

## Crawley Borough Council

### Planning Committee

Agenda for the **Planning Committee** which will be held in **Ashurst Main Hall - The Charis Centre**, on **Tuesday, 31 August 2021** at **7.00 pm**

Nightline Telephone No. 07881 500 227



**Chief Executive**

**Membership:**

Councillors

R D Burrett (Chair), S Buck (Vice-Chair), Z Ali, A Belben, I T Irvine,  
K L Jaggard, S Malik, M Mwangale, S Raja and P C Smith

**Please note: the current Covid-19 protocol for formal meetings of the Council, including social distancing and wearing of masks, remains in place. Councillors and attendees will be informed should there be any changes to the protocol.**

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

## Part A Business (Open to the Public)

	Ward	Pages
<b>1. Apologies for Absence</b>		
<b>2. Disclosures of Interest</b>		
In accordance with the Council's Code of Conduct, councillors are reminded that it is a requirement to declare interests where appropriate.		
<b>3. Lobbying Declarations</b>		
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.		
<b>4. Minutes</b>		5 - 18
To approve as a correct record the minutes of the Planning Committee held on 20 July 2021.		
<b>5. Planning Application CR/2021/0174/FUL - Land at Faraday Road &amp; Manor Royal, Northgate, Crawley</b>	Langley Green & Tushmore	19 - 38
To consider report PES/374a of the Head of Economy and Planning.		
<b>RECOMMENDATION</b> to PERMIT.		
<b>6. Planning Application CR/2021/0308/FUL - 42 &amp; 44 Brighton Road, Southgate, Crawley</b>	Southgate	39 - 56
To consider report PES/374b of the		

Head of Economy and Planning.

**RECOMMENDATION** to APPROVE.

**7. Supplemental Agenda**

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

**With reference to planning applications, PLEASE NOTE:**  
Background Paper:- Crawley Borough Local Plan 2015-2030

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## Crawley Borough Council

### Minutes of Planning Committee

Tuesday, 20 July 2021 at 6.30 pm

#### Councillors Present:

R D Burrett (Chair)

Z Ali, M L Ayling, A Belben, I T Irvine, K L Jaggard, S Malik, M Mwagale, S Raja and P C Smith

#### Officers Present:

Valerie Cheesman	Principal Planning Officer
Siraj Choudhury	Head of Legal, Governance and HR
Mez Matthews	Democratic Services Officer
Jean McPherson	Group Manager (Development Management)
Chris Pedlow	Democratic Services Manager
Marc Robinson	Principal Planning Officer
Clem Smith	Head of Economy and Planning
Jess Tamplin	Democratic Services Support Officer

#### 1. Disclosures of Interest

The following disclosures of interests were made:

Councillor	Item and Minute	Type and Nature of Disclosure
Councillor Ayling	Planning application CR/2018/0064/FUL – Land Parcel Broadwood Rise, Broadfield, Crawley (Minute 4)	Personal Interest – member of staff at the Bewbush Academy (in close proximity to the application site).
Councillor Burrett	Planning application CR/2018/0064/FUL – Land Parcel Broadwood Rise, Broadfield, Crawley (Minute 4)	Personal interest – member of West Sussex County Council and Chair of the Planning and Rights of Way Committee.
Councillor Irvine	Planning application CR/2018/0064/FUL – Land Parcel Broadwood Rise, Broadfield, Crawley (Minute 4)	Personal Interest – member of Crawley Walking and Cycle Forum (a consultee on the application).

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Councillor P Smith	Planning application CR/2018/0064/FUL – Land Parcel Broadwood Rise, Broadfield, Crawley (Minute 4)	Personal Interest – member of Crawley Walking and Cycle Forum (a consultee on the application).
Councillor A Belben	Planning application CR/2020/0676/FUL – 71a Three Bridges Road, Three Bridges, Crawley (Minute 5)	Personal Interest – the agent was previously employed by Cllr Belben regarding a planning application made in 2019.
Councillor Irvine	Planning application CR/2021/0247/FUL – The Office, Crawley Business Quarter, Manor Royal, Northgate, Crawley (Minute 6)	Personal Interest – member of Crawley Walking and Cycle Forum (a consultee on the application).
Councillor P Smith	Planning application CR/2021/0247/FUL – The Office, Crawley Business Quarter, Manor Royal, Northgate, Crawley (Minute 6)	Personal Interest – member of Crawley Walking and Cycle Forum (a consultee on the application).
Councillor P Smith	Planning application CR/2021/0247/FUL – The Office, Crawley Business Quarter, Manor Royal, Northgate, Crawley (Minute 6)	Personal Interest – Local Authority Director of the Manor Royal Business Improvement District.
Councillor Irvine	Planning application CR/2021/0308/ARM – 42 & 44 Brighton Road, Southgate, Crawley (Minute 7)	Personal Interest – Cabinet Member for Housing.
Councillor Irvine	Planning application CR/2021/0249/ARM – Former GSK Manor Royal, Telecon Metals & Carpenters Technology Site, Napier Way, Northgate, Crawley (Minute 8)	Personal Interest – member of Crawley Walking and Cycle Forum (a consultee on the application).
Councillor P Smith	Planning application CR/2021/0249/ARM – Former GSK Manor Royal, Telecon Metals & Carpenters Technology Site, Napier Way, Northgate, Crawley (Minute 8)	Personal Interest – member of Crawley Walking and Cycle Forum (a consultee on the application).

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Councillor P Smith	Planning application CR/2021/0249/ARM – Former GSK Manor Royal, Telecon Metals & Carpenters Technology Site, Napier Way, Northgate, Crawley (Minute 8)	Personal Interest – Local Authority Director of the Manor Royal Business Improvement District.
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## 2. Lobbying Declarations

The following lobbying declarations were made by councillors:-

Councillors Ali, A Belben, Burrett, Irvine, Jaggard, Malik, Mwangale, Raja, and P Smith had been lobbied regarding application CR/2018/0064/FUL.

## 3. Minutes

The minutes of the meeting of the Planning Committee held on 29 June 2021 were approved as a correct record and signed by the Chair.

## 4. Planning Application CR/2018/0064/FUL - Land Parcel Broadwood Rise, Broadfield, Crawley

The Committee considered report [PES/373a](#) of the Head of Economy and Planning which proposed as follows:

Erection of primary school with associated parking and landscaping (amended description and amended plans received).

Councillors Ali, A Belben, Burrett, Irvine, Jaggard, Malik, Mwangale, and P Smith declared they had visited the site.

The Principal Planning Officer (MR) provided a verbal summation of the application which sought permission for the development of a two storey primary school adjacent to the existing Mosque building. The Committee heard that, since the publication of the report, a further reason for refusal regarding biodiversity (reason 7) had been added. Further representations had also been received including from H Smith MP and Councillor P Lamb.

Brian Tully spoke in objection to the application. Matters raised included:

- The lack of need for more primary schools in Bewbush or Broadfield.
- An increase in overspill parking on to nearby roads at school pick-up and drop-off times.
- A query regarding the source of funding for the school.

Arif Syed, the applicant, spoke in support of the application. Matters raised included:

- The applicant strove to work constructively with the Local Planning Authority regarding the Section 106 agreement and drainage strategy but communication was unclear.
- Although six trees were proposed to be felled, 25 replacement trees were to be planted, which was deemed a positive ecological contribution.

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- Building on the area of ancient woodland would have no greater detrimental impact on the land than some previous housing developments in the borough.

Mohammad Bora spoke in support of the application. Matters raised included:

- Many students already attend the evening school operating at the Mosque without any shortage of parking spaces. The school was not proposed to operate during prayer time on Fridays, when the Mosque was busiest.
- The overspill of approximately 25 cars at peak times due to a loss of car parking spaces, as predicted in the report, was contested.
- Faith schools encouraged high educational achievement.

Mohammad Jogee spoke in support of the application. Matters raised included:

- Residents had expressed a need for a local Islamic faith school as the closest was currently 20 to 30 miles away. There were a number of existing Christian faith schools in the Crawley area.
- The proposed school was to be community-funded – no public money was to be used.
- The school aimed to promote community integration.

Councillor Kiran Khan, on behalf of Councillor Tim Lunnon (ward councillor for Broadfield), spoke in support of the application. Matters raised included:

- An adjustment had been made to the Mosque's prayer times on Fridays, leading to decreased traffic and in turn greater availability of parking spaces.
- West Sussex County Council's Highways Department had retracted its objection to the development.
- The positive responses from Broadfield residents regarding the plans.

Councillor Khan (ward councillor for Broadfield) also showed support for the application and commented that there was a definite need for the school.

Councillor Peter Lamb spoke in support of the application. Matters raised included:

- A need to balance the various elements of the application based on policies, and preclude those matters not forming relevant planning considerations. On this basis it was deemed correct to permit the application.
- The lack of a 15 metre buffer zone between the development and the ancient woodland was a reason for refusal in the report; however the existing buffer between the area and the Mosque/nearby housing was smaller than this.
- Concerns over parking were regarding overspill from the Mosque, not parking at the school itself.

The Committee then considered the application.

Upon receipt of a query from a Committee member, the Planning Officer clarified that the proposed development was sited within an area of ancient woodland but the majority of the trees had been cleared from the site. A 15 metre buffer zone bordering the remaining woodland to the west was required however no buffer zone was proposed, so the proposal was not policy-compliant in this regard. Several Committee members expressed concerns regarding the lack of a buffer zone and that the woodland should be protected from damage during and after construction. Other Committee members queried the need for a buffer zone as the existing Mosque car park did not have this. The Planning Officer stated that the proposal's relationship with the woodland was different to that with the Mosque and the use of the site as a car park, as the school was proposed to be a large structure in nearly constant use with classroom windows facing the woodland. The development required initial and future works to the trees.



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A concern was raised regarding the distance to neighbouring houses (the closest house was situated 23 metres away). The Planning Officer confirmed that the recommended distance was 30 metres, however in this instance there was an intervening road already accessible by the public and no direct overlooking, so the distance was acceptable.

Committee members sought clarification regarding the Local Plan designation of the site, which was confirmed to be within a Biodiversity Opportunity Area, an area of Ancient Woodland, and formed part of the area's structural landscaping.

The Committee discussed the refusal reason regarding flooding and a suggestion was made that this could be controlled by conditions. The Planning Officer explained that a Surface Water Drainage Strategy had been submitted, but had not sufficiently evidenced that the proposal would not increase off-site flooding.

The loss of six protected trees at the site was discussed. Committee members discussed the trees' health – two of which were damaged – and expressed mixed views about their existing amenity value. The proposal to plant 25 replacement trees was generally deemed a positive aspect of the application, however some Committee members had concerns that the replacement trees were not of high amenity value.

Mixed views were expressed regarding parking at the site. The Planning Officer confirmed that the parking proposed at the site was sufficient for the school, but the development would result in a loss of existing spaces by the Mosque as the school would be located on the overflow car park. This could in turn lead to overspill on to surrounding roads which currently experienced parking issues at peak operation times at the Mosque. Several Committee members suggested that the proposed parking situation was manageable.

Queries were raised about the discussions with the applicant regarding a Section 106 agreement. The Planning Officer confirmed that if the application were to be permitted, a Section 106 agreement would be required. It was clarified that the refusal reason to ensure the provision of off-site infrastructure works required by WSCC was required if there was a potential appeal.

It was confirmed that the applicant and the Local Planning Authority had worked to try to address various issues with the application but further information, such as responses to re-consultations, were received at a late stage in the process.

Other matters discussed were the provision of outside amenity space, underground parking, and the Travel Plan.

It was requested by Councillor Irvine that a recorded vote be taken on the application. The names of the Committee members voting for, against, or abstaining were as follows:

For the recommendation to refuse: Councillors Ayling, A Belben, Burrett, Irvine, and Jaggard (5).

Against the recommendation to refuse: Councillors Ali, Malik, Mwagale, Raja, and P Smith (5).

Abstentions: none.

