Cycle storage is also included in the plans and these should be covered and secure to encourage use and are provided in line with WSCC cycle parking standards. In addition, a travel plan is being developed to support the increase in sustainable transport over time.
- 5.22 In respect to the operational requirements of the site, Annex 1 of the Urban Design SPD contains the Borough's indicative minimum parking standards. For the proposed development the standards state that for a B2 use there should be 1 car parking space for every 40sqm of floor area, 1 lorry space for every 500sqm and 1 cycle space per 200sqm (as well as 1 visitor space every 500sqm). For a B8 use, 1 parking space per 100sqm is required, 1 lorry space per 500sqm, 1 cycle space per 500sqm (as well as 1 visitor cycle space per 1000sqm). For use class E(g)(iii) which was formerly use class B1, 1 parking space is required per 31sqm and 1 cycle space per 150sqm with 1 visitor cycle space per 500sqm.
- 5.23 For building 100 the parking standards require 60 car parking spaces, 12 lorry spaces and 18 cycle spaces. For building 200 the parking standards require the following:

Use Class	Cars	Lorries	Cycle
E(g)(iii)	54	0	16
B2	43	4	13
B8	17	4	6

- 5.24 For unit 100, 60 car parking spaces are proposed, 30 cycle spaces and 7 lorry spaces. Given the 3 different scenarios for unit 200, the below table sets out the proposed parking provision based on a floor area of 1550sqm. The cycle and lorry spaces remain the same for the three possible scenarios with 2 lorry spaces and 20 cycle spaces proposed.

	Proposed car parking spaces for unit 200	Total Provision (including unit 100)	DWG No
B8	17	77	P0003 Rev E
B2	43	103	P0010 Rev B
E(g)(iii)	54	114	P0009 Rev G

- 5.25 As a result of the three different scenarios, the parking layout will vary depending on the end user for building 200, which would be either B8, B2 or E(g)(iii) use. As a result, the 39 parking spaces in the northern car park to the north of unit 100 would need to be apportioned differently between the units given the limited site area. The table below explains the scenarios:

	Unit 100 Service yard	Carpark to the north of unit 100	Unit 200 Service Yard	Carpark to the north of unit 100	Carpark to the north of unit 200
B8 & B8	23	37	0	2	15
B8 & B2	36	24	13	15	15
B8 & E(g)(iii)	47	13	13	26	15

Agenda Item 6

- 5.26 The LHA has reviewed the car parking layouts and advise that both the WSCC car parking consider that the parking standards would meet the demand and consider the amounts would keep car parking within the confines of the site (avoiding overspill elsewhere). In terms of applying the CBC standards cycle parking would overprovided, car parking fully met (although in one scenario access to 7 spaces would rely on no lorry being in the nearest loading bay) and lorry parking would be below standard. The deficit in lorry parking is not considered to warrant a refusal in this case as it would be a matter for a potential occupier to determine if the lorry space provision meets the business needs.
- 5.27 In summary, it is considered that the development would not create an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe. Conditions are recommended regarding the submission of a Construction Management Plan, for the car and cycle parking to be installed prior to the occupation of the buildings and for an updated Travel Plan to be submitted which should include a Parking Management Plan. The proposal would provide sufficient car parking provision for the proposed uses. It is acknowledged that the proposed lorry parking provision would fall short of the required standards however this would be a site operational matter which would be included within the parking management plan.
- 5.28 Subject to the suggested conditions, the proposal would not adversely impact on the highway and would accord with the Urban Design SPD and development plan policy in this regard.

