


Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held **Virtually - Microsoft Teams Live**, on **Monday, 29 June 2020 at 7.30 pm**

Nightline Telephone No. 07881 500 227



Head of Legal, Democracy and HR

Membership:

Councillors

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

Please note: in accordance with Regulations in response to the COVID-19 Public Health Emergency, from April 2020 committee meetings will be 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. In order to allow committee members to take decisions without disruption, the **only** participants of this virtual meeting will be the committee members and the officers giving advice. 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 of the Council 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 - 10
To approve as a correct record the minutes of the Planning Committee held on 27 April 2020.		
5. Planning Application CR/2019/0589/FUL - Sullivan Drive, Bewbush, Crawley	Bewbush & North Broadfield	11 - 16
To consider report PES/352a of the Head of Economy and Planning.		
RECOMMENDATION to PERMIT.		
6. Planning Application CR/2020/0020/FUL - 6 Lundy Close, Broadfield, Crawley	Gossops Green & North East Broadfield	17 - 32
To consider report PES/352b of the Head of Economy and Planning.		
RECOMMENDATION to PERMIT.		
7. Planning Application CR/2020/0054/FUL - 9 Mill Road, Three Bridges, Crawley	Three Bridges	33 - 48

To consider report PES/352c of the
Head of Economy and Planning.

RECOMMENDATION to PERMIT.

8. 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

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

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Crawley Borough Council

Minutes of Planning Committee

Monday, 27 April 2020 at 7.30 pm

Councillors Present:

S Malik (Chair)

T McAleney (Vice-Chair)

L M Ascough, A Belben, J Hart, I T Irvine, K L Jaggard, G S Jhans, J Purdy and P C Smith

Officers Present:

Ann-Maria Brown Head of Legal, Democracy and HR

Jean McPherson Group Manager (Development Management)

Chris Pedlow Democratic Services Manager

Clem Smith Head of Economy and Planning

Jess Tamplin Democratic Services Support Officer

Apologies for Absence:

Councillor M Mwagale

1. Introduction by the Monitoring Officer/Head of Legal, Democracy and HR

The Monitoring Officer and Head of Legal, Democracy and HR provided the Committee with a summary of the Council's new Virtual Committee Procedure Rules. It was noted that at this meeting, a recorded vote would be taken on each item on the agenda.

2. Disclosures of Interest

No disclosures of interests were made.

3. Lobbying Declarations

No lobbying declarations were made.

4. Minutes

The minutes of the meeting of the Planning Committee held on 10 March 2020 were approved as a correct record and signed by the Chair.

5. Planning Application CR/2019/0904/TPO - Amenity Land to the Front of 99/101 Worth Road, Pound Hill, Crawley

The Committee considered report [PES/332a](#) of the Head of Economy and Planning which proposed as follows:

Acer – crown radius reduction of up to 1.5m and reduction in height by up to 0.75m to appropriate growth points.

Councillors A Belben, Jaggard, Purdy, and P Smith declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application. The proposed maintenance works had been publicised through a site notice and letters to nearby neighbours and no responses had been received. The tree was a mature specimen, but the works would not be detrimental to the health of the tree.

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, are recorded as set out below:

For the recommendation to consent:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Jhans, Malik, McAleney, Purdy, and P Smith. (10)

Against the recommendation to consent:

None.

Abstentions:

None.

RESOLVED

Consent subject to conditions set out in report [PES/332a](#).

6. Planning Application CR/2019/0906/TPO - Amenity Land to the Front of 105/107 Worth Road, Pound Hill, Crawley

The Committee considered report [PES/332b](#) of the Head of Economy and Planning which proposed as follows:

Robinia – reduce height and crown radius by 1.5m. Remove epicormic growth up to crown break.

Councillors A Belben, Jaggard, Purdy, and P Smith declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application. The proposed maintenance works had been publicised through a site notice and letters to nearby neighbours and no responses had been received.

The Committee then considered the application.

Agenda Item 4

Planning Committee (54)
27 April 2020

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, are recorded as set out below:

For the recommendation to consent:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Jhans, Malik, McAleney, Purdy, and P Smith. (10)

Against the recommendation to consent:

None.

Abstentions:

None.

RESOLVED

Consent subject to conditions set out in report [PES/332b](#).

7. Planning Application CR/2019/0907/TPO - Amenity Land to the Front of 51/53 Worth Road, Pound Hill, Crawley

The Committee considered report [PES/332c](#) of the Head of Economy and Planning which proposed as follows:

Robinia – clear holly/yew from around base. Crown radius reduction of up to 2m and reduction in height by up to 1m to appropriate growth points. Removal of basal/epicormic growth.

Councillors A Belben, Jaggard, Purdy, and P Smith declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application. The proposed maintenance works had been publicised through a site notice and letters to nearby neighbours and no responses had been received. The trees to be removed around the base of the trunk of the robinia were not protected by any Tree Preservation Orders.

The Committee then considered the application. Clarification was sought that the removal of the smaller trees would not damage the roots of the robinia tree.

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, are recorded as set out below:

For the recommendation to consent:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Jhans, Malik, McAleney, Purdy, and P Smith. (10)

Against the recommendation to consent:

None.

Abstentions:

None.

RESOLVED

Consent subject to conditions set out in report [PES/332c](#).

8. **Planning Application CR/2019/0908/TPO - Amenity Land to the Front of 57/59 Worth Road, Pound Hill, Crawley**

The Committee considered report [PES/332d](#) of the Head of Economy and Planning which proposed as follows:

Robinia – crown reduction – reduce from footpath/road/street lamp by 1.5/2m to appropriate growth points/rebalance crown. Removal of basal/epicormics growth.

Councillors A Belben, Jaggard, Purdy, and P Smith declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application. The proposed maintenance works had been publicised through a site notice and letters to nearby neighbours and no responses had been received.

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, are recorded as set out below:

For the recommendation to consent:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Jhans, Malik, McAleney, Purdy, and P Smith. (10)

Against the recommendation to consent:

None.

Abstentions:

None.

RESOLVED

Consent subject to conditions set out in report [PES/332d](#).

9. **Planning Application CR/2019/0911/TPO - Amenity Land to the Front of 63/65 Worth Road, Pound Hill, Crawley**

The Committee considered report [PES/332e](#) of the Head of Economy and Planning which proposed as follows:

Robinia – reduce crown radius by up to of 2m and crown height by up to 1m to appropriate growth points. Removal of basal/epicormic growth.

Councillors A Belben, Jaggard, Purdy, and P Smith declared they had visited the site.

Agenda Item 4

Planning Committee (56)
27 April 2020

The Group Manager (Development Management) provided a verbal summation of the application and updated the Committee that a minor change to the wording of the proposal had been made, to read 'Robinia – reduce crown radius by 1.5m to 2m and crown height by up to 1m to appropriate growth points. Removal of basal/epicormic growth'. The proposed maintenance works had been publicised through a site notice and letters to nearby neighbours and no responses had been received.

The Committee then considered the application. In response to a question from a Committee member, it was confirmed that the specimen was regarded as a single five-stemmed tree and the recommended tree works were considered on this basis, rather than as five individual specimens.

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, are recorded as set out below:

For the recommendation to consent:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Jhans, Malik, McAleney, Purdy, and P Smith. (10)

Against the recommendation to consent:

None.

Abstentions:

None.

RESOLVED

Consent in line with the amended wording of the proposal, and subject to conditions set out in report [PES/332e](#).

10. Planning Application CR/2019/0912/TPO - Amenity Land to the Front of 75/77 Worth Road, Pound Hill, Crawley

The Committee considered report [PES/332f](#) of the Head of Economy and Planning which proposed as follows:

Robinia – crown lift by 2m. Reduce crown radius by up to of 2m and reduce crown height by up to 1m to appropriate growth points.

Councillors A Belben, Jaggard, Purdy, and P Smith declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application and updated the Committee that a minor change to the wording of the proposal had been made, to read 'Robinia – crown lift by 2m. Reduce crown radius by 1.5m to 2m and reduce crown height by up to 1m to appropriate growth points'. The proposed maintenance works had been publicised through a site notice and letters to nearby neighbours and no responses had been received.

The Committee then considered the application. In response to a question from a Committee member, it was confirmed that the subject of the application was the tree in the centre of the photograph in the report, rather than the tree at the right of the

Agenda Item 4

Planning Committee (57)
27 April 2020

photograph. Maintenance was necessary to distance the branches from nearby telephone cables.

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, are recorded as set out below:

For the recommendation to consent:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Jhans, Malik, McAleney, Purdy, and P Smith. (10)

Against the recommendation to consent:

None.

Abstentions:

None.

RESOLVED

Consent in line with the amended wording of the proposal, and subject to conditions set out in report [PES/332f](#).

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 8.42 pm

S Malik (Chair)

Agenda Item 5

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 29 June 2020
REPORT NO: PES/352(a)

REFERENCE NO: CR/2019/0589/FUL

LOCATION: [SULLIVAN DRIVE, BEWBUSH, CRAWLEY](#)
WARD: Bewbush and North Broadfield
PROPOSAL: CONSTRUCTION OF A BUS GATE TO ENABLE BUSES TO PASS BETWEEN THE RESIDENTIAL NEIGHBOURHOODS OF BEWBUSH AND KILNWOOD VALE ALONG WITH ASSOCIATED PEDESTRIAN WALKWAY, DRAINAGE AND LANDSCAPING (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 10 October 2019

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: Crest Nicholson Operations Limited

AGENTS NAME: Savills

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
11950-SD-CH100	P5	Site Location Plan
11950-SD-CH-101	P3	Block Plan
11950-SD-CD-100	P6	Strategic Drainage Layout
11950-SD-CH-105	10	Proposed Horizontal Alignment
11950-SD-CH-106	P5	Proposed Vertical Alignment
11950-SD-CH-107	P4	Proposed Contours
11950-SD-CH-108	11	Proposed Pavement Construction
11950-SD-CH109	P8	Proposed Vehicle Tracking
11950-SD-CH110	12	Proposed Signage And Road Markings
11950-SD-CH111	P6	Visibility Splays
11950-SD-CH112	P6	Lighting Column Locations
2754-5-SD DR-5000	P8	Landscape Proposals
2754-5-SD DR-5001	P7	Softworks Proposals
2754-5-SD DR-5500	P2	Typical Tree Pit Details
2754-5-SD DR-5600	P2	Timber Cleft Knee Rail Details
2754-5-SD DR-5601	P3	Timber Bollard Details
2754-5-SD DR-5602	P1	Cleft 3 Rail Fence Details
11950-SD-CD-110	P3	Spruce Hill Brook Proposed Culvert Details

PURPOSE

Members will recall that a report on planning application CR/2019/0589/FUL relating to the construction of a bus gate between the residential neighbourhoods of Bewbush and Kilnwood Vale was considered at the Planning Committee on the 14th January 2020.