The Chair's casting vote was used. The vote was cast for the recommendation to refuse.

## RESOLVED

Refuse for the reasons set out in report PES/373a, and further refusal reason 7 as follows:

*7. The development would not provide any net gain in biodiversity or enhance features of nature conservation value within and around the site contrary to Policy ENV2 of the Crawley Borough Local Plan 2015-2030 and the National Planning Policy Framework.*

### **5. Planning Application CR/2020/0676/FUL - 71a Three Bridges Road, Three Bridges, Crawley**

The Committee considered report [PES/373b](#) of the Head of Economy and Planning which proposed as follows:

Erection of first floor extension and new roof to convert bungalow into a two storey dwelling.

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

The Principal Planning Officer (VC) provided a verbal summation of the application which proposed an upward extension to a residential property. It was heard that the scale, height, bulk, and massing of the proposal, along with the inappropriate materials proposed, would be out of keeping with the nearby streetscene and refusal was therefore recommended.

Jas Saraw, the applicant, spoke in support of the application. Matters raised included:

- The report did not factor in the properties opposite when determining the character of the local streetscene.
- Other developments on the road were highlighted which were of a similar or larger size and bulk.
- The proposed footprint, when compared to the size of the plot, was not considered to be disproportionately large.

Councillor Bob Burgess (ward councillor for Three Bridges) spoke in support of the application. Matters raised included:

- No objections to the proposals had been made by neighbours of the site.
- Designs submitted showed an aspirational property of a substantial size.
- If permitted, neighbours would not experience a loss of privacy.

Councillor Brenda Burgess (ward councillor for Three Bridges) spoke in support of the application. Matters raised included:

- Other residential buildings in the locality, which were suggested to be out of character with the streetscene, had previously been granted planning permission.
- The width of the proposal was not dramatically greater than the width of the existing dwelling.
- The proposal would have no detrimental impact on parking provision.

The Committee then considered the application. The character of the streetscene along Three Bridges Road was discussed. It was suggested that, although the

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immediate neighbouring properties were of a different design to the proposals, there was a mix of designs along the road and wider area. It was therefore regarded that the proposal was not out of keeping with the local streetscene.

Clarity was sought regarding the proposed increase in the size of the property. The Planning Officer confirmed that the proposal would increase the overall width of the building due to its joining with the garage, which was proposed to be moved 1m further from the property boundary. The proposed footprint was therefore larger than the existing footprint. The width of the first floor would be wider than adjacent properties and would add considerable bulk to the existing dwelling.

A vote was taken on the recommendation set out in the report, which was overturned.

The Committee discussed possible conditions to attach to the planning permission, were it to be granted.

A vote was then taken on a proposal to permit the application.

## RESOLVED

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:*

<b>Drawing Number</b>	<b>Revision</b>	<b>Drawing Title</b>
JS01		Location/Block Plan & Existing Ground Floor Elevations
CBC 0001		Block Plan
JS02	D	Proposed Plans and Elevations

*REASON: For the avoidance of doubt and in the interests of proper planning.*

3. *No development shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls (and roofs) of the proposed building(s) have been submitted to and approved by the Local Planning Authority.*

*REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.*

4. *The bathroom window on the first floor side (east) elevation of the 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.*

5. *No windows (other than those shown on the plans hereby approved) shall be constructed in the side (east and west) elevations of the extension hereby permitted which adjoins the side boundaries with no.71 and no.73 Three Bridges Road without the prior permission of the Local Planning Authority on an application in that behalf.*

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

*6. The hardstanding area / driveway to the front of the site shall be kept available for parking of 2 vehicles at all times.*

*REASON: To ensure adequate provision of parking for the dwelling clear of the highway in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030, and the Urban Design Supplementary Planning Document (2016).*

*7. The development shall not be occupied until the measures detailed in the submitted Sustainability Statement have been implemented or otherwise in accordance with details which have first been submitted to and agreed in writing by the Local Planning Authority.*

*REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.*

*8. Prior to the installation of new showers, sinks and other water consuming components within the development, details of their water consumption levels shall be submitted to and approved in writing by the Local Planning Authority. The components shall subsequently be installed in accordance with the approved details.*

*REASON: To help address water stress in Crawley in the interests of sustainability and in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.*

## **Informative**

*1. The applicant is advised that the Local Planning Authority considers that the details submitted to comply with condition 8 of this permission should, where feasible, demonstrate that the water consumption levels of new components fitted within the building should achieve the performance levels set out in Table 8.1 on page 48 of the Planning and Climate Change Supplementary Planning Document available at: <https://crawley.gov.uk/sites/default/files/documents/PUB279782.pdf>.*

## **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 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.*

## **6. Planning Application CR/2021/0247/FUL - The Office, Crawley Business Quarter, Manor Royal, Northgate, Crawley**

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The Committee considered report [PES/373c](#) of the Head of Economy and Planning which proposed as follows:

Demolition of existing building and associated structures and redevelopment for storage and distribution warehouse within use class B8.

Councillors A Belben, Burrett, and Jaggard declared they had visited the site.

The Principal Planning Officer (VC) provided a verbal summation of the application which sought permission for the construction of a warehouse for business use in the Manor Royal Business Improvement District. The Committee heard that, since the publication of the report, further discussions between relevant parties had led to amendments proposed to conditions 7, 14, 22, and 24, and the addition of new informatives 7 and 8. The revised air quality assessment was considered acceptable with the revised costs of £47,000 and the corresponding level of mitigation measures were to be secured via the Section 106 agreement.

Eric Hall, the agent (TDH Estates) on behalf of the applicant, spoke in support of the application. Matters raised included:

- The suitability of the scheme for the intended user, which would allow for increased capacity and the creation of jobs.
- The proposed landscaping and additional trees to be planted at the site.
- Elements of the scheme were designed to meet BREEAM 'excellent' standard including water consumption, energy usage, PV panels, and electric vehicle charging points.

The Committee then considered the application. The officer confirmed that the proposed parking provision exceeded the borough parking standards, and that parking and access were to be controlled by conditions. A travel plan was also required of the applicant which would cover staff vehicles and business vehicles and encourage the use of sustainable modes of transport.

A query was raised regarding the suitability of B8 use buildings at the proposed location. The officer clarified that there were not designations or limitations for specific use classes in certain areas of Manor Royal. As the scheme was for business use the location within the Manor Royal Employment Area was appropriate and policy compliant.

The officer confirmed that air source heat pumps would form the main heating and cooling system within the building. There was also provision for a potential future connection to the Crawley District Heat Network included in the design.

## **RESOLVED**

Permit subject to the conditions set out in report PES/373c and the amended conditions and additional informatives as follows:

### **Amended conditions**

*7. The development hereby permitted shall be carried out in accordance with the Travel Plan ref 2021/5819/TP02 dated July 2021 submitted with the application. Only the approved details shall be implemented.*

*REASON: To encourage and promote sustainable transport in accordance with Policy IN3 of the Crawley Borough Local Plan 2015 - 2030.*

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14. The development hereby permitted shall be carried out in accordance with the Landscape Design Strategy dated 01.07.2021 and the Landscape Strategy Masterplan, Drawing No. LLD2252-LAN-DWG-010 Rev 04 submitted with the application.

The approved details of the landscaping shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: In the interests of amenity and of the environment of the development and to avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015 - 2030.

22. Immediately following demolition of the existing building and prior to any further construction works, a strategy to deal with the potential risks associated with any contamination of the site (as set out within the Phase I Desk Study Report Contaminated Land Risk Assessment dated 11 February 2021) shall be submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1) The results of the site investigation and the detailed risk assessment and, based on these findings, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

2) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

REASON: The proposed site is on a former works/engineering/industrial ground with risk of contamination on the site and to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution or contaminated land in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030 and with paragraph 170 of the National Planning Policy Framework.

24. No solar panels shall be installed until full details, including a solar hazard glare study if required, have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved scheme are to take place unless agreed in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: In the interest of visual amenity and to ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues in accordance with Policies CH3 and ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.

## Additional informatives

7. *The applicant is advised that the Crawley Business Quarter is a private road, therefore the Local Highway Authority is unable to sign off any works as they do not form part of the adopted highway network maintained or owned by WSCC. For this reason all reference to WSCC should be removed from the Road Safety Audit – Stage 1 contained within the Transport Assessment.*

8. *The applicant is advised that in regard to condition 14 the amount of berry/fruit bearing species proposed as part of the soft landscaping scheme does not exceed 40% of the total planting palette and is distributed across the site.*

## 7. **Planning Application CR/2021/0249/FUL - Former GSK Manor Royal, Telecon Metals & Carpenters Technology Site, Napier Way, Northgate, Crawley**

The Committee considered report [PES/373e](#) of the Head of Economy and Planning which proposed as follows:

Erection of 3 warehouse units (use class B8), associated external plant, car/HGV parking, site access, internal roads, boundary security fencing and hard/soft landscaping.

Councillors A Belben, Burrett, and Jaggard declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application which proposed three buildings for storage and distribution use at a currently vacant site within the Manor Royal Employment Area. The Committee heard that, since the publication of the report, further discussions between relevant parties had led to amendments being proposed to conditions 3, 4, 5, and 10. The Committee was also requested to delegate authority to officers to insert in to condition 20 the correct plan number once the relevant drawing was received.

Sue Willcox, the agent (Quod) on behalf of the applicant, spoke in support of the application. Matters raised included:

- The estimated number of jobs created by the scheme and the inclusion of a Skills and Employment Plan in the Section 106 agreement.
- The loss of 9 trees at the site, for which 47 replacement trees were proposed, alongside enhancements to biodiversity.
- Details of financial contributions to the Manor Royal BID and to enhancements to the local cycle network.

The Committee then considered the application. In response to a query regarding the parking provision for lorries at the site, the officer confirmed that lorry parking at units two and three was slightly lower than set out in the borough parking standards, however this was deemed to be a matter for the buildings' future operator to consider. WSCC's Highways Department had no objection to the parking proposals.

## **RESOLVED**

Permit subject to the conditions set out in report PES/373e, the amended conditions set out below, and the provision of delegated authority to officers to insert the agreed plan number in to condition 20.

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3. No construction work above 5m from ground level shown on the approved plans CRAW1-RPS-B1-ZZ-DR-A-5399 Rev P02, CRAW1-RPS-B2-ZZ-DR-A-5399 Rev P02 and CRAW1-RPS-B3-ZZ-DR-A-5399 P02 shall take place on site until a Radar Mitigation Scheme, including a timetable for its implementation during construction, has been submitted to and approved in writing by the Local Planning Authority. The Radar Mitigation Scheme shall be implemented in strict accordance with the agreed details.

REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

4. The approved cladding on the northern elevations for the three units shall not exceed 81.200 AOD (13.6m AGL) for Unit 1, 76.000 AOD (8.4m AGL) for Unit 2, or 75750 AOD (6.9m AGL) for Unit 3, as shown on approved plans CRAW1-RPS-B1-ZZ-DR-A-5399 Rev P02, CRAW1-RPS-B2-ZZ-DR-A-5399 Rev P02 and CRAW1-RPS-B3-ZZ-DR-A-5399 P02 until the Radar Mitigation Scheme detailed in condition 3 has been implemented. If Unit 1 is constructed before Unit 2, the cladding on the north elevation of Unit 1 shall not exceed 76,000 AOD(8.4m AGL) prior to the Radar Mitigation Scheme being implemented. The Radar Mitigation Scheme shall thereafter be implemented and operated in accordance with the approved details.

REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

5. No construction work above 5m from ground level shown on the approved plans CRAW1-RPS-B1-ZZ-DR-A-5399 Rev P02, CRAW1-RPS-B2-ZZ-DR-A-5399 Rev P02 and CRAW1-RPS-B3-ZZ-DR-A-5399 P02 shall commence on site until a Crane Operation Plan has been submitted to and approved in writing by the Local Planning Authority. Construction at the site shall only thereafter take place in strict accordance with the approved Crane Operation Plan.

REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

10. The development hereby permitted shall be carried out in accordance with the Arboricultural Impact Assessment, Arboricultural Method Statement and its Tree Protection Plan provided by Deltasimons dated March 2021, Addendum Statement issued April 2021 and Addendum Statement issued 14<sup>th</sup> July 2021 submitted with the application. The tree protection measures as set out within the report must be implemented prior to the commencement of any site works and thereafter maintained for the duration of the construction works.

REASON: To ensure that the protected trees are not compromised during the construction of the development in accordance with Policies CH2 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

## 8. **Planning Application CR/2021/0308/ARM - 42 & 44 Brighton Road, Southgate, Crawley**

As the business of the meeting was not concluded by 11:00pm, General Committee Procedure Rule 15.4 (Planning Committee guillotine) came into effect.

Planning application CR/2021/0308/ARM (report [PES/373d](#)) was therefore deferred to the next scheduled meeting of the Committee on 31 August 2021.



# Agenda Item 4

Planning Committee (18)  
20 July 2021

## **Closure of Meeting**

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 11.33 pm.

**R D Burrett (Chair)**

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# Agenda Item 5

**CRAWLEY BOROUGH COUNCIL**  
PLANNING COMMITTEE - 31 August 2021  
REPORT NO: PES/374(a)

REFERENCE NO: CR/2021/0174/FUL

**LOCATION:** [LAND AT FARADAY ROAD & MANOR ROYAL, NORTHGATE, CRAWLEY](#)  
**WARD:** Langley Green & Tushmore  
**PROPOSAL:** PROPOSED DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF A NEW WAREHOUSE BUILDING WITH ANCILLARY OFFICES, ASSOCIATED SERVICE YARD, PARKING, ACCESS ALTERATIONS, INFRASTRUCTURE, LANDSCAPING AND ANCILLARY WORKS

**TARGET DECISION DATE:** 9 June 2021

**CASE OFFICER:** Mr H. Walke

**APPLICANT'S NAME:** Lakenorth Limited  
**AGENT'S NAME:** DWD Property + Planning

## PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
09936 FPCR XX ZZ DR L 00001 Rev	02	Outline Landscape Proposals
4886 CA 00 00 DR A 01050	PL7	Site Location Plan
4886 CA 00 00 DR A 00001	PL1	Existing Site Layout
4886 CA 00 00 DR A 1001 PL	1	Existing Warehouse Plan Ground Floor Plan
4886 CA 00 00 DR A 01052	PL13	Proposed Site Layout
4886 CA 00 00 DR A 01110	PL8	Proposed Warehouse Plan
4886 CA 00 00 DR A 93100	PL9	Fencing Details
4886 CA 00 00 DR A 94010	PL11	Proposed External Finishes
4886 CA 00 00 DR A 97010	PL7	Bicycle & Motorcycle Shelter Details
4886 CA 00 00 DR A 01002 PL Rev	1	Existing Roof Level Plan
4886 CA 00 00 DR A 01130	PL6	Roof General Arrangement Plan
4886 CA 00 00 DR A 00012 PL Rev	1	Existing South & West Elevations
4886 CA 00 00 DR A 00013 PL Rev	1	Existing North & East Elevations
4886 CA 00 00 DR A 02300	PL9	Proposed Elevations
4886 CA 00 00 DR A 03500	PL7	Proposed GA Sections
4886 CA 00 00 DR A 48100	PL4	Proposed Elevations - External Finishes
4886 CA 00 00 DR A 01115	PL6	Main Office General Arrangement Plans

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WIE18065-SA-95-  
0002-A01

Former Eastern Access Proposed  
Lanscaping and General Arrangement

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

1.	GAL Aerodrome Safeguarding	No objection subject to conditions
2.	WSCC Highways	No objection subject to conditions
3.	National Air Traffic Services (NATS)	No safeguarding objection
4.	Thames Water	No objection subject to conditions and informatives
5.	Sussex Building Control Partnership	No response received
6.	CBC Drainage Officer	No objection subject to conditions
7.	CBC Planning Arboricultural Officer	No comments received
8.	CBC Environment Team	No response received
9.	CBC Contaminated Land	No objection subject to condition
10.	CBC Environmental Health	No objection subject to conditions
11.	CBC Energy Efficiency & Sustainability	No objection subject to conditions
12.	CBC Urban Design	No response received
13.	WSCC Lead Local Flood Authority	No objection subject to conditions
14.	CBC Manor Royal	Support the application
15.	CBC Env Health (AQMA)	No objection subject to condition
16.	CBC Economic Development	No response received
17.	WSCC Fire & Rescue	No response received
18.	The Gatwick Diamond Initiative	No comments received
19.	Manor Royal BID	Support, comments provided

## **NEIGHBOUR NOTIFICATIONS:-**

Avtrac UK Ltd Ground Floor East Wing, Manor Place;  
Lakenorth Ltd First Floor East Wing, Manor Place;  
Boeing UK Training and FS Ltd, Faraday Road;  
Harwoods Jaguar Land Rover, Manor Royal;  
LTW Ltd Ground Floor West Wing, Manor Royal;  
Rico Logistics Ltd, Unit 4, The Faraday Centre;  
Allport Cargo Services Ltd, Units 2 and 3, The Faraday Centre;  
Suite A Durand House, Manor Royal;  
Treasure Chest Unit 1, The Faraday Centre;  
LSG Skychefs UK Ltd, Faraday Road;  
Unit 1, Connect Way;  
Parr Garage Unit 5, The Faraday Centre;  
Commercial Property Ltd, First Floor West Wing, Manor Place;  
Unit 38 Basepoint Business Centre, Metcalf Way, Manor Royal Business District.

## **RESPONSES RECEIVED:-**

None received

## **THE APPLICATION SITE:-**

- 1.1 The site is a square shape and situated on the north-east corner of the Manor Royal/Faraday Road junction. It has an area of approximately 1.4 hectares. It currently contains a large warehouse building with two storey ancillary offices fronting Manor Royal. The existing floorspace is 10,261 sqm, predominantly comprising 8,380 sqm warehouse (B8) use, with a further 1,881 sqm office floorspace. The building appears to be at least partially vacant.
- 1.2 There are a number of vehicular access points, on both Manor Royal and Faraday Road. The west side of the building, on the Faraday Road frontage, has a row of HGV loading bays. There is also a vehicular access to a rooftop car park at the northern end of the Faraday Road frontage. There is further surface car parking on the Manor Royal frontage, with a vehicular access along the eastern side of the site. Adjoining land to the south and west forms adopted public highway. The surrounding

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uses are commercial, including B class uses, but with vehicle related uses immediately to the east and west.

- 1.3 The site lies within the Manor Royal Main Employment Area as defined in the Local Plan. In economic and employment terms, Manor Royal is extremely important to Crawley and the wider Gatwick Diamond area. The estate is covered by Article 4 directions removing permitted development rights for changes of use to residential (C3) uses from office (B1a), storage and distribution (B8) and light industrial (B1c).
- 1.4 The site also lies within a Priority Area for District Energy Networks as set out in the Local Plan. The Local Plan defines Structural Landscaping within the town, which includes the existing landscaping along Manor Royal. The site also lies within the Long Distance View Splay from Target Hill, which lies to the south-west. The site is shown as contaminated land on Council records.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 The proposal is for the demolition of the existing warehouse and the subsequent redevelopment of the site to form a new warehouse (B8) building (7,399 sqm in total). The building would be primarily warehouse space (7,319 sqm), with ancillary offices (680 sqm) and a small gatehouse.
- 2.2 The proposed warehouse would be located centrally within the site. It would measure 110 metres east to west and a maximum of 75 metres north to south. Its maximum height would be 15.85 metres. There would be car parking areas accessed from Manor Royal and, to the west of the building directly from Faraday Road. At the northern end of the site would be a gated access leading into the service yard. The building would have goods doors in its north elevation and office related glazing facing the junction of Manor Royal and Faraday Road. The main materials would be grey cladding panels.
- 2.3 A total of 61 car parking spaces are proposed, the majority of which would be located on the Manor Royal frontage. These would include four disabled spaces and thirteen electric vehicle spaces. There would be a further 28 commercial vehicle parking spaces within the service yard, besides those located at each of the twelve loading bays. Secure cycle parking to accommodate 33 cycles and five motorcycle spaces are also proposed.
- 2.4 In support of the application, the applicant has submitted the following documents:
  - Arboricultural Impact Assessment and Method Statement
  - Air Quality Assessment
  - BREEAM Pre-Assessment
  - Design and Access Statement
  - Ecology Report
  - Energy and Sustainability Strategy
  - Flood Risk Assessment
  - Framework Travel Plan
  - Planning Statement
  - Preliminary Environmental Risk Assessment
  - Transport Statement
  - Utilities Assessment Report
- 2.5 The proposal has been amended since it was first submitted, following concerns raised about design and the visual impact of largely blank elevations along the Faraday Road and Manor Royal streetscenes. The revised scheme has resited the office accommodation and associated glazing to the junction of Manor Royal and Faraday Road and relocated a substation away from this prominent corner. There was no change to the building footprint, but minor changes to the internal floorspace and the loss of three car parking spaces resulted. The landscaping proposals have also been revised following discussions about improved tree planting along Manor Royal.

## **PLANNING HISTORY:-**

- 3.1 The site appears to have originally been developed in the mid-1950s for industrial/factory use (refs Z/49/167, CR/164/53 and CR/11/54). There were various extensions through the 1960s. Permission

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was granted for “Use as industrial storage” in 1973 (CR/110/73). Subsequently there have been a number of applications for alterations, telecommunications and advertisements.

3.2 There is no recent relevant planning history.

## **PLANNING POLICY:-**

### National Planning Policy Framework

- 4.1 The updated National Planning Policy Framework (NPPF) published in July 2021 states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.
- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land, helping to improve biodiversity and addressing climate change.
  - Section 6 – ‘Building a strong, competitive economy’ emphasises the need for the planning system to help create conditions where businesses can invest, expand and adapt in order to support the need for economic growth and productivity. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
  - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
  - Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
  - Section 14 – Meeting the challenge of climate change, flooding and coastal change. In addition to supporting the increased use of renewable and low carbon energy and reducing greenhouse gas emissions, including complying with local sustainability requirements, flood risk should not be increased elsewhere and sustainable drainage systems should be incorporated in major developments.
  - Section 15 – Conserving and enhancing the natural environment. Planning policies and decisions should contribute to and enhance the natural and local environment. Development should not add to or be at risk from pollution.

### Crawley Borough Local Plan 2015-2030

- 4.2 The following Crawley Borough Local Plan 2015 – 2030 (adopted December 2015) policies are relevant, which can be viewed online at:
- Policy SD1 (Presumption in Favour of Sustainable Development) The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town’s compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan’s policies and objectives.
  - Policy CH2 (Principles of Good Urban Design) Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible

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development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.

- Policy CH3 (Normal Requirements of all New Development) Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and, where any are lost, replacement tree planting should accord with the standards set out in policy CH6.
- Policy CH4 (Comprehensive Development and Efficient use of Land) Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development.
- Policy CH6 (Tree Planting and Replacement Standards) Sets out that where development would result in the loss of trees, these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere. The Manor Royal Design Guide sets out tree planting requirements for that area.
- Policy CH7 (Structural Landscaping) requires that development proposals should protect and/or enhance structural landscaping, which runs along Manor Royal.
- Policy EC1 (Sustainable Economic Growth) This policy supports Crawley's role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley's recognised economic role and function is maintained and enhanced through building upon and protecting the established role of Manor Royal as the key Business (B1), General Industry (B2) and Storage and Distribution (B8) location for Crawley and ensuring that it is the focus for sustainable economic growth. The policy sets out the need for approximately 23 hectares of employment land over the plan period.
- Policy EC2 (Economic Growth in Main Employment Areas) recognises the significant contribution that the town's employment areas make to its economy and that of the wider area, and protects against net loss of employment floorspace.
- Policy EC3 (Manor Royal) Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings. Proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district. All development at Manor Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.
- Policy ENV1 (Green Infrastructure) states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through a number of measures including maximising opportunities to maintain and extend infrastructure links and requiring large proposals to provide new, or create links to, green infrastructure where possible.
- Policy ENV2 (Biodiversity) All development will be expected to incorporate biodiversity features where appropriate and enhance existing features of nature conservation value around the development.
- Policy ENV6 (Sustainable Design and Construction) All development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. A Sustainability Statement should be

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submitted demonstrating how sustainability has been addressed through design and construction.