Landscaping, Trees and Ecology

- 5.29 In order to facilitate the development it is proposed to remove 23 individual trees and 1 group of 6 trees. These trees are predominantly located within the site except six trees located on the southern boundary and 1 located on the northern boundary. None of the trees to be removed are protected trees and only one of these trees (T8) would be located adjacent to an area of Structural Landscaping. Of these, 24 are category B2 trees and 5 are category C2. Policy CH6 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. Proposals must demonstrate that the number of replacements accords with the requirements of the policy which sets out the number of trees to be replaced based on the size of the trees to be removed. As a result, 45 trees are required to be replanted to compensate for the trees which are to be removed.
- 5.30 The Manor Royal Urban Design Guide emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach to delivering these improvements is achieving robust and consistent frontages to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development and to consider landscaping and seek to reduce monotonous surfacing of parking areas. Boundary treatments must be appropriate in scale and context, with landscaping to reduce the visual impact of fences and barriers.
- 5.31 The SPD states that the public realm in Gatwick Road is generally poor and in order to mitigate the detrimental impact of the road and contribute to the creation of a higher quality streetscene, the minimum depth of on-site frontage planting requirement on the western side of Gatwick Road is for 10m of planting along the entire primary route. The planting scheme should include a double row of large-scale trees at 15m spacing and reinforcing soft landscaping at Victory House.
- 5.32 The SPD goes on to say that within Manor Royal, the width of the existing carriageway is 10m with 10m grassed highway verges and a number of mature hornbeam trees. The purpose of on-site frontage planting would be to supplement the roadside verges where there may also be potential for further improvements, such as introducing additional hornbeam trees. The minimum depth of on-site planting requirement is for 4m of shrub planting across the entire primary route site frontage with fastigiated trees at 15m spacing. Buildings should be set back from the site frontage boundary by a minimum of 10m to allow space for trees to mature and to create sufficient space between the public footway and the new buildings.
- 5.33 It is proposed to plant 35 trees of which 15 trees would be located on the eastern boundary of the site fronting Gatwick Road. These would be located within an 8.5m planting belt and would be

Agenda Item 6

staggered within this area. 7 trees are proposed on the corner from Gatwick Road into Manor Royal with a further 7 trees to face onto Manor Royal. 3 trees are proposed within the main carpark and 3 trees within the carpark to the rear of the site. The proposed trees would be 4.25 – 6m high and 14-16cm girth. They would be Extra Heavy Standard container trees and would be anchored in an upright position to provide instance visual presence. The trees would be a mixture of Maple, Silver Birch, Pear, Rowan and Whitebeam. Shrub planting is proposed within the landscape buffer zones to complement the tree planting.

- 5.34 Whilst it is acknowledged that the development would fall slightly short of the requirements within the SPD in respect to of the depth of the planting, given the significant improvement that the scheme would have on the overall area, the proposal is considered acceptable in this instance. Conditions are recommended for further details to be submitted regarding the landscaping scheme to ensure that a high quality arrangement is delivered as this is imperative to the success of the development.
- 5.35 There are existing protected (TPO) trees, (ref TPO 03/2017) along the northern boundary with Manor Royal. The proposed parking area would encroach further into the RPA than the existing situation. The CBC Tree Officer advised that provided the Tree Report is adhered to and 'no fine' gravel would be used as a suitable treatment to fill the difference in levels between the new carpark surface and the protected tree, this would ensure that the health of the tree would not be damaged. Further two parking spaces have been removed therefore the level of encroachment into the RPA of this tree has been further reduced through the course of this application. Therefore subject to specific conditions regarding the construction of the new parking area and adherence to the tree report, the proposal would not adversely impact on the protected trees.
- 5.36 In regard to ecology, the site is not located within or adjacent to any statutory or non-statutory designations. Further given the location of the site within an industrial area and having already been developed upon, the site does not possess significant ecological interest.
- 5.37 Given the above, the proposed landscaping is robust and would make a positive contribution to the area. Subject to conditions securing the implementation of the landscaping scheme, the proposal would accord with development plan policy in this regard.

Sustainability

- 5.38 In support of the application a BREEAM pre-assessment has been submitted as well as an Energy Strategy. In respect of Policy ENV6 the Energy Strategy identifies a range of measures, including fabric performance improving on the Building Regulations limiting factors, energy efficient lighting, the specification for air source heat pumps for heating and cooling of the office areas, and the provision of solar photovoltaic panels on the roof. The accompanying BREEAM pre-assessment indicates that the proposed measures will be sufficient to achieve the minimum standards for BREEAM 'excellent' within the Energy category.
- 5.39 In respect of Policy ENV7 the Energy Strategy notes that there is no district energy network in place currently, but advises that measures have been included as part of the design to enable the development to be capable of connecting to a district energy network in future, as follows:
- Suitable location for heat network to enter the Units and connect to future HIUs.
 - Route for the network from the site boundary identified as safeguarded for a future pipework route.
- It is considered the requirement to be network ready can be controlled via condition.
- 5.40 In respect of Policy ENV9 the Energy Statement and BREEAM pre-assessment document indicate that the development is targeting the minimum standards for BREEAM 'excellent' within the water category.
- 5.41 The Energy Efficiency and Sustainability Officer advises that the approach is considered to be acceptable in relation to the policies referred to, subject to conditions to secure implementation of these details and further detail where required. Given this, the proposal is considered to be acceptable in regard to Sustainability and conditions are recommended in regard to the submission of a post-construction report and further details relating to the design of the scheme in regard to