The current report sets out to update the Planning Committee on the committee resolution to grant planning permission subject to the conclusion of a Section 106 Agreement.

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BACKGROUND

The site to which this report relates is around 0.17 hectares of land crossing the administrative boundaries of Crawley and Horsham. The land within Crawley Borough is open space and formerly part of Bewbush West Playing Field. It comprises a mixture of grass and woodland/scrub. The proposal was to construct a single track bus gate between the Sullivan Drive roundabout connecting to a spine road within Kilnwood Vale to allow improved access for buses. A new pedestrian and cycle path was also proposed as part of the design.

The Planning Committee resolved to grant planning permission subject to the completion of a Section 106 Agreement to secure appropriate tree mitigation and subject to a number of conditions.

The S106 was required to mitigate for the trees to be lost from the amenity land in order to make space for the bus gate. At the time the report was prepared the applicants had not demonstrated that they could plant the required number of trees to mitigate those lost in line with policy CH6 and therefore a contribution would be necessary for the shortfall.

From the evidence provided with the planning application, which included a tree survey, 9 specimen trees were proposed to be removed along with 19 trees from within the self-seeded woodland. Based on the tree sizes and the replanting standards set out in policy CH6, 34 new trees were required for the 9 specimen trees to be removed and a further 19 trees (based on a 1-1 replacement) were required for those lost from the self-seeded woodland. In total there was a requirement for 53 replacement trees.

PROPOSED CHANGES

At the time the application was presented to the committee, the applicants were proposing the planting of 34 replacement trees (a shortfall of 19 specimens).

Since the Committee resolution, the applicants have been working with Officers to increase the tree planting on the site and to improve the species mix of the landscaping. An amended scheme has now been submitted which proposes 63 replacement trees (although it should be noted 4 of these are within Horsham District due to the cross boundary nature of the application). A total of 59 trees are proposed within the CBC boundary, which is 6 more than the required 53 replacements calculated.

The amended plan is considered to show an appropriate number of trees and of suitable species to provide attractive screening and space to establish. It is therefore considered that it has been demonstrated that a suitable landscaping scheme can be provided with the appropriate number of replacement trees. As the tree mitigation can now be planted wholly on land owned and controlled by the applicant, the requirement for tree mitigation through off site provision in the form of a tree contribution is no longer required. The landscaping condition is still proposed as precise details of the hard and soft landscaping design still need to be agreed.

It should be noted however that since the Committee resolution, the trees have been cleared from the site. There has been one further representation from a nearby resident since the previous report querying why trees on the northern side of the bus gate had been felled. The applicants have rechecked the site following this query and provided evidence that the felling has been undertaken in accordance with the submitted tree clearance plan. The number of trees that need to be replaced is not changed as result of the tree clearance that has been undertaken.

Officers therefore recommend that the application be permitted without the requirement for a Section 106 Agreement, given that the replacement trees can now be accommodated on the applicant's land (and within the CBC boundary). Officers consider that the approach to providing the tree mitigation on site is not only in line with policy CH6 but is also clearly preferable to the off-site payment in lieu.

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RECOMMENDATION RE: CR/2019/0589/FUL

PERMIT - Subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. Notwithstanding any design submitted with the application details, the culvert should be no more than 20m long with a 'v' notch shaped to the base of the culvert.
REASON: To control the detail of the design and ensure the development does not increase the risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
4. Prior to first use of the bus gate, at least 5m of channel length either side of the culvert must be restored by removing the existing concrete channel and replacing with 20mm sized gravels. The 5m of restoration of the culvert should start from the end of the culvert headwall either side.
REASON: In order to ensure adequate mitigation for the culvert and to avoid the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
5. The development shall be carried out in accordance with the submitted Flood Risk Assessment (Reference 11950 and associated drainage revision note F1) and the following mitigation measures it details save as varied by the points listed below:
The low flow channel within the culvert is to be set 300mm below the existing bed level.
There is a minimum freeboard of 150mm from the anticipated 1 in 1000 year water level and the top of the culvert.
The culvert is sized as 1500mm x 1500mm.
The proposed drainage strategy is correctly implemented.
The minimum orifice on the flow control pipes is 75mm.
These mitigation measures shall be fully implemented prior to the bus gate being brought into operation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter through the lifetime of the development.
REASON: To prevent an increased risk of flooding to the area and to reduce the risk of blockage to the control pipes in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
6. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on and off site have been protected in accordance with the details set out in the Arboricultural Method Statement and accompanying tree retention / removal plan 2754-5-SD DR-5701-S4-P4. Within the protected areas, the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
7. The development hereby approved shall not be brought into use unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping hard and soft which shall include details of the following:
 1. Details of all soft planting (species, numbers of specimens, plant size, spacing, medium for planting and method of implementation);
 2. Details of paving /surfacing;
 3. Details of all fencing to include the proposed boundary treatment for the rear boundaries of numbers 37-42 Manor Fields to be informed by a detailed cross section drawing showing the change in levels between the rear gardens and carriageway;

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4. Details of the retaining wall structures and landscaping thereof;
5. Details of any external lighting (to accord with the recommendations in the submitted Ecological Assessment);
6. Details of the enhancement opportunities provided within the layout to address the requirements in for mitigation as set out in the Ecological appraisal;
7. Details of maintenance and management of the hard and soft landscaping.
The approved details of the landscaping shall be carried out by the end of the first planting and seeding season, following the completion of the development, and any trees or plants which, within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other 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 to ensure appropriate species mix and adequate screening / privacy for the residents of Manorfields in accordance with policies ENV2, CH6 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

8. The bus gate shall not be first used until enforcement cameras have been implemented on the bus gate in accordance with plans and details that have first been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The submitted details shall include but not be limited to the locations and specification of the proposed enforcement cameras and how they will operate.

REASON: To prioritise sustainable transport to Kilnwood Vale and to ensure these are appropriately located to safeguard the privacy of adjoining residents in accordance with policies SD1 and CH3 of the Crawley Borough Local Plan 2015-2030.

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

- the method of access and routing of vehicles during construction;
- the parking of vehicles by site operatives and visitors,
- 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,
- those measures necessary to safeguard the users of the bridway number 1550.

REASON: In the interests of highway safety and the amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

10. The development hereby approved shall not be brought into use unless and until there has been submitted to and approved by the Local Planning Authority in writing a Noise Survey and a detailed scheme of mitigation. The agreed mitigation measures shall be implemented prior to the first use of the bus gate.

REASON: To safeguard the amenity of occupiers of noise sensitive properties in accordance with policy ENV11 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES(S)

1. Provision of Adoptable Highway
The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Highway Agreement Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.
2. Traffic Regulation Order
The applicant is advised to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with the proposed prohibition of

Agenda Item 5

driving along the bus gate for vehicles other than passenger transport and emergency vehicles. The application would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.

1. NPPF Statement

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

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

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

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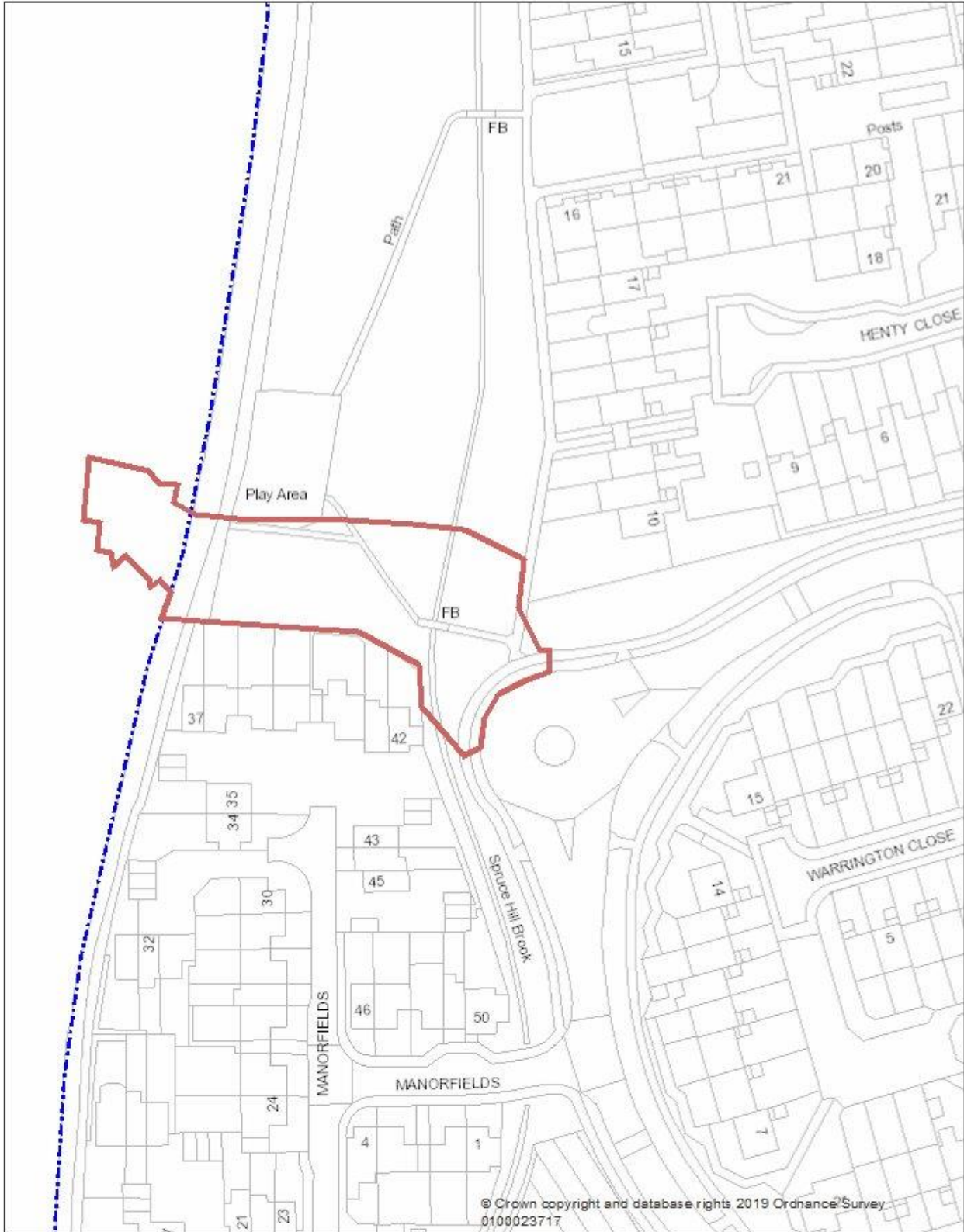