- Policy ENV7 (District Energy Networks) Major developments within a Priority Area for District Energy Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area.
- Policy ENV9 (Tackling Water Stress) Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- Policy ENV10 (Pollution Management and Land Contamination) ensures that new development does not increase levels of pollution or hazards and is appropriate to its location. Where a site may be at risk from contaminants or hazardous materials, information must be provided on how the risk will be addressed and pollution treated or removed.
- Policy ENV12 (Air Quality) states that proposals that do not have a negative impact on air quality will normally be permitted.
- Policy IN1 (Infrastructure Provision) Development must be supported by necessary on and off site infrastructure, including mitigation where needed, to avoid harmful impact upon existing infrastructure.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires proposals to be connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport) Development should be focussed to achieve sustainable transport through use of public transport, walking and cycling. Development should meet the access needs generated and not have unacceptable impact on congestion or highway safety. Proposals should be supported by a Transport Statement/Assessment.
- Policy IN4 (Car and Cycle Parking Standards) Proposals should provide the appropriate car and cycle parking required by supplementary guidance.

## Submission Draft Crawley Borough Local Plan 2021-2037

4.3 The Crawley Borough Local Plan is in the process of review. The Council published its Submission Draft Local Plan (Regulation 19) in early January 2021. A public consultation was undertaken between 6 January and 30 June 2021 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 CL2: Making Successful Places: Principles of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact of New Development – Layout, Scale and Appearance
- Policy DD1: Normal Requirements of All New Development
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy IN1: Infrastructure Provision
- Policy IN3: Supporting High Quality Communications
- Policy EC1: Sustainable Economic Growth
- Policy EC2: Economic Growth in Main Employment Areas
- Policy EC3: Manor Royal
- Policy EC4: Strategic Employment Location
- Policy EC5: Employment and Skills Development
- Policy GI1: Green Infrastructure
- Policy GI3: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC2: District Energy Networks
- Policy SDC3: Tackling Water Stress
- Policy EP1: Development and Flood Risk
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise
- Policy EP5: Air Quality
- Policy EP6: External Lighting



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- Policy ST1: Development and Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards

## Supplementary Planning Documents

4.4 The following supplementary planning documents are also applicable to the development of this site:

**Planning and Climate Change SPD** – Adopted October 2016 – This provides further guidance on addressing the sustainability policies within the Local Plan, with examples of best practice and how to demonstrate compliance with the policies.

**Green Infrastructure SPD** – Adopted October 2016 - This SPD provides further guidance on new and replacement tree planting, protection of existing trees, biodiversity and wider landscaping issues.

**Urban Design SPD** – Adopted October 2016 - This document provides further advice on the principles of good urban design in the Crawley context, highlighting in particular the importance of massing and materials, public realm, street design, parking and sustainable design.

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

*“The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start.”*

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

Annex 1 of the SPD contains the Borough’s indicative minimum parking standards. For sites in Manor Royal the following apply: For warehousing (B8), one car parking space per 100 square metres and one lorry space per 500 square metres (minimum one space) is required. For office uses, one car parking space per 31 square metres is the minimum standard. Disabled, cycle and motorcycle parking standards are also contained within Annex 1.

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

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

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

The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach to delivering these improvements is achieving robust and consistent frontages to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development and to consider landscaping and seek to reduce monotonous surfacing of parking

# Agenda Item 5

areas. Boundary treatments must be appropriate in scale and context, with landscaping to reduce the visual impact of fences and barriers.

Manor Royal is identified as a primary road. The site is covered by the 'Manor Royal' heading in the SPD, which raises the opportunity for additional hornbeam planting along the road. The SPD sets out expectations in terms of landscaping, tree planting and appropriate distances that buildings should be set back. Faraday Road is identified as a secondary road, whilst important for navigation. The Design Guide states how Faraday Road would be improved by the introduction of tree and shrub planting. It also covers set back distances for new buildings. The Guide states that *"additional on-site planting would be to supplement the relatively narrow grassed highway verges and areas of less robust planting, particularly in respect of additional trees. The minimum depth of frontage planting requirement would be 3m of planting across the entire frontage with trees at 15m spacing."*

The Character Area A guidance in paragraph 4.1.1 provides further advice. It seeks to:

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

## **Developer Contributions Guidance Note (published July 2016)**

- 4.5 This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought. The document also sets out the Manor Royal contribution requirement towards the public realm in this area.

## **PLANNING CONSIDERATIONS:-**

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

- Principle of development
- Design and appearance of the proposal
- Highways and parking
- Trees and landscaping
- Impact upon neighbouring properties/occupiers
- Sustainability
- Air quality
- Contaminated land
- Drainage and flooding
- Aviation
- Infrastructure contributions

## **Principle of development**

- 5.2. The application site is situated within the Manor Royal Main Employment Area as defined by Local Plan economic policies EC1, EC2 and EC3. Policy EC3 places a clear focus on the delivery of business uses in Manor Royal, seeking to protect and reinforce its core business function by promoting development within the B use classes, and encouraging the reuse and intensification of land or buildings within the main employment area.
- 5.3. The proposed development would involve the demolition of the existing warehouse building (10,261 square metres (8,380 sqm warehouse (B8) use with 1,881 sqm ancillary offices). It would be replaced by a new warehouse building with ancillary offices (total 7,399sqm (7,319 sqm warehouse with ancillary offices 680 sqm, a meeting room and gatehouse)). This represents a reduction of just under 3,000 square metres of employment floorspace. Given the loss in total floorspace, the proposal needs to be considered against the three tests in policy EC2:

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**i. the site is no longer suitable, viable or appropriate for employment purposes;**

The proposed development would result in a net loss of employment floorspace. However, the site is currently not occupied, its dated form is not suited to modern warehouse needs, with the applicant raising particular concerns about its height, and it seems unlikely to be fully reoccupied in the near future.

There is a significant need for new Class B8 development in Crawley, with the Crawley Focussed Economic Growth Assessment (2020) identifying need for at least 32.8ha new industrial (B1c/B2/B8) employment land. The NPPF para 82(d) requires planning policies to be flexible enough to enable a rapid response to changes in economic circumstances. The application, whilst resulting in (for operational reasons) an overall loss of employment floorspace, would retain the site in warehouse use, bringing what is a currently under-utilised site into active employment use, and would help to meet an identified need for B8 floorspace.

**ii. the loss of any floorspace will result in a wider social, environmental or economic benefit to the town;**

Given its current vacancy levels, the proposal would increase employment opportunities on the site. As a speculative development, it is not certain how many jobs would be created, but these would clearly provide economic and social benefits for Crawley.

**iii. there is no adverse impact on the economic role or function of the Main Employment Area, and wider economic function of Crawley.**

The existing building is largely vacant and, given its age and design, is unlikely to be attractive to potential occupiers. Given that the development would retain the site in employment use and would contribute to accommodating the need for warehouse units, although providing a reduced amount of floorspace, it is not considered that the partial loss of employment floorspace would undermine the function of Manor Royal as an MEA, nor the wider economic function of Crawley.

5.4. Having regard to the above, the proposed development, although resulting in a loss of employment floorspace, it would retain the site in business focussed employment use, helping to meet what is a significant B8 floorspace need for Crawley. It would also support the expansion of an existing Manor Royal business and create new job opportunities. Officers consider that the applicant has provided sufficient economic information explaining the rationale for the reduction in floorspace. This explains that the existing buildings are nearing the end of their life cycle and no longer meet current business needs, which is reflected by the buildings having been part vacant for a number of years. Specifically, the information sets out that current market needs can be better catered for through a modern building of increased height, and a reduction building footprint to facilitate an increased yard and improved vehicle circulation space. Having reviewed the supporting information, it is considered by officers that although the proposal would result in some loss of employment floorspace, redevelopment of the site will bring about its improvement as an employment location, supporting the economic function of Manor Royal and that of Crawley, whilst delivering broader sustainability benefits. As such, it is considered that the applicant has justified the proposed net reduction in employment floor space consistent with Policy EC2.

5.5. The emerging Local Plan can be given little weight but, in this case, it is also worth noting that the draft wording of the updated Policy EC2 would allow a limited loss of employment floorspace where this may support the wider economic use of a site. In redeveloping the site to provide new warehouse buildings for business use, the application would add to the overall stock and range of premises at Manor Royal, helping to strengthen its offer as a business district.

5.6. Manor Royal BID has written in support of the application and state that it would help create a more modern feel at the heart of Manor Royal. They recommend engagement by the developer with the BID regarding the ReEnergise Manor Royal Onsite Renewable Energy Project and sustainable travel initiatives.

5.7. Overall, the applicant is considered to have justified the reduction in warehouse floorspace and it is considered that the redevelopment of the site for modern warehouse use would support Manor Royal as a main employment area, contributing positively to its business function and that of the wider

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Crawley economy. The proposal is considered to accord with Local Plan policies EC1, EC2 and EC3 and would maintain the provision of land for business uses in Manor Royal. The principle of the development is therefore considered to be acceptable.

## Design and appearance of the proposal

- 5.8. Policies CH2, CH3 and EC3 of the Local Plan require that all development should contribute positively to the overall setting and environment of Manor Royal through high quality design and landscaping. Policy EC3 specifically makes reference to the Manor Royal Design Guide SPD and affords this document significant weight. The design and landscaping of any development at this site would need to be carefully considered, given its visually prominent location.
- 5.9. The site is located centrally within Manor Royal and the Core Business Zone Character Area A identified in the Manor Royal Design Guide. The key design and layout considerations for proposals in this location are to:
- Maintain the spacious setting of buildings;
  - Build on the positive impact of high quality public realm and development through promoting high quality buildings that also improve the private realm;
  - Provide active frontages, high quality materials, and planting of high aesthetic quality and durability; and
  - Given the spacious and prominent nature of the area, explore the potential for taller buildings with due regard to the safeguarding requirements of Gatwick Airport.
- 5.10. The existing building makes little positive contribution to the visual appearance of the area, although its glazing on the southern elevation at least offers an active frontage. The building has no significant architectural merit and the west elevation to Faraday Road is dominated by loading bays. There is no objection on design grounds to redevelopment.
- 5.11. The revised proposal will introduce a new focal point at the Manor Royal/Faraday Road junction, following the relocation of the ancillary office floorspace. This would introduce three storeys of glazing wrapping around the corner. The main pedestrian entrance would also be located on the corner. The glazing would be highlighted by a projecting fin and canopy. The remainder of the Manor Royal and Faraday Road frontage would be blank, but feature profiled vertical cladding at the lower level with contrasting flat horizontal cladding panels above. To the north, the building would feature a series of loading bays for vehicles of varying sizes. This loading area would be largely screened from public view by the extent of the building running along Faraday Road. Landscaping to the south of the site would enhance its appearance and provide some screening of the blank element of the southern elevation. Additional tree planting within the highway verge, to fill a gap within the existing line of trees is also proposed.
- 5.12. Overall, it is considered that the design and layout of the building and site would be appropriate within the context of the town's main employment area. Whilst it is a substantial and relatively plain building, this reflects its proposed warehouse function. The prominent corner part of the site has been improved and will accommodate the most active part of the frontage, with activity being visible within the office space. As such, the proposal is considered to be acceptable in design terms and would accord with the relevant policies within the Crawley Borough Local Plan and the Manor Royal SPD.