Agenda Item 6

being 'network ready'. A condition is also recommended regarding the implementation of the photovoltaics. The proposal would therefore accord with development plan policy in this regard.

Air Quality & Noise

- 5.42 The site is located within an Air Quality Management Area. An Air Quality Assessment was submitted with this application which considered the air quality impacts during the construction and operational phases with the following conclusions. In regard to the construction phase the report found that dust emissions can be adequately managed by adopting appropriate mitigation measures (outlined in section 8 of the report) based on best practices detailed in guidance issued by IAQM: Guidance on the Assessment of Dust from Demolition and Construction. In regard to the operational phase, the modelled annual average concentrations of Nitrogen Dioxide (NO₂) and Particulates (PM₁₀ and PM_{2.5}) was predicted to be below the Air Quality Objective at all receptor locations chosen for the modelling study. The operational effects associated with the proposed development for NO₂, PM₁₀ and PM_{2.5} exposure was determined as 'negligible' at all identified existing sensitive receptor locations.
- 5.43 The Environmental Health Officer (EHO) advised that contrary to the modelled predictions, the council's monitoring data shows that exceedances of the AQ objectives were present at sensitive receptor locations within the AQMA in 2018 (baseline year for the modelling assessment) and 2019. The upward trend shown in the AQMA, indicates that exceedances of the AQ objectives may be expected in future years. It is not suggested that the proposed development itself would be the cause of new exceedances, however the cumulative effects of developments, even when "negligible", may contribute to a "creeping baseline" and may help perpetuate exceedances in that area.
- 5.44 To account for this type of scenario the Sussex Emissions Mitigation Guidance enables the developer to calculate the environmental damage costs associated with the proposal, which identifies the minimum sum of money to be spent on practical mitigation measures associated with the operation of the development. The report calculates the total damage costs associated with this development as £134,066, but suggests that this figure is put towards dust mitigation measures for the construction phase. However, the environmental damage costs are based on the operational phase and are intended to fund measures that will mitigate the operational impact of the development.
- 5.45 The applicant has submitted further information in order to address the above comments from the EHO providing a Dust Management Plan and a Travel Plan. The EHO accepted the measures outlined in the Travel Plan produced by Mode Transport Planning as fulfilling the requirement for mitigating the operational air quality impacts of the development. In regard to the Dust Management Plan the EHO advised that this report has been produced in accordance with IAQM's Guidance on the assessment of dust from demolition and construction, and contains appropriate site-specific mitigation measures to control dust from the site, as required. The EHO also doesn't anticipate any further conditions will be required with regards to air quality for this application.
- 5.46 In regard to noise, the site is well separated from the nearest residents (over 200m) with buildings in between. The Layout ensures the noisy elements are in the centre of the site and therefore shielded by the surrounding buildings on site. The site is adjacent to a roundabout with a fairly high background noise. The Environmental Health Officer (noise) advised that he does not envisage there being a noise problem at this site as a result of the development.
- 5.47 In conclusion, providing the development is carried out in accordance with the Dust Management Plan and Travel Plan, which will be secured by conditions, the proposal would not result in an adverse impact upon air quality or noise and would therefore accord with development plan policy in this regard.

Flood Risk and Drainage

- 5.48 The proposed development site is a brownfield site where two buildings exist with the majority of the remaining site area laid to hardstanding. The site is located within Flood Zone 1 and an area of low surface water flooding. The proposed drainage strategy would discharge runoff to the public sewer

Agenda Item 6

via the existing connection at the southeast corner of the site. Due to the site's high ground water levels, soakaways and infiltration does not form part of the proposed drainage strategy.