ArcGIS Web Map



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

1:1,000



Agenda Item 6

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 29 June 2020
REPORT NO: PES/352(b)

REFERENCE NO: CR/2020/0020/FUL

LOCATION: [6 LUNDY CLOSE, BROADFIELD, CRAWLEY](#)
WARD: Gossops Green and North East Broadfield
PROPOSAL: DEMOLITION OF EXISTING SINGLE STOREY GARAGE & TIMBER GARDEN ROOM & ERECTION OF 1X TWO BEDROOM DWELLING & NEW DETACHED GARAGE FOR 6 LUNDY CLOSE

TARGET DECISION DATE: 28 April 2020

CASE OFFICER: Miss S. Hobden

APPLICANTS NAME: Mr & Mrs Wise
AGENTS NAME: Light Design Services

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
LDS19-LC-001	C	Existing Location Plan
LDS19-LC-002	C	Proposed Location Plan
LDS19-LC-003	C	Proposed Site Plan
LDS19-LC-004	C	Proposed Elevations & Floor Plans
LDS19-LC-005	C	Proposed Garage
Arbtech TCP 01		Tree Protection Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	WSCC Highways	No objection subject to conditions
2.	National Air Traffic Services (NATS)	No objection
3.	Thames Water	No comment
4.	CBC Property Division	No comment
5.	CBC Planning Arboricultural Officer	No objection subject to conditions
6.	CBC Refuse & Recycling Team	No objection
7.	Southern Water Ltd	No objection
8.	CBC Energy Efficiency & Sustainability	No objection subject to conditions
9.	Ecology Officer	No objection subject to conditions

NEIGHBOUR NOTIFICATIONS:-

1, 4, 8, 10, 12 and 14 Lundy Close;
12 Anglesey Close.

RESPONSES RECEIVED:-

Seven letters of objection have been received and are summarised as follows:

- The repositioning of the boundary fence closer to the public footpath and concerns that the proposal is being built on land owned by Crawley Council.
- Close proximity to neighbouring houses.

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- Loss of light and views.
- Overlooking from the windows resulting in a loss of privacy.
- The trees to be planted may cause damage to the drains and to neighbouring gardens.
- Disruption to the road will be considerable.
- Street scene and character will change and the design is not in keeping with the area.
- Parking for the proposed dwelling does not look practical. The area appears congested and may result in parking issues.
- Noise issues from additional cars parking, noisy neighbours and builders/lorries during construction.
- The street already has parking issues due to the football stadium.
- Concern the new dwelling will increase the risk of crime (e.g. burglary and risk of attacks along the footpath) due to the house blocking views of the neighbouring house and enclosing the public footpath.
- Restricted access to nearby garage from builders/lorries during construction.

REASON FOR REPORTING TO COMMITTEE:-

The application has received more than four objections with a recommendation to permit.

THE APPLICATION SITE:-

- 1.1 The application site relates to the side garden area of 6 Lundy Close and currently contains a shed and part of the garage. No. 6 is a two storey detached house with asymmetric roof, lower eaves at the front and a front box dormer. Other houses along the cul-de-sac are of matching designs. The site is located to the south of 8 – 14 Lundy Close, which include two pairs of semi-detached houses of similar design, but perpendicular to No. 6.
- 1.2 The site is a broadly rectangular shape with a public footpath running along its north and east boundaries. These footpaths form part of the adopted public highway. The north, east and west boundaries are enclosed by 1.8 metre high timber fencing. To the rear is Broadfield Brook and an area of woodland with Broadfield Park is beyond. The Broadfield Brook area forms an Archaeological Notification Area and is owned by the Borough Council. The area is residential in nature with two storey semi-detached houses surrounding the site. The properties are set back from the highway with staggered building lines in certain parts of the road and regular gaps between the houses. There is a parking layby directly outside the application site.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of a two storey detached dwelling within the side garden area of 6 Lundy Close. The drawings show a staggered building line with the proposed dwelling being located approx. 7m further back than No. 6 Lundy Close. The access would be provided from the public highway to the front (west) of the site across the front drive and garden area of 6 Lundy Close. The plans indicate that this would be a shared right of way.
- 2.2 The plans show a two storey house rectangular in footprint with an asymmetric roof design and front flat roof dormer. The design of the dwelling would match No. 6 and the other surrounding properties, which are all of a uniform design comprising brick with concrete pan tile asymmetric roofs and flat roof front dormers.
- 2.3 Following amendments, the proposed house has been repositioned slightly further forward and 0.5m closer to the side boundary of No. 6 Lundy Close.

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PLANNING HISTORY:-

3.1 No relevant planning history.

PLANNING POLICY:-

National Planning Policy Framework (2019):

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

- Section 2 (Sustainable Development) – This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective- to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
- Section 5 (Delivering a sufficient supply of homes) - To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- Section 9 (Promoting sustainable transport) – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
- Section 11 (Making effective use of land) – this section promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use of possible of previously-developed or 'brownfield' land.
- Section 12 (Achieving well-designed places) - The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

4.2 The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals, the council will take a positive approach to approving development which is sustainable.
- Policy CH1: The Neighbourhood Principle will be protected and enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2: Principles of Good Urban Design seeks to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide

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

- Policy CH4: Comprehensive Development and Efficient use of land requires all development proposals to use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards.
- Policy CH6: Tree Planting and Replacement Standards. Landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies.
- Policy CH7: Structural Landscaping. Areas of soft landscape make an important contribution to the town and its neighbourhoods, in terms of character and appearance, structure, screening or softening. Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping, where appropriate.
- Policy CH8: Important Views. The important views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme.
- Policy H4: Affordable and Low Cost Housing. 40% affordable housing will be required from all residential developments. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent or Social rent where other forms of subsidy exist, and up to 30% intermediate rent. For sites of 5 dwellings or less or sites less than 0.2ha in size, a commuted sum towards off-site affordable housing provision will be sought.
- Policy ENV1: Green Infrastructure. This policy states that Crawley’s multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV2: Biodiversity. It states that all developments will be required to incorporate features to encourage biodiversity.
- Policy ENV6: Sustainable Design and Construction. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements.
- Policy ENV9: Tackling Water Stress. New dwellings should where viable and technically feasible, meet the Building Regulations optional requirement for tighter water efficiency.
- Policy ENV11: Development and Noise. This states that quality of life must be protected from unacceptable noise impacts and particularly highlights the sensitivity of residential development.
- Policy IN1: Infrastructure Provision. Development will be permitted where it is supported by the necessary infrastructure both on and off site to avoid any significant cumulative effects on the existing infrastructure services. The council will seek to implement a Community Infrastructure Levy

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(CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.

- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the Borough Council's car and cycle parking standards.

Emerging Crawley Borough Local Plan 2020 – 2035 (Regulation 19 Draft)

4.3 The Local Plan Review 2020-2035 has been the subject of consultation and therefore limited weight should be given to the following applicable policies:

- 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: Local Character and Design of New Development.
- Policy DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings (including conversion).
- Policy DD4: Tree and Landscape Character Planting.
- Policy DD5: Tree Replacement Standards.
- Policy OS2: Provision of Open Space and Recreational Facilities.
- Policy IN1: Infrastructure Provision
- Policy IN3 Supporting High Quality Communications.
- Policy H1: Housing Provision
- Policy H3: Housing Typologies
- Policy H3b: Densification, Infill Opportunities and Small Sites
- Policy H3f: Open Spaces
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- Policy GI1: Green Infrastructure
- Policy GI2: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC3: Tackling Water Stress
- Policy EP4: Development and Noise.
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

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Supplementary Planning Documents

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

Urban Design SPD (adopted October 2016)

4.5 The SPD includes further design guidance and examples on residential development and sets out further guidance on minimum rear window to window distances (21 metres for two storeys) and internal and external space standards. It also includes the Crawley Borough Parking Standards which are minimum standards based on likely demand in terms of car ownership, taking into account the accessibility of the area by modes of transport other than the car. The minimum standards are 1.5 spaces for a 2 bed dwelling in this location. Regarding cycle parking it is stated that: *'All cycle parking must be sheltered and secure and in accordance with local guidance and best practice design. For a 2 bed dwellings 2 cycle parking spaces should be provided'*.

Green Infrastructure SPD (adopted October 2016)

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

Planning and Climate Change SPD (adopted October 2016)

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

Affordable Housing SPD (adopted November 2017)

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

Crawley Community Infrastructure Levy Charging Schedule 2016

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

Developer Contributions Guidance Note (published July 2016)

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

PLANNING CONSIDERATIONS:-

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

- The principle of the development in this location
- The design & appearance of the proposal and its impact on the street scene & character of the area
- The acceptability of the proposed development for future occupiers
- The impact on neighbouring properties, amenity, crime and anti-social behaviour

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- Parking and highway safety
- Trees & Ecology
- Archaeology
- Sustainability
- Provision of Affordable Housing
- Community Infrastructure Levy

The principle of the development in this location

5.2 The proposal would provide one additional dwelling to meet Crawley's housing needs. The site is located within the built up area boundary of the Crawley Borough, as defined within the Crawley Borough Local Plan 2015-2030, and is in a sustainable location close to Broadfield Parade and bus stops at Broadfield Stadium within the existing residential area of Broadfield. The principle of development in this area is therefore considered acceptable in terms of the provisions of Policy H1. The use of the site for a new dwelling is in accordance with NPPF objectives to promote and encourage residential development on appropriate sites. However, this policy also seeks to avoid detrimental town-cramming or adverse impact on residential amenity. Whilst the principle of an additional dwelling is considered acceptable, the more detailed matters considered below would also need to be addressed.