## Highways and parking

- 5.13. The site is located on Manor Royal, which forms a key and busy east-west link across the Manor Royal Business District. Faraday Road, whilst a more minor road, is also busy and used by a variety of commercial vehicles, including HGVs. The site currently has accesses onto both roads. The site currently has a total of 287 car parking spaces, mainly on the roof. There are thirteen goods vehicle bays accessed directly from Faraday Road.
- 5.14. The proposal would retain the existing vehicular access at the north-west corner of the site, which currently serves the rooftop car park. This would form the access to the service yard for the proposed warehouse. The eastern access from Manor Royal would be closed, with the other access serving the proposed car park to the south of the building. WSCC Highways have confirmed that, subject to some further detail and the conclusion of a S278 agreement, they are satisfied that the off-site

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highway works to close the access and reinstate the footway, verge and kerb are acceptable. As stated below, this also offers the opportunity for new tree planting.

- 5.15. Given the reduction in floorspace compared to the existing building, the Transport Assessment confirms that the scheme would result in a reduction by all modes of travel compared to what is currently operating. It states that vehicle trips will reduce from 814 to 483 and that this will be seen in the AM/PM peaks. WSCC Highways accept these findings.
- 5.16. Pedestrians would use the existing pedestrian routes on Faraday Road and Manor Royal to access the main entrance close to the junction or use gates to enter the service yard. Cycle and motorcycle parking is proposed on the Faraday Road frontage.
- 5.17. The application site is in a sustainable location, with bus stops located directly outside on Manor Royal and slightly to the north on Faraday Road (the latter serving the Fastway service). There are cycle routes along Manor Royal and, slightly to the south-west, a dedicated route towards the town centre. There are parking restrictions on both Manor Royal and Faraday Road, with very limited on-street parking near the site. The Manor Royal estate also has a good network of footpaths and crossings. The site is in a good location to encourage sustainable travel amongst the workforce.
- 5.18. The proposed development is for B8 (storage or distribution) and in terms of car (including disabled), cycle, lorry and motorcycle parking provision meets the Council's adopted minimum parking standards. The Council's parking standards for Warehousing (B8) is one space per 100sqm for cars and one space per 500sqm for lorries (1 lorry space minimum). With a total building floor area of 7,399 sqm, the proposal should provide 74 car parking spaces and 15 lorry parking spaces. The total number of vehicle parking spaces proposed is 89, which meets the overall parking requirement. The mix is shifted towards commercial vehicle spaces, rather than cars in the scheme, but some of the spaces within the service yard could be used for car parking if required by a future occupier. Overall, the level of vehicle parking is acceptable and no objection is raised by WSCC Highways on parking grounds.
- 5.19. A total of thirteen electric vehicle charging spaces are proposed. WSCC Highways comment that this equates to 20% of the standard car parking spaces, which is in accordance with their guidance. A total of 33 cycle spaces and five motorcycle spaces are also proposed, which is slightly higher than the required 23 cycle spaces for staff and visitors. This will help to encourage sustainable travel and is acceptable.
- 5.20. The applicant has prepared a framework travel plan, which is considered acceptable at this stage by WSCC Highways. WSCC Highways seek a Travel Plan Auditing Fee to cover the resource costs of assessing and auditing Travel Plans through the planning process, and as part of the 5 year monitoring period. The applicant has agreed to this contribution of £3,500, which can be secured through a S106 contribution. WSCC Highways also seek conditions to address the access closure, EV charging spaces, a Travel Plan and a Construction Management Plan.
- 5.21. Overall, the proposal is considered acceptable in highways and parking terms, subject to conditions, and to comply with the sustainable transport requirements of local and national policies.

## **Trees and landscaping**

- 5.22. The applicant has submitted an Arboricultural Impact Assessment and Method Statement. There is limited planting within the site as existing. There is a Swedish Whitebeam in the south west corner of the site, which is relatively prominent although has a lean and appears to be experiencing root plate lifting. It is not considered worthy of retention. To the east along the southern boundary is a Wild Cherry and a group of trees that appear to have been topped. These trees are all visually dominated by two taller and apparently healthy London planes within the highway verge. There are other hornbeams within the highway verge along the Manor Royal frontage. It is proposed to remove the Swedish Whitebeam, the Wild Cherry and the group of smaller trees on the southern boundary. Taking account of the girth of the trees and policy CH6, a total of 17 replacement trees should be planted.

# Agenda Item 5

- 5.23. The proposed landscaping scheme proposes six hornbeam within the site along the southern boundary. These should grow to a height of 10-18 metres and will fill an existing visual gap in the landscaping at this point. An additional tree is hoped to be planted in the highway verge following the closure of the existing easternmost vehicular access. Four trees would be planted in the north west corner of the site and three to the north east. Along the eastern and northern boundaries, a hornbeam hedge is proposed. Supporting ground cover planting is proposed to all except the Faraday Road frontage. At the north western corner of the site, the SUDS proposals will allow some wetland planting to take place.
- 5.24. With regard to the highway verge tree proposed, WSCC Highways have commented that utility services and method of planting will need to be assessed in more detail. They will also need to agree the species and a contribution towards ongoing maintenance. In planning terms, officer consider that these matters can be addressed through a S106 agreement.
- 5.25. Overall, the landscaping, despite the loss of some trees, is considered to be a significant improvement on existing landscaping and will provide some vegetation screening for blank parts of the elevations and serve to reinforce the Structural Landscaping along Manor Royal. There is a slight shortfall of replacement tree provision against the policy requirement. This may be addressed by enhanced planting within the highway verge, but otherwise can be covered by an off-site contribution of up to £2100 (£700 x 3 trees).

## **Impact on neighbouring properties/occupiers**

- 5.26. The surrounding area is industrial and commercial in its nature and appearance and protected for such uses by planning policies. Immediate industrial/commercial neighbours are therefore unlikely to suffer disturbance from the proposal. There are no residential dwellings in the near vicinity. It is therefore considered that the proposed development would not be detrimental to the amenities of neighbouring occupiers, subject to the dust management and construction management plans requested by consultees.

## **Sustainability**

- 5.27. Policy ENV6 (Sustainable Design and Construction) states that all development must consider how it can address sustainability through reducing energy consumption, using renewable and low carbon energy, improving existing buildings when adding extensions, minimising carbon emissions during development and ensuring embedded carbon is retained and considering District Heat Networks, water stress and temperature extremes. Policy ENV7 (District Energy Networks) states that major developments within a Priority Area for District Heat Networks should demonstrate how they have addressed the hierarchy supporting creation of networks. Manor Royal is identified on the Proposals Map as a Priority Area. Policy ENV9 (Tackling Water Stress) states that non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 5.28. The proposal is supported by an Energy & Sustainability Strategy and a BREEAM Pre-Assessment Document. The Energy & Sustainability Strategy identifies both the current adopted and draft policies, and responds in the following terms:
- Building fabric, lighting and ventilation services are set at a level of efficiency to achieve Building Regulations compliance before allowing for any low/zero carbon technology;
  - The development is proposed to be 'future proofed' for connection to a future heat network through inclusion of a suitable location for the heat network to enter the building and connect to a future heat interface unit and a route for the network from the site boundary identified as safeguarded for a future pipework route;
  - 59 kWp of solar photovoltaic provision on the roof;
  - Air source heat pumps are proposed for provision of heating and cooling to the office areas
- 5.29. As a result of these measures, the development proposes to achieve a 25% reduction in CO<sub>2</sub> emissions, compared with Building Regulations standards, with 20.4% of the energy demand being derived from low and zero carbon sources. Thirteen electric vehicle charging points are also proposed.

# Agenda Item 5

- 5.30. The Energy and Sustainability officer is satisfied with these proposals, subject to appropriate conditions. The proposed strategy is considered acceptable in principle for the purposes of policies ENV6 and ENV7. The provision of further details regarding the 'future proofing' energy network measures and the solar PV can be secured by conditions.

## Air Quality

- 5.31. The application was supported by an Air Quality Assessment that considered the air quality impacts during demolition, construction and subsequent operation. The Council's Air Quality officer raises no objection. She comments that the report found that during the construction phase, dust emissions can be adequately managed by adopting appropriate mitigation measures. She recommends a condition to secure a Dust Management Plan be attached to any approval.
- 5.32. Unlike other recent warehouse schemes in Manor Royal, the proposal, due to the existing warehouse use and the reduction in floorspace, would result in a decrease of 331 two-way vehicle trips per day. Consequently, the Air Quality officer is satisfied that the proposal "*would not create any additional, significant, adverse air quality impacts.*"
- 5.33. Overall, subject to the Dust Management Plan condition, the proposal would not result in an adverse impact upon air quality and would therefore accord with Local Plan policies CH3 and ENV12.

## Contaminated Land

- 5.34. The site lies at the centre of Manor Royal and contains an existing warehouse building. The site was formerly an engineering works. It is identified as being potentially contaminated. The applicant submitted a Preliminary Environmental Risk Assessment. The report and its recommendations were considered acceptable by the Council's Contaminated Land officer. He recommends a four stage strategy to assess the risks associated with possible contamination and to address them appropriately. Confirmation of the completion of the remediation works is also required. Therefore, the proposal, subject to these conditions, would not result in an adverse impact regarding contamination and is considered acceptable in this regard.

## Drainage and flooding

- 5.35. The site is located in Flood Zone 1, with a low probability of flooding. SUDS techniques, including permeable surfacing, a basin in the north-west corner to reduce flows and geocellular tanks to the north and south of the site are proposed. The Council's Drainage officer and WSCC Lead Local Flood Authority are happy with the detail provided and have no objection, subject to conditions.
- 5.36. Thames Water has commented that the development would be close to a strategic sewer. The company does not object, subject to a method statement being approved and implemented if piling is proposed. In terms of discharge to the public sewer, a permit will be required from Thames Water and efforts made to minimise discharges. Overall, the scheme is considered acceptable in drainage and flooding terms.

## Aviation

- 5.37. Gatwick Airport Safeguarding and NATS Safeguarding confirm that they have no objection to the proposal on aviation safety grounds. Gatwick Airport seeks conditions covering a Bird Hazard Management Plan, landscaping and the use of solar PV panels to ensure that these matters are acceptable in relation to the airport.

## Developer contributions

- 5.38. A S106 agreement would be required if permission is to be granted to secure the following contributions:
- Travel Plan monitoring fee of £3500
  - Off-site planting of a tree within the highway verge, subject to below ground investigations, with a commuted sum for ongoing care

# Agenda Item 5

- Contribution towards off site tree planting based on the formula set out in policy CH6.

5.39. The proposal would result in a reduction in business floorspace, so a Manor Royal contribution towards public realm improvements would not be required.

## **CONCLUSIONS:-**

- 6.1. The redevelopment of the site to create a modern, albeit slightly smaller, warehouse is acceptable in planning policy terms and would help support Manor Royal. The warehouse design, whilst relatively plain and functional, along with its size, massing, materials and landscaping are considered acceptable within Manor Royal. The operational needs of the site would be met by the proposed parking arrangements and the Local Highway Authority have confirmed there are no objections in terms of impact upon road capacity or highway safety. The proposals in relation to drainage, air quality and contaminated land are acceptable, subject to conditions, and the sustainability measures would provide a BREEAM excellent rating for water and energy credits.
- 6.2. Subject to the completion of a legal agreement to secure the Travel Plan monitoring fee and tree planting, it is considered that the proposal would accord with the relevant sections of the NPPF, policies within the Local Plan and the relevant Supplementary Planning Guidance. On this basis, it is recommended that planning permission be granted.