- 5.49 The proposal gives consideration to surface water flood management measures and incorporates Sustainable Drainage Systems in the design which includes a combination of permeable paving, filter drains, linear channels, and kerb drains to collect surface water from external hardstanding areas around the site. Infiltration is not considered feasible on this site, therefore the permeable paving system and filter drains will be surrounded by an impermeable membrane. Underground drainage pipes will be used to transfer runoff to cellular storage units in the centre of the site, which will be used for attenuation. A flow control manhole downstream of the attenuation crates will use a flow control device to restrict the flow rate and discharge to the outlet pipe.
- 5.50 The Environment Agency has no comment to make on the application. The Lead Local Flood Authority (LLFA) advises that the site is within a low risk area for surface water flooding and groundwater flooding and advises that the use of permeable paving could be incorporated into the surface water drainage designs. The LLFA requires that the works are undertaken in accordance with the agreed detailed surface water drainage designs and calculations for the site and a condition is recommended to ensure this. The CBC Drainage Engineer advises that the council will require a post construction certification that the surface water drainage works have been constructed as detailed in the Surface Water Management Plan contained within the Flood Risk Assessment. Subject to this the Drainage Engineer has no further comments to make.
- 5.51 West Sussex Fire and Rescue Service has requested a fire hydrant is installed at the site or that the applicant can demonstrate that they have access to a water source in the event of a fire. A condition is recommended to ensure this.
- 5.52 Given the above and subject to conditions, the proposal would not result in an adverse impact in regard to flood risk or drainage and as such would accord with development plan policy in this regard.

Contaminated Land

- 5.53 The site is located within an area of contaminated land as designated within the Local Plan. In support of the application a Ground Investigation Report was submitted which sets out the ground and groundwater conditions, geo-environmental assessment, geotechnical assessment and remediation recommendations. The Contaminated Land Officer was consulted on the application and advises that they accept the remediation recommendations subject to a condition requiring the submission of a Remediation Statement and Validation Report. As such subject to this condition, the proposal would not result in an adverse impact in regard to contamination.

Developer contributions

- 5.54 As a result of the development, 29 trees are to be removed. However CH6 sets out the number of trees that will need to be replanted which is dependent on the size of the trees that are being removed. Therefore as a result of the 29 trees to be removed, 45 trees are required to be replanted. It is proposed to re-plant 35 trees which would result in a short fall of 10 trees. Policy CH6 states that the replacement tree planting requirements would normally be expected to be met within the development site. Where this is not feasible or desirable, sums will be sought in lieu on a per tree basis. The Green Infrastructure SPD sets out that £700 would be required per tree, therefore in this case the total contribution amount would be £7,000.
- 5.55 In regard to the Manor Royal contribution, the proposal would result in a 72sqm net gain of business floorspace which would amount to a contribution of £144. Given that this is a nominal amount, the Council would not pursue this contribution. Whilst not in the current local plan, the draft Submission Reg. 19 Local Plan does provide some guidance in the Planning Obligations Annex: It is recognised that for smaller development where the financial contribution sought would be £500 or less, the costs involved in preparing a S106 agreement may mean that it is not expedient to secure a contribution in this way.

CONCLUSIONS:-

Agenda Item 6

- 6.1 The use of the site is supported by Local Plan policies and would have a potentially positive impact in terms of the local economy. The design of the development and the landscaping would significantly improve the existing site and the street scene. The operational needs of the site in terms of access, parking and cycle parking can be met, and the Local Highway Authority have confirmed there are no objections in terms of impact upon road capacity or highway safety. The proposals relating to drainage, air quality, noise and contaminated land would also be acceptable (subject to conditions) and the sustainability measures would provide a BREEAM excellent rating for water and energy credits.
- 6.2 Subject to the completion of the S106 agreement for off-site infrastructure requirements due to the shortfall in replacement tree planting, it is considered the proposal would accord with the relevant sections of the NPPF the relevant policies of the Local Plan 2015-2030 and relevant Supplementary Planning Guidance. On this basis it is recommended that planning permission be granted.