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

- 5.3 To the north-east of the site is the Broadfield 3G pitch & pavilion and Broadfield Stadium. However, the immediate street-scene is predominantly residential and characterised by semi-detached two storey houses which are of a consistent style, design and appearance. The houses have a steeper roof pitch to the front and a shallower roof pitch to the rear, with the exception of Nos. 8 – 14 Lundy Close. They have front flat roofed dormer windows and overhanging eaves over front porches. The materials are brick, white UPVC windows and doors, brown roof tiles and brown hanging tiles on the dormer window surrounds. The properties are generally set back from the road, retain spacious gaps between the pairs of houses of approx. 5-6m. According to the Urban Design SPD and Local Policies CH2 and CH3, the scale, massing and form of proposed residential developments should relate to the surrounding area.
- 5.4 The main proposal is a new two storey, detached dwelling located to the side of 6 Lundy Close, following the demolition of the existing timber outbuilding and garage. The car parking area would be to the front of the house parallel to the road. The proposed dwelling would be set back from the front of no. 6 by approx. 6.5m and would retain a 3.5m gap between the existing and proposed dwellings. The proposal would match the proportions, materials, detailing and roof design of the other dwellings within this close. It is noted that the proposed dwelling would be detached and all the existing dwellings within this street scene are semi-detached. However, a very similar design is proposed and this is not considered to significantly detract from the visual amenities of the area. The design, size and scale of the dwelling is therefore, considered acceptable and would have a sympathetic relationship and scale with the properties in the immediate area.
- 5.5 The proposed development would also involve the demolition of the existing detached garage at No. 6 Lundy Close and the erection of a new garage to serve the existing house. The proposed garage would match the size, design and materials of the existing garage to be demolished, it would be set further back within the curtilage of no. 6 and would be situated in line with the neighbouring garages at Nos. 2 and 4 Lundy Close. The proposed garage is therefore considered to be acceptable and would be in keeping with the character and design of the existing garage and the position of the neighbouring garages.

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- 5.6 Overall, the proposed dwelling and replacement garage are considered appropriate to and in keeping with the character and design of the surrounding area. The proposal is considered to accord with the relevant policies of the Crawley Borough Local Plan 2015-2030, the Urban Design SPD and the relevant paragraphs of the NPPF.

The acceptability of the proposed development for future occupiers

- 5.7 Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which are based on the Nationally Described Space Standards. A two storey, 2 bed dwelling for 3 persons should provide a minimum internal floor space of 70sqm. The proposed dwelling would provide living accommodation of 70.1sqm and would therefore accord with Policy CH5 in this regard.
- 5.8 The Council's Urban Design SPD requires 60sqm of external private amenity space for a 3 occupant dwelling. The proposed dwelling would have a private rear garden area measuring approx. 85sqm, which is considered acceptable. An outdoor amenity space of 88.8sqm would remain for No. 6 Lundy Close (3 bedroom dwelling) which is also in accordance with the recommended standards contained in the Urban Design SPD. Furthermore, the properties within this street have similar garden areas and as such the garden areas for the existing and proposed houses are considered acceptable.
- 5.9 Nos. 8-10 are located further forward than the proposed dwelling, with No. 8 overlooking the car parking area to the front of the proposed dwelling and No. 10 facing the gable end of the proposed dwelling. It is therefore considered that there is no issue of overlooking to the private garden space to the rear of the proposed dwelling from these properties.
- 5.10 Nos. 12-14 would face onto the rear garden area of the proposed dwelling. They would be located more than 12m away from the side boundary of the application site though and the garden would be shielded at ground floor level by the existing 1.8m high close board boundary fence. The position of the neighbouring properties in relation to the proposed site is not considered to be an uncommon urban relationship and is typical of many properties within the Crawley area. It should also be noted that the proposal requires the planting of a tree along this side boundary within the application site. Depending on siting, this could also help to screen views of the rear garden. On balance it is considered that the neighbouring dwellings would not have a detrimental overlooking impact on the private garden space for the future occupants of the proposed dwelling.
- 5.11 The plans do not show a bin storage area. However, it is considered that there is ample space to the front, side or rear of the proposed and existing dwellings to accommodate refuse and recycling bins. There should be no issue presenting bins for collection at the edge of the property as it has direct access to the public footpath. The Council's Refuse & Recycling Team have therefore raised no objections to the proposal as they do not foresee any issues providing a waste collection service to the property.
- 5.12 To conclude, the proposal is considered to provide a suitable and acceptable environment for potential future occupiers and would accord with the relevant policies of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the NPPF.

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The impact on neighbouring properties, amenity, crime and anti-social behaviour

- 5.13 The neighbouring properties most affected by the proposed development are Nos. 8 – 14 Lundy Close to the north of the application site, 6 Lundy Close to the south of the site and 12 Anglesey Close to the west of the site. There are no neighbours to the rear of the site, which is an area of woodland.
- 5.14 With regard to 6 Lundy Close, this property is a two storey, semi-detached dwelling with a window at first floor level on its north-west side elevation. The application would result in a smaller plot layout for 6 Lundy Close. The proposed dwelling would be set back from the frontage of No. 6 by approx. 6.5m and would retain a gap of approx. 3.5m between the proposed dwelling and the side elevation of 6 Lundy Close. The proposal would be further separated by No. 6's detached garage. It is noted that the proposed dwelling would encroach into an area measured 60 degrees from No. 6's nearest first floor rear window. Given the separation distance between the properties and that the proposal would be located to the north of no. 6, the proposed dwelling is not considered to have a significant detrimental impact on the occupants of this adjoining property by way of being overbearing causing a loss of light or a loss of privacy. Furthermore, as the proposed dwelling would be located to the north of No. 6 it is not considered to have a significant overshadowing impact.
- 5.15 The properties within this area generally retain spacious gaps between the properties therefore this relationship is considered acceptable, typical of this urban area and the two storey dwelling in the position shown would not be harmful.
- 5.16 Nos. 8 – 14 Lundy Close would face the gable end of the proposed dwelling. The proposal would be located a minimum of 10.9m away from 8 - 10 Lundy Close and 14.8m away from 12 – 14 Lundy Close. This would comply with the minimum 10.5m separation distance set out in the Urban Design SPD. It is noted that the north-west elevation would include two windows at ground and first floor level however, these would serve the kitchen and landing areas which are not considered habitable rooms where occupants would spend significant amounts of time.
- 5.17 In addition, it is noted that the proposed dwelling would be located to the south of the front elevations of Nos. 8 – 14 Lundy Close. Some overshadowing could occur from the new dwelling. However, given the separation distance and that these dwellings are already overshadowed by the canopies of the existing trees along Broadfield Brook, the proposed dwelling is not considered to cause a significant detrimental impact on the amenities of these properties.
- 5.18 This relationship is considered acceptable and the proposed two storey dwelling in the position shown would not be harmful to the amenities enjoyed by the occupants of no's 8 – 14 Lundy Close by way of privacy loss or an overbearing presence given the separation distance.
- 5.19 In respect to No. 12 Anglesey Close, the proposed dwelling would face the eastern side boundary and rear garden area of no. 12 however, it would be separated from this property by a road and a distance of over 21m. Furthermore, direct views of this dwellings rear garden area would also be screened by the trees located on the grass verge adjacent to this property. It is therefore considered that the proposed dwelling would not have a detrimental impact on the amenities of No. 12 by way of overlooking and causing loss of privacy.
- 5.20 The application site has a public footpath running along its side and rear boundaries. This footpath provides access to the front of Nos. 8 – 14 Lundy Close and leads through Broadfield Brook to Horsham Road to the north-west and Coachmans Drive to the south-east. Neighbours have expressed concern that the new dwelling would increase the risk of crime (e.g. burglary and risk of attacks along the footpath), due to the proposed house blocking views of the neighbouring houses (Nos. 8 – 14) and enclosing the public footpath.

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- 5.21 The proposed dwelling would be positioned to the south-east of the site, closer to no. 6 Lundy Close, and would be located in excess of 2m away from the footpath. It is acknowledged that the proposed dwelling would, to some extent, enclose the footpath. However, there would still be a gap of around 12 metres between buildings along the footpath and this relationship is not considered uncommon for urban areas such as Crawley. Although the dwelling will block some views from Lundy Close of the neighbouring houses, it is considered that the presence of the new dwelling itself with windows overlooking the public footpath would provide natural surveillance, along with the existing houses. There is no evidence to demonstrate that a significant risk of additional crime and anti-social behaviour would result. Moreover, it is also noted that there are lamp posts located at both ends of the footpath which should help to reduce the risk of night time crime. The proposed dwelling is therefore not considered to increase the risk of crime or anti-social behaviour and is acceptable.

Parking and Highway safety

- 5.22 The drawings show that the application site would be accessed via Lundy Close and the existing private driveway of 6 Lundy Close. The proposal would involve the erection and re-positioning of a new garage at no. 6 Lundy Close. The existing parking arrangements of 1 garage space and 2 hardstanding spaces for No. 6 would be retained. The parking for the proposed dwelling would be to the front with space to park 2 vehicles off-street in a tandem layout. The minimum car and bicycle parking standards for a two bedroom property in this location is 1.5 car parking spaces and 2 bicycle spaces. All bicycle parking must be sheltered and secure.
- 5.23 WSCC Highways have raised no objection subject to conditions to secure car and cycle parking spaces. They commented that the site is located on and accessed via Lundy Close, an unclassified no-through road subject to a 30 mph speed limit. An established access point would serve the proposed dwelling and there are no apparent visibility issues at this access point. No changes to the access are proposed. Furthermore, there have been no recorded injury collisions within the vicinity of the site. Consequently, there is no evidence to suggest that the existing access is currently operating unsafely or that the proposal would exacerbate an existing safety concern. A turn on site is preferred where possible for improved visibility. WSCC note that on-site turning does not appear achievable but do not anticipate any adverse impact on the highway.
- 5.24 In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, WSCC requests that developers provide all new homes with electric vehicle (EV) charging points. Due to the small-scale nature of this proposal, the anticipated provision of active EV spaces for this development would be one space, in accordance with WSCC guidance. The applicant has agreed to the provision of one EV charging point and this has been included on the plans.
- 5.25 In addition, cycle storage shall be provided in accordance with Manual for Streets (MfS) and WSCC guidance for covered, lockable storage. The drawings show an external cycle store with provision for 3 cycles. This is in accordance with WSCC and Crawley Parking Standards.
- 5.26 The site is situated in a sustainable location within walking distance of shops, schools and other amenities. Cycling is a viable option in the area. In terms of public transport, nearby bus stops on Coachmans Drive offer regular services between Gatwick and Bewbush (10 Fastway), as well as services between Langshott and Broadfield every 45 minutes (20 Fastway). Crawley train station is within cycling distance, being approximately 2km from the site.
- 5.27 As such the proposal is considered acceptable regarding the parking standards and the access arrangements, despite the expressed concerns from nearby occupiers. WSCC Highways do not consider that the proposal would have a 'severe' impact on the operation of the highway network.