## **RECOMMENDATION RE: CR/2021/0174/FUL**

**PERMIT** subject to the conclusion of a Section 106 legal agreement, 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 development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate, but not necessarily be restricted to, the following matters,
  - the anticipated number, frequency and types of vehicles used during construction;
  - the method of access and routing of vehicles during construction;
  - the parking of vehicles by site operatives and visitors;
  - the loading and unloading of plant, materials and waste;
  - the storage of plant and materials used in construction of the development;
  - the erection and maintenance of security hoarding;
  - the provision of temporary construction and security lighting;
  - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
  - details of public engagement both prior to and during construction works.REASON: In the interests of highway safety and the amenities of the area in accordance with policies CH3, ENV11, ENV12 and IN3 of the Crawley Borough Local Plan 2015-2030.  
REASON: why pre-commencement condition: As it relates to potential impact upon the surrounding area starting from the setting up for construction activities and demolition.
4. No development, including any site setting up works, shall take place until a dust management plan to control the emission of dust from the demolition and construction works at the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the agreed dust management plan unless otherwise agreed in writing by the Local Planning Authority. The approved plan should follow the guidance and recommendations in the Institute of Air Quality Management's Guidance on the Assessment of Dust from Demolition and Construction.



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REASON: In the interests of amenity in accordance with policies CH3 and ENV12 of the Crawley Borough Local Plan 2015-2030.

Reason why pre-commencement condition: As it relates to potential impact upon the surrounding area starting from the setting up for construction activities and demolition.

5. No development approved by this planning permission shall commence until a strategy to deal with the potential risks associated with any contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The strategy will include the following components:

(1) A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

(2) A site investigation scheme, based on (1), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(3) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

REASON: The proposed site is on a former engineering works with risk of contamination on the site and to ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution or contaminated land in accordance with Policy ENV10 of Crawley Borough Local Plan 2015-2030 and with paragraph 170 of the National Planning Policy Framework.

Reason why pre-commencement: This condition is required pre-commencement as it relates to how contamination will be investigated and remediated during demolition, construction and then during operation.

6. The development hereby permitted shall be carried out in accordance with the FPCR Arboricultural Method Statement and its Tree Protection Plan dated March 2021 submitted with the application. The tree protection measures set out within the report must be fully implemented prior to the commencement of site setting up activities or demolition and thereafter maintained for the duration of the construction works.

REASON: To ensure that the trees to be retained are not compromised during the construction of the development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.

7. With the exemption of demolition, site preparation, drainage, foundation and structural works, development shall not take place unless and until a schedule of materials and finishes, including samples of such materials and finishes, to be used for external walls and roofs of the proposed building, including the glazing and cladding, have been submitted to and approved by the Local Planning Authority. The development shall thereafter only be constructed in accordance with the approved materials.

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

8. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Monitoring of any standing water within the site, whether temporary or permanent; and
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.

# Agenda Item 5

Reason why pre-commencement condition: As it relates to potential aviation safety issues arising from drainage during and post construction.

9. No above ground development shall take place until full details of soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
  - The species, number and spacing of trees and shrubsNo subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: To avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site.
10. No development, other than demolition, shall take place until details of the provisions referred to in the submitted Energy and Sustainability Strategy dated February 2021 to facilitate the connection of the development to a future District Energy Network in the vicinity have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

REASON: In the interests of environmental sustainability in accordance with policy ENV7 of the Crawley Borough Local Plan 2015 and the Planning and Climate Change Supplementary Planning Document.
11. No solar panels shall be installed until details have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the photovoltaics referred to in the submitted Energy and Sustainability Strategy dated February 2021 have been installed and made operational in accordance with full details that have first been submitted to and been approved in writing by the Local Planning Authority. The scheme shall be implemented as approved and no subsequent alterations to the approved scheme shall take place unless submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of environmental sustainability and to ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues, in accordance with policies ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030.
12. Within three months of the occupation of the development, a post-construction report shall be submitted to and agreed in writing by the Local Planning Authority verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.

REASON: In the interests of sustainable design and construction in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
13. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in strict accordance with the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure, which piling has the potential to damage or impact upon and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
14. The development hereby approved shall not be first occupied until details of the maintenance and management of the SuDS system have been set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented and maintained in accordance with the approved details.

REASON: This is a major development and the performance of the SUDS must be future proofed to avoid flooding within the development and subsequent flood and drainage problems off-site in accordance with Policy EN8 of the Crawley Borough Local Plan 2015 - 2030.
15. No part of the development shall be first occupied until such time as the existing vehicular access onto Manor Royal has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of road safety in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.

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16. Prior to the first occupation of the development hereby approved, the car, cycle, motorcycle and lorry parking serving the warehouse shall be constructed in accordance with the approved plans. Once provided, the spaces shall thereafter be retained at all times for their designated purpose.  
REASON: To ensure that adequate and satisfactory provision is made for the parking and manoeuvring of vehicles clear of all highways in accordance with policies CH3 and IN4 of the Crawley Local Plan 2015-2030 and the parking standards set out in the Urban Design Supplementary Planning Document.
17. No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided and made operational in accordance with plans and details submitted to and approved by the Local Planning Authority.  
REASON: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies and the relevant provision of the National Planning Policy Framework.
18. All planting, seeding or turfing comprised in the approved landscaping scheme shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.  
REASON: In the interests of amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
19. Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.  
REASON: To encourage and promote sustainable transport in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030 and the National Planning Policy Framework.
20. Prior to the first occupation of the warehouse building hereby approved, a verification report demonstrating the completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and been approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.  
REASON: The proposed site is on a former engineering works with risk of contamination on the site and to ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete in accordance with Policy ENV10 of Crawley Borough Local Plan 2015-2030 and with paragraph 170 of the National Planning Policy Framework.
21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, including any future amendments, the proposed building hereby approved shall be used for storage and distribution (B8) use only and for no other purpose defined by the Town and Country Planning (Use Classes) Order 1987 (as amended), without the prior written consent of the Local Planning Authority.  
REASON: To ensure that levels of parking provision and the appropriateness of other uses within the Manor Royal Main Employment Area can be properly assessed in accordance with policies CH3, EC2 and EC3 of the Crawley Borough Local Plan 2015-2030 and the parking standards within the Urban Design Supplementary Planning Document.

## INFORMATIVES

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

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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. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email: [lgwcranes@gatwickairport.com](mailto:lgwcranes@gatwickairport.com). Details of the crane process can be found in CAP1096 'Guidance to Crane Operators on Aviation Lighting and Notification' available at [www.caa.co.uk](http://www.caa.co.uk).
  3. 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. Thames Water 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](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed online via [www.thameswater.co.uk](http://www.thameswater.co.uk) (Please refer to the Wholesale; Business customers; Groundwater discharges section).
  4. The applicant is advised that this site falls within the area covered by Southern Water plc. For your information, contact details are Southern Water, Southern House, Yeoman Road, Worthing, West Sussex BN13 3NX (Tel: 0845 278 0845).
  5. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
  6. The applicant is encouraged to engage with Manor Royal BID regarding the ReEnergise Manor Royal Onsite Renewable Energy Project, sustainable travel initiatives and other ongoing initiatives in the area.
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, the applicant and the agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans/additional information to address identified issues during the course of the application.

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

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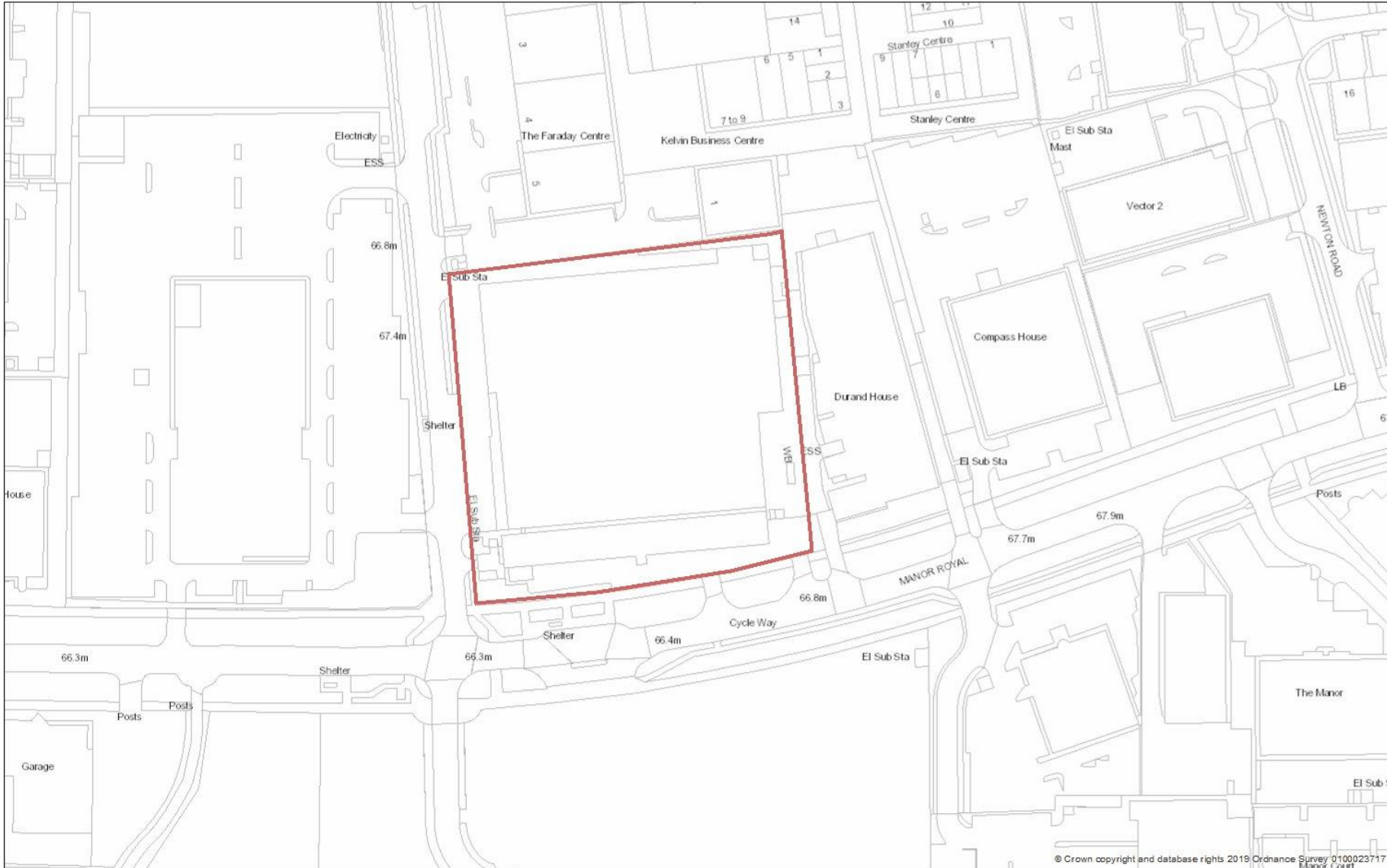


# ArcGIS Web Map



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

1:1,250



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Manor Court

# Agenda Item 6

**CRAWLEY BOROUGH COUNCIL**  
PLANNING COMMITTEE – 31 August 2021  
REPORT NO: PES/374(b)

REFERENCE NO: CR/2021/0308/ARM

**LOCATION:** [42 & 44 BRIGHTON ROAD, SOUTHGATE, CRAWLEY](#)  
**WARD:** Southgate  
**PROPOSAL:** APPROVAL OF RESERVED MATTERS IN RELATION TO APPEARANCE AND SCALE PURSUANT TO CR/2020/0588/OUT FOR THE ERECTION OF A PART 3 AND PART 4 STOREY BUILDING COMPRISING OF 5 X 1NO. BEDROOM FLATS AND 15 X 2NO. BEDROOM FLATS, OF WHICH 2 NO. WILL BE DESIGNATED AS AFFORDABLE HOUSING, FOLLOWING THE DEMOLITION OF EXISTING SEMI-DETACHED DWELLINGS, THE IMPROVEMENT OF AN ACCESS FROM BRIGHTON ROAD, THE CREATION OF A NEW VEHICULAR ACCESS FROM STONEFIELD CLOSE AND ASSOCIATED WORKS AND LANDSCAPING

**TARGET DECISION DATE:** 26 July 2021

**CASE OFFICER:** Ms D. Angelopoulou

**APPLICANT'S NAME:** Turnbull Land Ltd  
**AGENT'S NAME:**

## PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
0268-P020		Location And Block Plan
0268-P051	B	Proposed Site Plan Showing Ground Floor Layout
0268-P052	B	Proposed 1st & 2nd Floor Plans
0268-P053	B	Proposed 3rd Floor & Roof Plan
0268-P054	A	Proposed West Elevation
0268-P055	B	Proposed South Elevation
0268-P056	A	Proposed East Elevation
0268-P057		Proposed North Elevation
0268-P058	A	Proposed Streetscene Elevation
0268-P059	A	Proposed Section AA
0268-P060		Proposed Section BB
s18/6717/01		Topographical Survey
0268-P031		Illustrative Landscaping Site Plan

## CONSULTEE NOTIFICATIONS & RESPONSES:-

<u>Type</u>	<u>Comments</u>
1. GAL Aerodrome Safeguarding	No objection subject to conditions & informative as attached under CR/2020/0588/OUT.
2. WSCC Highways	No objection subject to conditions & informative as attached under CR/2020/0588/OUT.
3. National Air Traffic Services (NATS)	No objection.
4. Thames Water	Under previous application CR/2020/0588/OUT; No objection subject to condition & informative.
5. Sussex Building Control Partnership	No response received.