RECOMMENDATION RE: CR/2020/0719/FUL

To **PERMIT** subject to the conclusion of a S106 agreement and the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. Prior to the commencement of the development hereby permitted, a Construction Management Plan shall be 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.REASON: In the interests of highway safety and the amenities of the area in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030. This condition is required pre-commencement as it relates to how the building work will be managed during construction.
4. Before any work for the implementation of this permission commences, detailed plans and particulars of the land levels (including the landscaping buffer on the eastern boundary) and the finished floor levels of the buildings shall be submitted to and approved in writing by the Local Planning Authority, and the building shall be constructed in accordance with the approved levels.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030. This condition is required pre-commencement as it relates to how the site layout and building will be constructed.
5. Prior to the commencement of the development hereby permitted, details showing the proposed location of one fire hydrant or stored water supply (in accordance with the West Sussex Fire and Rescue Guidance Notes) shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Service. The approved details shall then be implemented prior to first occupation of any unit forming part of the development.

Agenda Item 6

REASON: to ensure the operational requirements of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030. This condition is required pre-commencement as it relates to how the site layout and building will be constructed.

6. No above ground works shall be carried out unless and until a schedule of materials and finishes including samples of such materials and finishes to be used for external walls (and roofs) of the proposed building, including the glazing and cladding have been submitted to and approved by the Local Planning Authority. The development shall thereafter only be constructed in accordance with the approved materials.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

7. No above ground construction work on the units shall commence until precise details showing the door and window profiles for the buildings (including a 1:20 section of the glazing details) and the fenestration details in particular the proposed materials and treatment of the north eastern corner of unit 100 have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

REASON: To control the development in detail and to ensure a high quality development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030

8. The Bird Hazard Management Plan dated November 2020 shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the buildings. 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.

9. Prior to the commencement of the development hereby permitted, full details of the maintenance and management of the SUDS system shall be set out in a site-specific maintenance document and submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented and maintained in accordance with the approved details.

REASON: To ensure the long term maintenance of the drainage system, prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030. This condition is required pre-commencement as it relates to how the site layout and building will be constructed.

10. Prior to the occupation of the development hereby permitted, a post construction certification that the surface water management drainage works have been constructed as stated and detailed in the Surface Water Management Plan contained within the Flood Risk Assessment dated October 2020 submitted with the application, shall be submitted to and approved in writing by the Local Planning Authority. This should be by a third party, which must not be the consultant responsible for the design of the drainage strategy.

REASON: This is a major development and the performance of the drainage system must be future proofed to avoid flooding within the development and subsequent flood risk to other areas close to the development site in accordance with Policy EN8 of the Crawley Borough Local Plan 2015 - 2030.

11. No solar panels shall be installed until full details have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved schemes are to take place unless agreed in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues in accordance with Policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD

12. The use of Unit 100 hereby permitted shall only be for B8 use and not for any other use as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) unless otherwise agreed in writing by the Local Plan Authority.

Agenda Item 6

REASON: To ensure that there is adequate parking provision on the site to reflect the use in accordance with Policy IN3 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

13. Notwithstanding Condition 2 above, prior to the first occupation of either of the units hereby permitted, details of the intended occupier of unit 200, the proposed use class for this unit and fixed parking layout identifying which spaces are to be allocated for each of the units, shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented.
REASON: to ensure that adequate parking is provided on site to reflect the use of the building in accordance with Policy IN3 and CH3 of the Crawley Borough Local Plan 2015 - 2030.
14. Prior to the occupation of the development hereby permitted, the covered and secure cycle parking spaces serving the respective units shall be provided in accordance with drawing 19278 P0006 Rev E.
REASON: To provide alternative travel options to the use of the car in accordance with Policy CH3, IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030
15. Within 6 months of the first occupation of the development hereby permitted, an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This document shall include a Car Parking Management Plan to ensure that parking for the development is contained within the site and shall also include the air quality mitigation measures. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport, to ensure overspill parking is not experience on the Manor Royal Industrial Estate and it limit the air quality impacts of the development in accordance with Policy CH3, ENV12, IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030
16. Prior to the occupation of the development hereby permitted, a Remediation Statement and Validation Report shall be submitted to and approved in writing by the Local Planning Authority as set out in the recommendations within the Ground Investigation Report dated October 2020.
REASON: To ensure the development does not increase the levels of pollution or hazards on site and to ensure that any contaminated land has been adequately remediated in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015 - 2030.
17. Within six months of the completion of the development hereby permitted, a post-construction report shall be submitted to and agreed in writing by the local planning authority, verifying that the unit has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.
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 and the Planning and Climate Change SPD.
18. Prior to the commencement of any above-ground works, details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that a District Energy Network is delivered in the vicinity, referred to in the submitted Energy Statement dated October 2020, shall be submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of environmental sustainability, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015 and the Planning and Climate Change SPD.
19. The development hereby permitted shall be carried out in accordance with the Tree Survey Report Revision A dated 15 October 2020 submitted with the application and the implementation works shall specifically ensure the following:
 - The no-dig cellular confinement system within the root protection area of T10 shall be increased to cover the majority of the car parking area to the front of the site
 - The cellweb (or similar) must be filled with imported, no-fines, clean stone and not demolition rubble from site.
 - Clean gravel should be used to make up any levels beyond the carpark edge towards the tree T10 rather than topsoil and the area should be left open rather than planted with shrubs.The tree protection measures as set out within Section 6 of the report must be implemented prior to the commencement of the development and thereafter maintained for the duration of the construction works.