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The parking arrangements are therefore considered acceptable, subject to conditions, and would accord with the guidance set out in the Urban Design SPD and Local Plan Policies CH3 and IN4.

Trees & ecology

- 5.28 The application site does not include any trees, but there are some adjacent mature trees on Crawley Council land to the north of the site. The Council's Arboriculture Officer considers the trees to the rear of the site may be a little overbearing on the proposed dwelling, but raises no objection stating that this could be easily mitigated with light pruning. The trees are under the ownership of Crawley Council and are regularly maintained, so no significant future conflict is expected. A tree protection plan (TPP) is required in order to avoid any impact on the roots of these trees. A TPP has been received and is acceptable. Therefore, subject to conditions, the proposal is considered acceptable in this regard.
- 5.29 In respect to replacement trees, the creation of one additional dwelling would require the provision of 1 additional tree, under Local Plan Policy CH6. Although, the information provided does not show the provision of any new trees within the application site, the Council's Arboricultural Officer has advised that there is space to plant either a small Cherry tree or Rowan tree along the northern side boundary. As such, it is considered that this tree provision could be accommodated within the site and controlled via a condition.
- 5.30 The application site is identified as being adjacent to a Biodiversity Opportunity area to the rear of the site. The Council's Ecologist has been consulted and has raised no objection to the proposed development subject to a condition requiring details of wildlife habitat enhancements, including provision of a suitable integral bat and bird boxes to be submitted to, and approved in writing, by the Local Planning Authority.
- 5.31 To conclude, the proposal is considered acceptable in this regard subject to a condition requiring wildlife habitat enhancements. The proposal would therefore accord with Policy ENV2 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the NPPF.

Archaeology

- 5.32 The application site is located adjacent to an identified Archaeological Area relating to a known Roman Ironworking Site. Remains are likely to be associated with the Broadfield Brook, and may extend, or once have extended, into the now developed area where the application property would be located. The Council's Archaeological specialist has been consulted and has raised no objection to the proposed development commenting that although the information submitted does show the proposed ground impact which will be small in scale and located within an area likely to have undergone ground disturbance previously. The likelihood of the proposal impacting on previously undisturbed archaeological assets is considered low therefore, on balance the Archaeological specialist has raised no concerns.
- 5.33 To conclude, the proposal is considered acceptable in this regard and is unlikely to impact on any potential archaeological assets. The proposal would therefore accord with the relevant policies of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the NPPF.

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Sustainability

- 5.34 The proposal is accompanied by a brief Sustainability Statement and the Energy Efficiency and Sustainability Officer has commented on this. The Statement identifies Policy ENV6 as relevant to the proposal. The statement identifies the standard water efficiency target of 125 litres/person/day, rather than the tighter target of 110 which is applicable in Crawley. However, compliance with the tighter target can be secured via condition, if the proposal is approved, in accordance with Policy ENV9. The details set out in the statement in respect of energy, building fabric etc are broadly acceptable. It is recommended that these be secured by condition to ensure implementation.
- 5.35 To conclude, the proposal is considered acceptable in this regard subject to conditions requiring the development to comply with the tighter water efficiency target and the details set out within the sustainability statement in respect to energy, building fabric. The proposal would therefore accord with Policy ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the NPPF.

Provision of Affordable Housing

- 5.36 Crawley Borough Local Plan Policy H4 states that 40% affordable housing will be required from all residential developments. For sites of 5 dwellings or less a commuted sum towards off-site affordable housing provision will be sought. Further guidance on how this is applied is set out in the adopted Affordable Housing SPD 2017. Based on the Affordable Housing Calculator contained within the Affordable Housing SPD, the affordable housing contribution for this scheme would be £8,178.00. The applicant has agreed to the payment of this commuted sum secured through a S106 agreement. Subject to the completion of a legal agreement, the application is therefore, considered to comply with Local Plan Policy H4.

Community Infrastructure Levy

- 5.37 Policy IN1 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will implement a Community Infrastructure Levy (CIL). The proposal would involve the creation of one new dwelling and it is CIL liable. According to the CIL Charging Schedule the charge for residential within the borough wide zone is £100 per sqm subject to indexation. Should planning permission be granted, an informative would be attached to the decision notice to inform that this development constitutes Community Infrastructure Levy 'CIL' liable development which is a mandatory financial charge on development.

CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the proposed two storey, detached dwelling would not have an adverse impact upon the character and appearance of the area and would have an acceptable relationship with adjacent dwellings and trees. The proposal would provide an acceptable environment for the future occupiers and is acceptable in parking and access terms, subject to appropriate conditions. The proposal is unlikely to have an impact on archaeological assets or increase the risk of crime. It is therefore considered that the proposal would accord with the policies outlined in the NPPF (2019), the Crawley Borough Local Plan (2015-2030), the Urban Design SPD, the Affordable Housing SPD, the Green Infrastructure SPD and the Planning and Climate Change SPD (2016). It is therefore recommended to grant planning permission subject to the conclusion of a Section 106 Agreement to secure a financial contribution of £8,178 towards the provision of off-site affordable housing.

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RECOMMENDATION RE: CR/2020/0020/FUL

PERMIT subject to the conclusion of a Section 106 agreement to secure an off-site affordable housing contribution of £8,178, and subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No above ground development shall be carried out unless and until a schedule of materials and finishes, and samples of such materials and finishes, to be used for external walls, windows and roofs of the proposed dwelling hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the agreed details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The materials and finishes of the external walls of the proposed detached garage at no. 6 Lundy Close hereby permitted shall match in colour and texture to those of the existing dwelling.
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. The proposed dwelling hereby permitted shall not be occupied until the car parking for it and the existing house at No. 6 Lundy Close has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide car parking spaces for the use in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the car parking standards within the Urban Design Supplementary Planning Document.
6. The dwelling hereby permitted shall not be occupied until the Electric Vehicle Charging Point has been installed in accordance with the approved plans. The Electric Vehicle Charging Point shall thereafter be retained at all times for the life of the development.
REASON: In the interests of sustainability and in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030, West Sussex County Council guidance and the Governments 'Road to Zero' strategy.
7. The dwelling hereby permitted shall not be occupied until the covered and secure cycle parking spaces have been provided in accordance with the approved Proposed Site Plan (drawing no. LDS19-LC-003 Rev C). These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To encourage sustainable travel options and in accordance with Policies CH3, IN3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD 2016.
8. The proposed dwelling shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to demonstrate that they shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption. The scheme shall be implemented in accordance with the agreed details.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with Policy ENV9 of the Crawley Borough Local Plan 2015-2030
9. The proposed dwelling shall achieve a level of environmental performance consistent with the details provided in the submitted Sustainability Statement unless otherwise agreed in writing by the Local Planning Authority.

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REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030.

10. Prior to any works being undertaken to implement the proposed dwelling, the tree protection measures including a fence shall be implemented and subsequently maintained in accordance with the Tree Protection Plan drawing no. Arbtech TCP 01. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left un-severed.

REASON: To ensure the retention, health and appearance of the trees on adjacent land in the interests of visual amenity in accordance with Policies CH2 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

11. A replacement Cherry or Rowan tree shall be planted along the northern side boundary towards the front of the site in the first planting and seeding seasons following the occupation of the dwelling hereby approved or the completion of the development, whichever is the sooner, and if the tree, which within a period of five years from the completion of the development, dies, is removed, or becomes seriously damaged or diseased, it shall be replaced in the next planting season with another of a similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of amenity and of the environment of the development in the accordance with Policy CH6 of the Crawley Borough Local Plan 2015 - 2030 and the Green Infrastructure SPD.

12. The development shall not be occupied until details of wildlife habitat enhancements, including provision of a suitable integral bat and bird boxes, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented and retained in full unless otherwise approved in writing by the Local Planning Authority.

REASON: To ensure that the proposals contributes to a net gain in biodiversity, in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030 and paragraph 175 of the NPPF.

13. The dwelling hereby permitted shall not be occupied until a 1.8 metre high close boarded timber fence has been erected along the south-east side boundary with No. 6 Lundy Close in the location shown with a solid red line on the Proposed Site Plan (drawing no. LDS19-LC-003 Rev C).

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

14. Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification), no gate, fence, wall or other means of enclosure shall be erected or constructed in front of the forward most part(s) of the proposed dwelling which front(s) onto a highway unless permission is granted by the Local Planning Authority on an application in that behalf.

REASON: In order to safeguard the character and visual amenities of the locality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification), no windows or other openings (other than those shown on the plans hereby approved) shall be formed in the north-west and south-east side walls of the proposed dwelling without the prior permission of the Local Planning Authority on an application in that behalf.

REASON: To protect the amenities of adjoining residential properties against overlooking and loss of privacy in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

16. The first floor window on the north-west side elevation of the proposed dwelling shall at all times be glazed with obscured glass and, apart from any top-hung vent, be fixed to be permanently non-opening.

REASON: To protect the amenities and privacy of the adjoining property, in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

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

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

2. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - 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.
3. The water efficiency standard required under condition 8 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.