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|-----|--|--|
| 6.  | Police                                     | Comments regarding Secured by Design remain extant as per CR/2020/0588/OUT.              |
| 7.  | CBC Drainage Officer                       | No objection subject to conditions under CR/2020/0588/OUT.                               |
| 8.  | CBC Housing Enabling & Development Manager | No response received.  |
| 9.  | CBC Planning Arboricultural Officer        | Under previous application CR/2020/0588/OUT; no objection subject to condition.          |
| 10. | CBC Environmental Health                   | Under previous application CR/2020/0588/OUT; no objection subject to condition.          |
| 11. | CBC Refuse & Recycling Team                | No objection subject to the previous condition under CR/2020/0588/OUT.                   |
| 12. | Southern Water Ltd                         | No objection subject to informative as per CR/2020/0588/OUT.                             |
| 13. | CBC Energy Efficiency & Sustainability     | No objection subject to conditions & Informative as per CR/2020/0588/OUT.                |
| 14. | CBC Urban Design                           | No response received.  |
| 15. | CBC Countryside & Open Space               | Under previous application CR/2020/0588/OUT comments regarding open space contributions. |

## **NEIGHBOUR NOTIFICATIONS:-**

The application was publicised through site notices and a press notice, with a consultation period running from 26/05/2021 until 24/06/2021.

## **RESPONSES RECEIVED:-**

None received.

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

The application is for 'major' development.

## **THE APPLICATION SITE:-**

- 1.1. The application site is located on the eastern side of Brighton Road at its junction with Stonefield Close, within the neighbourhood of Southgate. The site measures 0.17 hectares, and currently contains a pair of semi-detached dwellings, Nos. 42 and 44 Brighton Road. The two properties are brick built with red tile hanging detailing at first floor level and pitched roofs. There are attached garages on the sides of the two properties. No. 42 Brighton Road has vehicular access from Stonefield Close, whilst No. 44 Brighton Road has a vehicular access onto Brighton Road.
- 1.2. There are a number of mature trees and other vegetation on the site. This includes screening along the western boundary fronting Brighton Road, the southern boundary adjacent to Godolphin Court, and on the eastern boundary of the site adjacent to No. 26 Stonefield Close.
- 1.3. The surrounding area is predominantly residential in character. To the south is Godolphin Court (a three storey block of flats), to the north is Alexandra Court (a two storey block of flats), and to the west is Glendon House (a three storey block of flats). To the east along Stonefield Close are semi-detached bungalows.
- 1.4. The site lies on Brighton Road which is a classified 'A' road, and within the Gatwick Safeguarding Zone which requires GAL Safeguarding and NATS to be consulted on proposals which exceed 10m in height.

## **THE PROPOSED DEVELOPMENT:-**



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- 2.1. The site has outline planning permission for the demolition of the existing two semi-detached properties and the erection of a part 3/part 4 storey residential building. This comprises 5x 1no. bedroom flats and 15x 2no. bedroom flats. Two flats would provide affordable housing. Access and layout were approved at outline application stage. The current application seeks approval of the appearance and scale of the development. Landscaping would remain to be considered through a later reserved matters application.
- 2.2. Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, defines these matters as:
- Layout – *“the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.”*
- Scale – *“the height, width and length of each building proposed within the development in relation to its surroundings.”*
- Access – *“the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.”*
- Appearance – *“the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.”*
- Landscaping – *“the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features”*
- 2.3. The outline application approved two vehicular accesses to the site. The existing access from Brighton Road will be retained to provide access to the small car parking area in front of the building. A new access will be created onto Stonefield Close providing access to the larger parking area to the rear. In total, 20no. on-site car parking spaces would be provided. A cycle store would be located on the southern side of the site, providing covered storage for 38no. cycles.
- 2.4. The outline also approved the layout. The building would be positioned 3.5m from the southern boundary, 9m from the western boundary, 2m from the northern boundary and 24-27m from the eastern boundary.
- 2.5. The current Reserved Matters application addresses scale and appearance. For scale, the drawings show a part three/part four storey building. The four storey element would be located on the southern side of the site, nearly 13m in height including the lift overrun, and the three storey element would be on the northern side and 9.7m in height. The building would be located within the middle of the site and would have a maximum width of 24m and a length of 24.5m. It would be set back 12m from Brighton Road, 5m from Stonefield Close, and there would be a gap of 29-31.5m between the rear elevation of the building and No. 26 Stonefield Close to the east.
- 2.6. In terms of appearance, the building would have a flat roof. There would be recessed balconies on the front elevation, while the other elevations would contain projecting balconies. The building would be mainly finished in brick and would have decorative textured brickwork and metal cladding to the 3<sup>rd</sup> and 4<sup>th</sup> storeys.
- 2.7. The following supporting documents have been submitted with the application:
- A site layout plan, proposed floorplans, elevations and streetscene elevations
  - Indicative landscaping site plan
  - Planning Statement
  - Design and Access Statement
  - Covering Letter
- 2.8. The submitted Planning Statement states that *“the scheme is essentially the same as the one submitted for the outline approval under CR/2020/0588/OUT, with only minor revisions to internal layouts and servicing/maintenance requirements. The internal amendments have been suggested*

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*by Crawley Borough Council Development/Housing team who have expressed an interest in developing the site alongside Turnbull Land. So we can be confident that the layouts are suitable for modern living maximising storage and carbon reduction.'*

## **PLANNING HISTORY:-**

- 3.1. CR/2020/0588/OUT – Outline application (access and layout to be determined with appearance, landscaping and scale reserved) for the erection of a part 3 and part 4 storey building comprising of 5 x 1no. bedroom flats and 15 x 2no. bedroom flats, of which 2 no. will be designated as affordable housing, following the demolition of existing semi-detached dwellings, the improvement of an access from Brighton Road, the creation of a new vehicular access from Stonefield Close and associated works and landscaping – Approved on 16 February 2021 following completion of a S106 agreement.
- 3.2. CR/2019/0214/OUT – Outline application (access and layout to be determined with appearance, landscaping and scale reserved) for the erection of a part 3 and part 4 storey building comprising of 5 x 1no. bedroom flats and 15 x 2no. bedroom flats, following the demolition of existing semi-detached dwellings, the creation of a new vehicular access from Stonefield Close and associated works and landscaping (amended plans received).  
This application was considered by Planning Committee at its meeting on 18 November 2019 and refused on 19 November 2019 for the following reasons:
1. The proposal would not provide any provision towards affordable housing, where there is a significant and demonstrated need in the Borough. The proposed development is therefore contrary to Policies H4 of the Crawley Borough Local Plan 2015-2030, the Affordable Housing Supplementary Planning Document (2017), and paragraph 64 of the National Planning Policy Framework (2019).
  2. An agreement is not in place to ensure that the appropriate contributions for tree planting and open space are secured. The development is therefore contrary to policies CH6, ENV5, and IN1 of the Crawley Borough Local Plan 2015-2030 and Supplementary Planning Guidance Document 'Green Infrastructure'.

The subsequent appeal was dismissed on 13 July 2020.

- 3.3. CR/040/1988 – Erection of two storey side extension, double garage and front extension at 44 Brighton Road. Permitted however not implemented.
- 3.4. CR/155/1979 – Erection of extension to garage with provision for room above at 44 Brighton Road. Permitted however not implemented.
- 3.5. CR/142/67 – Erection of a bungalow and garage, Stonefield Close rear of 42 and 44 Brighton Road. Refused.
- 3.6. CR/466/64 – Proposed formation of additional bedroom over the garage at 44 Brighton Road. Permitted however not implemented.
- 3.7. CR/465/64 – Proposed formation of additional bedroom over garage, at 42 Brighton Road. Permitted however not implemented.

## **PLANNING POLICY:-**

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

- 4.1. The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Paragraph 8 states that achieving sustainable development means the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are:
    - a) an economic objective – “to help build a strong, responsive and competitive economy...”
    - b) a social objective – “to support strong, vibrant and healthy communities....”

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c) an environmental objective- “to contribute to protecting and enhancing our natural, built and historic environment...”

- Section 4 – Decision Making states that Local Planning Authorities should approach decisions on proposed development in a positive and creative way
  - Paragraph 57 states that where up-to-date policies have set out the contribution expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. All viability assessments should be made publicly available.
- Section 5 – ‘Delivering a sufficient supply of homes’ emphasises the need for the planning system to deliver a sufficient supply of homes including affordable housing and the need for LPA’s to maintain and monitor the supply of housing against its housing requirement.
  - Paragraph 64 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:
    - a) provides solely for Build to Rent homes;
    - b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
    - c) is proposed to be developed by people who wish to build or commission their own homes; or
    - d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.
- Section 8 – ‘Promoting healthy and safe communities’ seeks to ensure planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible so that crime and disorder and fear of crime do not undermine quality of life and enable and support healthy lifestyles. Planning policies and decisions should promote public safety and take into account wider security (and defence) requirements.
- Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrian, cycle and public transport movements, address the need of people with disabilities in relation to all transport, create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
- Section 11 – ‘Making effective use of land’ states in paragraph 117 that ‘*Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*’. The redevelopment of underutilised land and buildings is encouraged, and LPA’s should take a positive approach to alternative uses of currently developed land which is not allocated for a specific purpose to meet identified development needs. Paragraphs 122 and 123 seek to ensure efficient use though achieving appropriate densities on each site.
- Section 12 - ‘Well designed places’ states that good design is a key aspect of sustainable development and that the planning and development process should achieve the creation of high-quality buildings and places. Paragraph 127 states:

*‘Planning policies and decisions should ensure that developments:*

  - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

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*d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

*e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

*f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

- Section 15 – Conserving and Enhancing the Natural Environment. Paragraph 180 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

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

4.2. The following Local Plan policies are relevant to this application:

- Policy SD1: Presumption in Favour of Sustainable Development. This is the overarching policy for the plan and states that there will be a presumption in favour of sustainable development. Development will be supported when it complements Crawley’s character as a compact town within a countryside setting, developed on a neighbourhood principle and maximises the use of sustainable travel. Development will be supported where it respects the heritage of the borough and protects, enhances and creates opportunities for Crawley’s unique Green Infrastructure and accords with other policies and objectives unless material considerations indicate otherwise.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places. In particular development proposals will be required to:  
*“(a) respond to and reinforce locally distinctive patterns of development and landscape character and to protect and/or enhance heritage assets,  
(b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas,  
(c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society including disabled and elderly people,  
(d) make places that connect with each other and are easy to move through,  
(e) provide recognisable routes, intersections and landmarks to help people find their way around,  
(f) consider flexible development forms that can respond to changing social, technological and economic conditions,  
(g) provide diversity and choice through a mix of compatible development and uses that work together to create viable places that respond to local needs”.*
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy CH4: Comprehensive Development and Efficient Use of Land. Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, based on the Nationally Described Space Standards, and be capable of adaption through meeting

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Building Regulations Part M Category 2. Residential developments should be designed to include amenity space standards adequate to meet basic privacy, amenity and usability requirements.