Agenda Item 6

REASON: To ensure that the protected trees are not compromised during the construction of the development in accordance with Policy CH3 and CH6 of the Crawley Borough Local Plan 2015 - 2030.

20. All planting, seeding or turfing comprised in the approved details of the landscaping scheme as shown on drawing A4776 03 Rev E and level details as agreed under condition 4, 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 accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

21. No building shall be occupied until a Landscape Management Plan which covers a period of no less than 15 years has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall include a programme for implementation, long term design objectives, long term management responsibility and maintenance schedules for all landscaped areas. The development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity of the area in accordance with policy CH3 of the Crawley Borough Local Plan and the Manor Royal SPD.

22. The development hereby permitted shall be carried out in accordance with the Air Quality Dust Management Plan dated February 2021 submitted with the application in particular the requirements set out within section 5 of this report which must be implemented during the construction of the development.

REASON: To ensure that the development does not have a negative impact on Air Quality in accordance with Policy ENV12 of the Crawley Borough Local Plan 2015 - 2030.

INFORMATIVE(S)

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email: lgwcranes@gatwickairport.com

Please note that as from 31st May 2021 crane operators will in the first instance need to notify the Civil Aviation Authority (CAA) of any cranes in the UK that are over 10m in height or taller than the surrounding trees/structures. Notification should be at least 8 weeks before any crane is due on site. For further details please refer to CAP1096 'Guidance to Crane Operators on Aviation Lighting and Notification' available at www.caa.co.uk

2. 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.

3. The applicant is advised that there are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

With regard to surface water drainage 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-largesite/Apply-and-pay-for-services/Wastewater-services>

Agenda Item 6

4. The applicant is advised of the following advice from Southern Water:
- No excavation, mounding or tree planting should be carried out within 6 metres of the public water main without consent from Southern Water.
 - No new soakaways should be located within 5 metres of a public water main.
 - All existing infrastructure, including protective coatings and cathodic protection, should be protected during the course of construction works. Please refer to: southernwater.co.uk/media/default/PDFs/stand-off-distances.pdf

Following initial investigations, Southern Water can provide a water supply to the site. Southern Water requires a formal application for connection and on-site mains to be made by the developer. A formal application for a connection can be made via Southern Water's online developer services portal at: <https://developerservices.southernwater.co.uk>

5. The applicant is advised that there are restrictions on the proposed tree planting adjacent to Southern Water sewers, rising mains or water mains and any such proposed assets in the vicinity of existing planting. Reference should be made to Southern Water's publication "A Guide to Tree Planting near water Mains and Sewers" (southernwater.co.uk/media/1642/ds-tree-planting-guide.pdf) and the Sewerage Sector Guidance (water.org.uk/sewerage-sector-guidance-approved-documents/) with regards to any landscaping proposals and their restrictions and maintenance of tree planting adjacent to sewers, rising mains and water mains.
6. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act.

Trees and scrub are likely to contain nesting birds between 1 March and 31 August inclusive. Trees and scrub are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity during this period and shown it is absolutely certain that nesting birds are not present.

7. Although the Environment Agency have no comments on this planning application, the applicant may be required to apply for other consents directly from them. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and the EA have a regulatory role in issuing and monitoring them. The applicant should contact 03708 506 506 or consult their website:

<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>) to establish whether a consent will be required.

8. NPPF Statement

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

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

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



ArcGIS Web Map



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