1. NPPF Statement

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

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

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

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ArcGIS Web Map



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

1:750



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 29 June 2020
REPORT NO: PES/352(c)

REFERENCE NO: CR/2020/0054/FUL

LOCATION: [9 MILL ROAD, THREE BRIDGES, CRAWLEY](#)

WARD: Three Bridges

PROPOSAL: ERECTION OF TWO STOREY SIDE AND REAR EXTENSION AND SINGLE STOREY REAR EXTENSION

TARGET DECISION DATE: 28 April 2020

CASE OFFICER: Mrs A. Sanders

APPLICANTS NAME: Mr Ben Ridley

AGENTS NAME: Architecture for London

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
17019 PI001		Site Plans
17019 PI002		Existing Floor Plans
17019 PI200		Proposed Floor Plans
17019 PI003	A	Existing Elevations
17019 PI220	A	Existing and Proposed Street Elevation
17019 PI210		Proposed Elevations
17019 PI000		Location Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. Environment Agency No objection subject to condition
2. WSCC Highways No objection subject to conditions requiring a Construction Management Plan and covered cycle parking
3. National Air Traffic Services (NATS) No comments received
4. Thames Water No objection subject to informative
5. CBC Drainage Officer No objection
6. CBC Energy Efficiency & Sustainability No comments received
7. CBC Urban Design No comments received
8. Hazelwick CAAC Object to the proposal due to the impact on the street Scene. The lack of parking would adversely impact upon amenity. The proposal would not individually or cumulatively result in the preservation or enhancement of the character and appearance of the area,

NEIGHBOUR NOTIFICATIONS:-

The application was publicised by the posting of a site notice on the 5th March 2020 and a press advert was published on the 11th March 2020.

Also neighbour notifications were undertaken to those which had responded to the previous application, those notified were numbers:

1, 2, 3, 4, 7, 8, 10 and 12 Mill Road;
22 and 24 Hazelwick Road.

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RESPONSES RECEIVED:-

10 letters of objection and a petition containing 9 signatures have been received raising the following concerns:

- Pressure on parking – will result in the loss of parking provision and increase the demand. Will put further burden on Mill Road.
- Within a controlled parking area where parking is already extremely challenging.
- No provision for the loss of parking spaces.
- This part of Mill Road is a narrow one-way street with no footpath increasing the risk of collision between pedestrians and vehicles.
- Lack of clear plan for building materials/ waste and access during construction.
- There will be no suitable location for delivery, loading and storage of building materials. Skips would need to be placed on the road.
- Where would the scaffolding go?
- Access issues for construction vehicles down this narrow stretch of road as well as access issues for residents during construction – would cause a health and safety issue.
- Impact on the integrity of the Conservation Area – the proposal would destroy and overwhelm the Conservation Area.
- The proposal is out of context, scale and would destroy the architectural history of the area.
- Any new build would destroy the character of this row of properties.
- Would represent over-development, is disproportionate and the siting is ill-considered.
- Impact on residential amenity.
- Pressure on other infrastructure water / sewerage etc.
- Third planning application on this site – likely that this will be turned from an extension into a separate dwelling.
- Contrary to Local and National Policy and the objectives of the Hazelwick Road Conservation Area
- Flood risk impact.

REASON FOR REPORTING TO COMMITTEE:-

Number of representations.

THE APPLICATION SITE:-

- 1.1 The application site is number 9 Mill Road in the neighbourhood of Three Bridges. It is a two storey 19th Century semi-detached dwelling located on the eastern side of Mill Road. The property has a two storey rear projection which is an original architectural feature that is also common to other properties in the locality. It is a two-bedroom dwelling and has been extended at ground floor level to include single storey rear extensions beyond the original rear wing and the main rear wall of the house. The site incorporates a detached garage and off-street parking provision for two vehicles to the side of the dwelling. Double yellow lines extend from No.7 Mill Road across the front of the site including the entrance to the parking area to the rear of Millbrook House (which fronts onto Hazelwick Road). The site is located within a controlled parking zone where a resident's parking permit is required to park on-street. This is to address the parking pressures arising as a result of its proximity to Three Bridges Railway Station.
- 1.2 The surrounding area is residential in nature and this section of Mill Road has junctions with Hazelwick Road and New Street. This part of Mill Road contains 5 dwellings: being this pair of semi-detached houses and a terrace of three dwellings of similar design located on the opposite side of the road. The wider area incorporates similar forms of development mixed with some larger dwellings. The northern neighbour in Hazelwick Road (Millbrook House) is set perpendicular to the site. The northern side of the site faces the rear gardens of some properties in Hazelwick Road. The rear boundary is with No.18 Hazelwick Road.
- 1.3 The application site is located within the Hazelwick Road Conservation Area. The site was previously located within an area designated as Flood Zone 3a which has a high probability of flooding however, updated modelling has been undertaken by the Environment Agency and the site is now classed as Flood Zone 2 which has a medium probability of flooding.

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THE PROPOSED DEVELOPMENT:-

- 2.1 This application has been submitted following the refusal of CR/2018/0923/FUL which was for a separate dwelling. The current proposal is for an extension to the existing property.
- 2.2 Planning permission is sought for a two storey side and single storey rear extension following the demolition of the existing garage on the north side of No.9 Mill Road. The proposed extension would be positioned in line with the front elevation of No.9 Mill Road and would be 13.9m in depth. The width of the proposed extension would be 4.9m, with a proposed gap between the side elevation and the retained fence boundary of 0.7m at the front narrowing to 0.2m at the rear. The roof would maintain the existing ridge height and eaves height. The proposed extension would have a pitched roof and chimney stack matching the roof of No.9 Mill Road.
- 2.3 The two storey rear projection would extend 3m from the rear elevation and be 2.8m wide with a gable end roof with eaves level to match the eaves of the main roof and the ridge height set 2m below the ridge of the main roof.
- 2.4 To the rear, the existing kitchen and bathroom would be replaced with a single storey rear extension which would extend across the width of the existing property as well the proposed extension, measuring a total of 8.9m, with a depth of 5.4m and a height of 3.4m. The depth would be the same as the existing single storey element that is to be removed. The area of roof between the two storey rear projections would have a flat roof.
- 2.5 The proposed windows and doors would mirror the arrangement, style and materials of the existing windows/doors of No.9 Mill Road. The proposed brickwork including detailing and slate roof would also match No.9 Mill Road. An obscure glazed window is proposed within the north side elevation at the first floor level to serve the stairs.
- 2.6 The extension would provide a utility room, dining room, open plan kitchen / living area and snug on the ground floor and four bedrooms, two bathrooms and a playroom at first floor.
- 2.7 The applicant has submitted the following documents with the application:
 - Design and Access & Heritage Statement
 - Planning Statement
 - Flood Risk Assessment

PLANNING HISTORY:-

- 3.1 CR/2018/0923/FUL
Erection of 1 X Attached Two Bed Dwelling in Side Garden Space and Erection of Single Storey Side and Rear Extension And Internal Alterations to Existing Dwelling.
Refused for the following reasons:
 1. The erection of a new residential dwelling within Flood Zone 3a, which has high probability of flooding, is unacceptable as the applicant has not undertaken a risk based approach to avoid, where possible, flood risk to people and property. It is in an inappropriate location being a vulnerable use in an area of high flood risk, it would not provide wider sustainability benefits to the community that outweigh flood risk, be safe for its lifetime or be safe for its occupants and would increase flood risk elsewhere causing greater flood risk to other people and property. The proposal fails to satisfy the sequential and exception tests and is therefore contrary to Local Plan Policy ENV8, Section 14 of the National Planning Policy Framework and para 023 and 033 of the Planning Practice Guidance.
 2. An agreement is not in place to ensure that the appropriate contributions for affordable housing are secured. The development is therefore contrary to policies H4 and IN1 of the Crawley Borough Local Plan 2015-2030 and Supplementary Planning Guidance Document 'Affordable Housing'.
- 3.2 CR/2017/1049/FUL

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Erection Of 1 X Attached Four Bed Dwelling in Side Garden Space. Withdrawn.

- 3.3 CR/2017/1054/FUL
Erection of Single Storey Side And Rear Extension And Loft Conversion Involving Erection Of Rear Dormer and Internal Alterations. Withdrawn.

PLANNING POLICY:-

National Planning Policy Framework (February 2019):

- 4.1 The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Section 2 – 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.
 - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
 - Section 11 – Making effective use of land – this section promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use of possible of previously-developed or ‘brownfield’ land.
 - Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
 - Section 14 – Meeting the challenge of climate change, flooding and coastal change. All plans should apply a sequential, risk-based approach to the location of development – taking account of current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by applying the sequential test and then, if necessary, the exception test. The aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. If it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.
 - Applications for some minor development (includes householder development) should not be subject to the sequential or exception tests but should still meet the requirements for site-specific risk assessments.
 - Section 16 – Conserving and enhancing the historic environment. Heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. This section also sets out the approach to proposals affecting heritage assets and how potential impacts should be considered.

National Planning Practice Guidance (NPPG) – Flood Risk and Coastal Change

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- 4.2 This section of the NPPG advises how to take account of and address the risks associated with flooding and coastal change in the planning process. The sections relevant to this application are those for 'minor developments'. The NPPG sets out the classification for a minor development. Householder development including physical extensions to the existing dwelling itself are classed as minor development. It also sets out the Flood risk vulnerability classification. In this classification buildings used for dwelling houses are classed as 'more vulnerable'. It also includes the Flood risk vulnerability and flood zone compatibility matrix which sets out which type of developments are appropriate in each particular flood zone.

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

- 4.3 The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals, the council will take a positive approach to approving development which is sustainable.
- Policy CH1: Neighbourhood Principle will be protected and enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2: Principles of Good Urban Design seeks to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate "Secure by Design" principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy CH12: Heritage Assets seeks to ensure heritage assets are not lost to development and the impact on their setting is acceptable.
- Policy CH13: Conservation Areas states all development within a Conservation Area should individually or cumulatively result in the preservation or enhancement of the character and appearance of the area.
- Policy ENV6: Sustainable Design and Construction requires development to demonstrate how it will meet sustainability objectives both in its design and construction processes.
- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk of flooding, and must not increase the risk of flooding elsewhere.
- Policy IN4 Car and Cycle Parking Standards. Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings.

Emerging Crawley Borough Local Plan 2020 – 2035 (Regulation 19 Draft)

- 4.4 The Local Plan Review 2020-2035 is under consultation and therefore limited weight should be given to the following applicable policies:
- Policy SD1: Presumption in Favour of Sustainable Development.

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- Policy CL1: Neighbourhood Principle.
- Policy CL2: Making Successful Places: Principles of Good Urban Design
- Policy CL3: Local Character and the Form of New Development.
- Policy DD1: Normal Requirements of All New Development
- Policy HA1: Heritage Assets
- Policy HA2: Conservation Area
- Policy SDC1: Sustainable Design and Construction
- Policy EP1: Development and Flood Risk
- Policy EP2: Flood Risk Guidance for Householder Development and Minor Non-Residential Extensions

Supplementary Planning Documents

4.5 The Supplementary Planning Documents below supplement the policies of the Local Plan. Those applicable to this application are:

Urban Design SPD 2016

- An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area'.
- Development should incorporate materials and colours that match the existing dwelling'.
- Extensions should consider existing roof pitches. A house extension with a roof pitch that is different to the existing one can look out of place, while an extension with a matching roof pitch will likely be more suitable.
- An extension on the side of a property will be prominent. Therefore, it is important that it should work successfully with its surroundings. The filling up of the gaps between houses by the construction of two-storey side extensions can make detached, or semi-detached, houses in a street look like terraced houses. This can change the character of a street quite dramatically and is known as 'terracing'. The junction of a side extension with the existing building will have to be considered and resolved through good design.
- Overshadowing or dominating neighbours' houses and gardens can be avoided by keeping rear extensions relatively small as compared to the size of the main buildings and the gardens in which they stand.
- One or two storey rear extensions will need to maintain a minimum distance of 21 metres between the rear windows of an opposing dwelling and the rear facing windows of the extension, in order to avoid any potential overlooking and privacy issues.
- A rear extension should not consume the entirety of a dwelling's private amenity space. A garden should be retained with a minimum depth of 10.5m measured from the extension's rear external wall to the property's rear boundary in length, in order to ensure adequate private outdoor space.
- Parking Standards for residential uses states that in Three Bridges 2-3 spaces should be provided for dwellings with three or more bedrooms

Planning and Climate Change SPD 2016

- Developers should seek to make the reduction of energy demand an integral part of the design and development processes. Developments must meet relevant requirements of Part L of the Building Regulations as a minimum, but should also consider how they might exceed these.
- Householder developments - where works of this nature affect the envelope of a building or its building services (e.g. heating, ventilation, air conditioning) they will need to meet minimum energy efficiency requirements under part L of Building Regulations, as set out in approved document L1B (dwellings) or L2B (non-residential buildings).
- Flood Risk Management - development proposals in Crawley will be assessed in relation to flood risk, in order to establish the information and measures required to satisfy the Policy, this guidance should be read in conjunction with the NPPF, PPG and the Crawley SFRA. In general, the requirements arising from ENV8 will vary according to the type of development proposed, as well as the size and location of the site. Depending on the flood zone or zones in which the site lies, additional information may be required when applying for planning permission. One important factor

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to consider in interpreting these requirements is the relative vulnerability of different types of development to flooding, as set out in Table 2 of the PPG. This will have a bearing on whether the proposal needs to satisfy the exception test, or whether indeed the proposal is likely to be unacceptable in principle (see Table 3 of the PPG).

Hazelwick Road Conservation Area Statement

4.6 This recently adopted Conservation Area Statement has been prepared by Hazelwick Road Conservation Area Advisory Committee (HCAAC) and Crawley Borough Council to identify the key historic and architectural features that form the Hazelwick Road townscape and contribute to its special character. The designation of this area as a Conservation Area reflects both its historic association with the expansion of the railways, and the architectural interest of its streetscape. Its special character is shaped by its formal urban structure, defined by the consistent scale and massing of its built form, uniformity of building lines, and continuity of its frontages along both sides of the street.

PLANNING CONSIDERATIONS:-

5.1 The Design Access and Heritage Statement sets out how the proposal has been changed since the previous applications for a new dwelling (CR/2018/0923/FUL) which was refused and (CR/2017/1049/FUL) which was withdrawn. In summary, the current proposal in terms of its scale is the same as that submitted under application CR/2018/0923/FUL, however it is now proposed that this would be an extension and not a new dwelling. This has different implications and policy considerations and these are examined in the following paragraphs.

5.2 The main planning considerations for this application are:

- Flood Risk Impact
- The design and appearance of the proposal and its impact on the street scene and character of the Conservation Area
- The impact upon neighbouring properties and occupants amenities
- Parking and Highway Safety

Flood Risk Impact

5.3 The previous application for a new dwelling was refused on flood risk grounds because the application site was within Flood Zone 3a, which has high probability of flooding, and the applicant did not satisfactorily undertake a risk based approach to avoid, where possible, flood risk to people and property. The submitted FRA failed to provide acceptable finished floor levels in accordance with the NPPF as it did not demonstrate that the dwelling would be high enough above predicted flood levels to make it safe for occupants and also did not provide voids below which would mitigate the loss of flood plain thus preventing greater flood risk to other people and property. The proposal did not demonstrate wider sustainability benefits to the community that would outweigh flood risk, and was not proven that it would be safe for its lifetime, safe for its occupants or that it would not increase flood risk elsewhere. The proposal therefore failed to satisfy the sequential and exception tests set out within the NPPF and it was therefore refused.

5.4 As mentioned above, this current proposal is for an extension to the existing dwelling not for a new dwelling and as such different criteria are applied. Extensions to dwellings are classed as 'minor development' as set out within the NPPG and so do not need to apply the sequential or exception tests. The Flood risk vulnerability classification, also within the NPPG, shows that this extension would be classed as 'more vulnerable'. In flood zone 2 development would be appropriate, in Flood zone 3a it could be supported but an Exceptions Test would be required, and for flood Zone 3b development should not be permitted. With this in mind and given the planning history at this site, the Environment Agency were formally consulted. Initially they objected to the application for similar reasons to the previous proposal in terms of the development not being able to provide acceptable finished floor levels. However, a conflict occurred when Crawley Borough Councils' Drainage Engineer advised that the floor levels should remain the same as the existing floor levels and raised no objection to the proposal.

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- 5.5 The EA were made aware of the conflict and undertook further consultation with their Drainage Specialists who advised that the flood risk modelling which covers the application site had recently been updated. The Environment Agency have confirmed that this proposal should be classified as being located within Flood Zone 2.
- 5.6 With this new information, the flood risk vulnerability classification also changes. Whilst the proposal is still classed as a 'more vulnerable' use the matrix shows that the proposal would be considered as 'appropriate' development within Flood Zone 2. As a result, the EA's Standing Advice should now be applied. This states that a plan is required to show the finished floor levels (FFL) and the estimated floor level. The floors levels must be no lower than existing or 300mm above the estimated flood level. The plans should show how the development would not be flooded by surface water and proposals must follow the EA guidance on flood resistance and resilience plans. Advice must also be followed in terms of surface water management, access and evacuation.
- 5.7 In order to support the application an updated Flood Risk Assessment has been submitted. This states that the FFL of the proposed extension would match that of the existing dwelling which is set as 69.78 AOD. In terms of flood resilient construction, the following measures are proposed:
- 5.8 The concrete slab would be at least 100mm with damp proof membrane, floor finishes and skirting in resilient materials and no ferrous materials to be used under the floor, new services would be routed within first floor joists and drop from the ceiling rather than coming up from the ground floor and electrical plug sockets would be above flood level.
- 5.9 In terms of safe access and egress there would be no ground floor sleeping accommodation and residents could take refuge at first floor if needed. Safe access and egress routes are present at the site and the property is located on the edge of the flood zone with the areas immediately to the north and south outside of the fluvial flood zones. Therefore residents could either exit north along Mill Road or east along Hazelwick Road.
- 5.10 The EA are satisfied with the above information and removed their objection. They recommend a condition to ensure that the above flood mitigation measures are implemented. CBC's Drainage Engineer was also consulted on the proposal and raises no objection providing that the measures set out above are adhered to. This can be addressed via a condition. The concerns raised on the previous application have been overcome given that this proposal is now for an extension and not a new dwelling.

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

- 5.11 The proposal is within the Hazelwick Road Conservation Area where all development must preserve or enhance the character and appearance of the area (Local Plan Policy CH13). Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering applications within a Conservation Area, Local Planning Authorities must pay special attention to the desirability of preserving, or enhancing the character and appearance of the area. The National Planning Policy Framework (NPPF) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation. The more important the asset the greater the weight should be. Significance can be harmed or lost through alteration or destruction of a heritage asset or development within its setting.
- 5.12 The Conservation Area Statement for Hazelwick Road describes the character that is to be preserved/enhanced. It states; "*any new buildings should be of a high quality design and should respect the character and appearance of the Conservation Area. This can be achieved through achieving consistency with the existing scale, massing, building set-back, materials and colours, and decorative features found in the Conservation Area as detailed in Part 3 of this document*". The following paragraphs assess the proposal against this and Part 3 of the Statement:
- 5.13 Hazelwick Road Conservation Area is predominantly residential in nature. Buildings take the form of a mix of two storey semi-detached dwellings and terraced railway cottages. Terraces are predominantly three or four dwellings in size. There is a strong uniformity to building lines with small set-backs from the highway, low level fences/boundary walls or planting which create a townscape

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feature of value to the Conservation Area. The proposed extension continues the scale and massing of attached dwellings No.7 and No.9 Mill Road by mirroring those properties in terms of building width, height and length as well as roof pitch and main ridge and eaves height. The proposed extension continues the building line and set back and would result in the appearance of a terrace of three houses however would remain a pair of semi-detached properties. This extension would mirror the terrace of three properties directly opposite the site and therefore the resultant design is considered consistent with the overall character of the Conservation Area and in keeping with the existing streetscene.

- 5.14 The buildings are constructed from local stock brick and detailing includes brick corners, interlocking quoins and arches at window and door reveals. A slate roof is proposed. The proposed extension copies this detailing from No.9 Mill Road and surrounding properties by matching the existing brick and roof materials, and the detailing around windows/doors. A condition could be attached to any permission to agree the exact specification of these materials and the detailing.
- 5.15 Chimneys are a prominent feature of the Conservation Area providing historic context and visual interest. The proposal includes a chimney stack to match the adjacent dwelling chimney stack which includes red brick detailing. Any permission would include a condition to ensure the materials and detailing of the chimney are in keeping with the Conservation Area character.
- 5.16 Windows within the area are traditionally wood framed vertical sliding sashes. The application continues this feature by proposing wooden framed sliding sash windows. The proportions and pattern of windows match No.9 Mill road reflecting the character and appearance of the Conservation Area. A condition is recommended to require the details of the window joinery to be approved. An aluminium bi-fold door is proposed to the rear of the property. This is different from the traditional rear of properties in the Conservation Area but is not visible from any public viewpoints and it is not considered to be harmful to the character of the Conservation Area.
- 5.17 Recessed doorways, are featured on a number of dwellings. The proposal includes a recessed doorway and brick detailing which is in keeping with properties within the Conservation Area. A painted timber 4 panel utility room door is proposed to the front elevation of the extension with fan light window which matches the traditional entrances within the Conservation Area.
- 5.18 Boundary treatments within the Conservation Area frequently take the form of low brick front walls, with capped piers. Other low level boundary treatments include wooden fencing, concrete walls or hedging which are more recent and less sympathetic to the Conservation Area setting and detract from its character. The proposal includes a low level brick wall with capped brick piers and railings along the front boundary. This would be considered in keeping with the Conservation Area and an improvement on the existing pierced concrete wall.
- 5.19 Overall it is considered that the proposal would not conflict with the aims of the heritage policies that seek to preserve or enhance the character and appearance of the Conservation Area. The proposal would not result in harm to this heritage asset. The proposal would therefore be in accordance with Local Plan Policy CH13: Conservation Areas and is an acceptable scale and design, and would not harm the appearance of the dwelling or the streetscene of Mill Road in accordance with Policies CH2 and CH3 of the Crawley Borough Local Plan (2015-2030).

The impact upon neighbouring properties and occupants amenities

- 5.20 This application includes a 0.7m gap between the north elevation of the proposed extension and fence boundary with Millbrook House. Beyond the fence is the parking area and front patio amenity area of Millbrook House approximately 14m from the proposed north elevation. Approximately 1m length of the single storey rear extension would be alongside the rear garden of No.24 Hazelwick Road. It would measure 3.1m in height and set 0.2m from the fence boundary. The first floor rear element of the extension would be 1.8m below the ridge of the main roof and 3m in length. An obscure glazed window is proposed on the north elevation at the first floor level. It is considered that the proposed distance between the north elevation and facing properties, modest massing and obscure glazing is sufficient to result in an acceptable impact on the amenities of Millbrook House and No.24 Hazelwick Road.

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- 5.21 To the east of the site is the side garden of No.18 Hazelwick Road. As that garden is approximately 31m in length and the extension would be located 20 metres from this garden it is considered that the proposal would not cause harm to the amenity of the occupants of this property.
- 5.22 To the south of the site is No.7 Mill Road which is attached to No.9 Mill Road. The proposed single storey rear extension would extend to the same depth as the existing rear extension which would not project beyond the rear elevation of the single storey rear elevation of No.7 Mill Road. The proposed extension would have a flat roof and be 3.5 metres in height. It is not considered that this increase in height would impact on the amenity of the occupiers of No.7 Mill Road in relation to dominance or overshadowing. As there are no side windows and the proposed rear extension is single storey there is unlikely be any harm in terms of overlooking in relation to No.7 Mill Road.
- 5.23 The front elevation of the extension would be located opposite No.12 Mill Road, which is on the other side of the street. The gap between the front elevation of the extension and the front elevation of 12 Mill Road would be 9 metres, including the highway and the proposal would be in line with the front elevation of No.9 Mill Road. As a result the relationship would be the same as the existing dwellings along Mill Road, and it is not considered that the proposal would cause a significant loss of light, privacy or overlooking.
- 5.24 In summary it is considered that the proposal would comply with Policy CH3 of the Local Plan and guidance contained within the Urban Design SPD in terms of neighbour impacts. The impact of the proposed parking provision on residential amenity is addressed in the highways and parking provision section below.

Parking and Highway Safety

- 5.25 Policy CH3 'Normal Requirements of All New Development' of the Crawley Borough Local Plan states that all proposals for development will be required to meet the requirements necessary for their safe and proper use, in particular access, circulation and manoeuvring, vehicle and cycle parking. Policy IN4 'Car and Cycle Parking Standards' states that development will only be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs. The Borough's parking standards contained within the Urban Design SPD seek a minimum of 2-3 spaces for a 3 plus bedroom dwelling in the Three Bridges Zone.
- 5.26 The existing property at No.9 Mill Road has a garage and space for the parking of 2 vehicles to the side of the dwelling. The proposed extension would result in the removal of all the off street parking provision for the existing property. This would not therefore meet the requirement for a minimum of 2- 3 off street spaces for a 3+ bedroom dwelling. A number of comments from neighbours have been received with regards to parking that raise concerns that the proposal would increase parking pressure in the area creating problems for residents being unable to park within the locality. Concerns are also raised that this would create a highway safety issue with cars parked in inappropriate locations.
- 5.27 WSCC Highways have raised no objection from a highway safety point of view commenting that the proposal will see the displacement of one space. From experience from other similar applications, it is extremely difficult to substantiate that a shortfall of 2-3 car parking spaces will result in an unacceptable highway safety issue and therefore not considered a justification for refusal on highways grounds. They advise that the Planning Authority may wish to consider the amenity implications caused by a small increase in on-street car parking demand.
- 5.28 The Highway Authority also comment that the site is located in a sustainable location within walking and cycling distance to a range of public services, amenities and employment options. Bus and rail links provide a realistic travel opportunity for longer trips. It would not be anticipated that occupiers would be reliant on the use of a private motor vehicle. Nearby on street car-parking locations which, would create a highway safety issue, are protected by way of no waiting restrictions. They comment that the applicant should provide a secure and covered cycle storage facility in the interests of sustainability.
- 5.29 They conclude that they do not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy

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Framework (paragraph 109), and that there are no transport grounds to resist the proposal. Conditions are recommended in terms of the submission of a Construction Traffic Management prior to the commencement of the development as well as cycle parking spaces.

- 5.30 The site is located within a Controlled Parking Zone where residents can apply for a permit to park within the area. The zone has restricted parking to permit holders only between 9am – 5pm Monday to Saturday. Zone F2 includes Mill Road, New Street, Hazelwick Road, Crabbet Road and part of Three Bridges Road. Parking Services have confirmed that there is currently parking capacity within the zone (F2) with 80% of the permits for this zone having been issued. They comment however that the loss of a driveway would add more stress to the roads within the area. However, it is not considered that the proposal would add to parking stress in the area during the hours of operation of the controlled parking zone as there is spare capacity.
- 5.31 A lack of parking spaces in the evening and Sundays (when the controlled parking zone is not in operation) has been raised by residents. In the evening there are no restrictions in the bays, this area is always under pressure from residents and from those using the train station however given that the proposal would result in the loss of 2/3 off road parking spaces, this would not make the situation materially worse. Further site visits were undertaken by the previous case officer prior to the determination of CR/2018/0923/FUL on three occasions in the evening and found that there was capacity each time. Two site visits were also undertaken during the course of this application during the day and there was capacity on both occasions.
- 5.32 It is therefore considered that although there would be a shortfall of 2-3 onsite spaces the existing on-street parking arrangements in the daytime and the spaces available in the evening in the area would be sufficient to meet the demand created by this proposal and would not make the parking situation materially worse.
- 5.33 Whilst the proposal does not meet the Borough Council's indicative parking standards it is considered justified as there is sufficient capacity in terms of on-street parking within the area in addition to the site being a sustainable location. The proposals could also provide adequate cycle parking. It is therefore considered to be in accordance with Policy CH3 of the Local Plan and Annex 1 of the Urban Design SPD.

CONCLUSIONS:-

- 6.1 It is considered that the proposal for an extension to this house would not result in an adverse impact in regard to Flood Risk subject to a condition recommending that the development is carried out in accordance with the Flood Risk Assessment. The proposed extension has been designed so that it would be in keeping with the scale and character of the existing site and surrounding area. The proposal is also considered to preserve and enhance the character and appearance of the Conservation Area. The proposed extension is not considered to adversely impact upon residential amenity in terms of loss of light, loss of privacy or overbearance. In terms of parking, whilst the loss of two parking spaces and a garage is acknowledged, there is capacity on the road to accommodate further vehicles and the loss of these spaces is not considered to make the situation materially worse for the residents and there would be no safety implications as a result of the loss of spaces.
- 6.2 As a result, the proposal is considered to accord with the policies and objectives outlined in the Crawley Borough Local Plan (2015-2030), the Supplementary Planning Guidance notes and the NPPF (2019). It is therefore recommended to grant planning permission subject to conditions.

RECOMMENDATION RE: CR/2020/0054/FUL

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

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3. Prior to the occupation of the development hereby permitted, details of covered and secure cycle parking shall be submitted to and approved by the Local Planning Authority.
REASON: In the interests of road safety and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No development above slab level shall be carried out unless and until a schedule of materials, samples of such materials and finishes and colours to be used for external walls, roof and chimney of the proposed dwelling, and details of the brick detailing shall be submitted to and approved by the Local Planning Authority in writing and all materials and detailing used shall conform to those approved.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. Prior to the installation of the windows, details of window joinery, shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the materials, method of opening and large scale plans showing sections through glazing bars (1:20 plans and 1:1 or 1:2 sections). 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 in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with policies CH3 and CH13 of the Crawley Borough Local Plan 2015 – 2030
6. The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment dated March 2020 and covering letter dated 18 May 2020 which includes the following mitigation measures:
 - i) Finished floor levels shall be set no lower than 69.78 m above Ordnance Datum (AOD).
 - ii) No ground floor sleeping is introduced.
 - iii) All flood resilience measures referenced in the Flood Risk Assessment are undertaken.

These mitigation measures shall be fully implemented prior to occupation and in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.
REASON: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
7. No development shall take place until full details of the energy strategy and sustainability measures for the development have been submitted to and approved in writing by the Local Planning Authority. The extension shall not be occupied until the approved measures have been implemented.
REASON: In order to address sustainability objectives, in accordance with Policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
8. The development shall not be occupied until details have been submitted and approved in writing by the Local Planning Authority to demonstrate that the development shall achieve a water efficiency standard, by consuming not more than 110 litres per person per day maximum water consumption.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with emerging policy ENV9 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

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

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

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

3. The applicant is advised to avoid peak times when receiving deliveries to ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users.
4. The applicant is advised that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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>

1. NPPF Statement

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

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

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

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ArcGIS Web Map

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