- Policy CH6: Tree Planting and Replacement Standards. Landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. If on-site provision is not feasible or desirable, commuted sums will be sought in lieu.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing need ensuring against town-cramming or unacceptable impact on the planned character or neighbourhoods or residential amenity.
- Policy H2: Key Housing Sites. This policy encourages residential uses in the town centre, identifying the area as a broad location for housing.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley.
- Policy H4: Affordable and Low Cost Housing. 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers.
- Policy ENV5: Provision of Open Space and Recreational Facilities. The impact of the increased population from residential development on open space and recreational facilities across the Borough will be mitigated by the use of the Community Infrastructure Levy which will be used to enhance existing areas of open space. This policy requires development to make provision for open space and recreational facilities.
- Policy ENV6: Sustainable Design and Construction. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations and any subsequent increased requirements along with the water efficiency standards.
- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9: Tackling Water Stress. New dwellings should where viable and technically feasible, meet the Building Regulations' optional requirement for tighter water efficiency.
- Policy IN1: Infrastructure Provision. Development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking

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network. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.

- 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. 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 2021 – 2037 (January 2021)

4.3. The Local Plan Review Submission Consultation Draft 2021-2037 was published for Regulation 19 consultation from 6 January 2021 until 30 June 2021, and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy CL1: Neighbourhood Principle
- Policy CL2: Making Successful Places: Principles of Good Urban Design
- Policy CL3: Local Character and Form of New Development
- Policy CL4: Effective Use of Land: Sustainability, Movement and Layout
- Policy CL5: Form of New Development – Layout, Scale and Appearance
- Policy DD1: Normal Requirements of All New Development
- Policy DD4: Tree and Landscape Character Planting
- Policy DD5: Tree Replacement Standards
- Policy IN1: Infrastructure Provision
- Policy IN3: Supporting High Quality Communications
- Policy H1: Housing Provision
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- Policy SDC1: Sustainable Design and Construction
- Policy SDC2: District Energy Networks
- Policy ST1: Development and Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards

## Supplementary Planning Documents

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

### Urban Design SPD 2016:

- 4.5. This SPD includes further guidance, examples and explanation of the principles of good urban design and public realm design.
- 4.6. In relation to massing and materials, it advises that buildings within the urban realm should work harmoniously and complement each other and that *“All new elements within the urban realm should consider the scale and materiality within their immediate context, as well as the overall character of their setting”*. The document explains that building heights in Crawley have been dictated by the history of the town and new development should show consideration to the scale and massing of its immediate surroundings. Proposals should consider existing and important views, relationship to human scale, possible wind tunnels, overshadowing and existing trees/hedges.
- 4.7. The SPD states that developments should consider how the immediate space around them may be occupied/developed in the future and accommodate any potential development.
- 4.8. The SPD includes minimum rear window to window distances (21 metres for two storeys and 30 metres for three storeys or more), the minimum distance between a blank gable and rear of an adjacent building and outdoor amenity space standards.

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- 4.9. In respect of multi-dwelling residential development (flats) the SPD seeks a *minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. For apartments and flats, a useable private space should also be provided for residents. While balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable*. Guidance is given on the shape, orientation, privacy, layout and position of amenity space provision. Detailed advice is provided to ensure that flatted developments are integrated into the community. The SPD states “*Elements of the design, such as entrances, public and private spaces and routes through should be clear and easy to navigate. The scale, massing and form of the development should relate to the surrounding area. The openings on the façades should reflect the local vernacular in proportions and a balance should be achieved between solid walls and window/door apertures. The roof design should be considered during the initial design stage and not left to the end to be resolved. Details and decorations are encouraged in residential developments, as they will create more character and visual interest. The materials used can often help with creating such details and decorations with little other effort – for example, a change in material within the elevation can help break up the mass of a building. Flatted developments, in particular those with multiple buildings, should endeavour to provide visual interest through a variation in the elevational treatment. Parking provisions should meet the recommendations set in Annex 1.*”
- 4.10. It also includes the Crawley minimum car parking standards. For 1 bed and 2 bed flats in this location, the minimum standards are 1 car parking space per dwelling. Regarding cycle parking it is stated that: ‘*All cycle parking must be sheltered and secure and in accordance with local guidance and best practice design. For one bed dwellings: One space per dwelling and 1 space per 8 dwellings for visitors will be required. For two bed dwellings or more: 2 spaces per dwelling and 1 space per 8 dwellings for visitors will be required*’.

## Green Infrastructure SPD 2016:

- 4.11. This SPD provides guidance on how to meet the requirements of Local Plan policies in relation to Crawley’s Green Infrastructure assets. It provides further guidance on Policy CH6: Tree Planting and Replacement Standards. This document includes a costing of £700 per tree in lieu of on-site planting. It also sets out the open space standards and costings. The document also links to the Urban Design SPD in respect of considering landscaping as part of high quality design.

## Planning and Climate Change SPD 2016:

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

## Affordable Housing SPD (adopted November 2017)

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

## Crawley Community Infrastructure Levy Charging Schedule 2016

- 4.14. The Crawley CIL Charging Schedule has been in effect since 17<sup>th</sup> August 2016 and is relevant to this application as the proposal would create new residential flats.

## Developer Contributions Guidance Note (published July 2016)

- 4.15. 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:-**

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- 5.1. This application seeks approval of the reserved matters comprising the appearance and scale of the development. The principle of the re-development of this residential site, including the number of units, access and layout, have already been considered and were approved when outline planning permission was granted in February 2021.
- 5.2. The main issues for consideration in determining this application are therefore:
- Design and visual appearance
  - Impact on neighbouring properties and residential amenities
  - The acceptability of the proposed development for future occupiers
  - Noise impacts
  - The impact on access, highways, parking and operational requirements
  - Impact on trees and landscaping
  - Drainage
  - Sustainability
  - Gatwick Airport and bird hazard management plan
  - Affordable housing, infrastructure and CIL

## Design and visual appearance

- 5.3. The site is located in a residential area, within the built up area boundary. Brighton Road is characterised here by a mixture of two and three storey blocks of flats. To the east along Stonefield Close are semi-detached bungalows. The proposal would involve the demolition of the existing pair of semi-detached houses and the erection of a part 3 and part 4 storey block of 20 flats. The principle of the siting, layout and general massing of the development to provide 20 flats in total has been accepted with the granting of the outline planning permission. Illustrative plans and elevations showing an almost identical scheme were submitted and considered at the outline application stage.
- 5.4. Policy CH2 (Principles of Good Urban Design) of the Crawley Borough Local Plan (2015-2030) states that all development proposals should respond to and reinforce locally distinctive patterns of development and landscape character. Policy CH3 (Normal Requirements of All New Development) requires all proposals for development in Crawley to make a positive contribution to the area; be of high quality design and should relate sympathetically to their surrounds in terms of scale, density and layout. They should also retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for safe and proper use of the site. The scale and massing of flatted developments should also relate to the surrounding area.
- 5.5. The proposed building would be positioned in the centre of the site, with the entrance facing onto Brighton Road. There would be two vehicular accesses, the first from Brighton Road would serve a small parking area (5no. spaces) and the second from Stonefield Close which would serve the main parking area (15no. spaces).
- 5.6. The scale of this reserved matters application proposes that the four storey element of the building would be located on the southern side of the site and the three storey element would be on the northern side. As layout was approved at the outline application, the building has already been approved 3.5m from the southern boundary, 9m from the western boundary, 2m from the northern boundary and 24-27m from the eastern boundary. The front elevation of the building would be in line with the front elevation of Godolphin Court. Overall, the proposed positioning of the building was considered to be acceptable, and the front elevation of the building would relate well to the existing streetscene of Brighton Road and the front elevation of Godolphin Court to the south. Although the northern elevation of the proposed building would project forward of the front building line of the bungalows along Stonefield Close, due to the 29-31.5m separation distance between the building and the bungalows and as a similar existing relationship already exists between Alexandra Court and the front elevation of the bungalows on the northern side of Stonefield Close, the proposed positioning of the building is acceptable.
- 5.7. The footprint of the proposed building would be significantly larger than the existing two semi-detached properties and, given the proposed height of part 3 and part 4 storeys, it would be clearly visible from both Brighton Road and Stonefield Close. It is considered that the proposed increase in



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massing on the southern side of the building is acceptable though, given the height of the neighbouring Godolphin Court to the south, Glendon House to the west and the streetscene of Brighton Road. The proposed bulk and massing are considered to be acceptable in this location.

- 5.8. For appearance, the application proposes a building mainly finished in buff facing brickwork. A complementary brick, brighter in tone, would be used on the 3 storey element to the north which is considered acceptable to break up the more visible elevations. The brick as a material is used extensively within the surrounding area. The 4<sup>th</sup> storey would be finished in fibre cement cladding panel. The front balconies would be recessed. The other elevations would contain projecting balconies, which would be articulated with balcony 'frames' supporting and enclosing the outer portion of the balconies. They would be finished in fibre cement cladding to match the material proposed on the set back storey of the 4th storey. The building would also be articulated with a projecting header brick detailing and the applicants have sent an example of this which is considered acceptable.
- 5.9. It is therefore considered that the proposed scale, design and appearance of the building would be an acceptable addition to Brighton Road and would not adversely affect the character of Stonefield Close. The development would therefore accord with the NPPF which emphasises the importance of good design and Policies CH2 and CH3 of the Local Plan.

## Impact on neighbouring properties and residential amenities

- 5.10. In terms of the impact on neighbour amenity, the closest residential properties would be No. 26 Stonefield Close to the east (a semi-detached bungalow), a 3-storey block of flats (Godolphin Court) to the south and a 2-storey block of flats (Alexandra Court) to the north. Illustrative plans and elevations showing an almost identical scheme were considered at the outline application stage. These were considered acceptable, subject to more detailed consideration of the methods to minimise potential overlooking through appropriate window and balcony design as part of the reserved matters application.
- 5.11. The front elevation of the building would face Brighton Road and the rear elevation would face towards the side elevation of No. 26 Stonefield Close. In order to prevent any potential harmful overlooking and privacy issues, the Urban Design SPD seeks a 30m distance between three storey building and the rear elevations of any facing dwelling. The proposal would be located 29-31.5m away from the western side elevation of No. 26 Stonefield Close, which has its entrance and three secondary windows on its western elevation. The illustrative planting scheme shows that the existing cypress trees on the eastern boundary would be retained and that additional planting would screen the building to the east. It is considered that the relationship between the proposed building and No. 26 would be satisfactory, as the gap between the buildings is sufficient to address overlooking. Together with tree screening, this would ensure that the proposal would not have a significant detrimental overbearing impact on the amenity enjoyed by the occupants of No. 26.
- 5.12. The submitted plans and elevation include vertical balcony screening on the eastern elevation on the second and third floor which is considered acceptable to protect the privacy of the future occupants of the flats and the residential amenity of the occupants of No. 26. A new condition is recommended in this regard to ensure implementation of this prior to occupation of these units.
- 5.13. Regarding the impact on Godolphin Court to the south, a gap of 8m would be retained between the side elevations of the two buildings. The existing planting and trees between the two buildings would also be retained as shown on the indicative landscaping plan. The southern elevation of the building has been amended during the course of the current application. Changes include the correct positioning of the habitable windows of Godolphin Court in relation to the proposal and the provision of all the south facing windows of the proposal to be obscured glazed. This is considered acceptable to prevent overlooking and loss of privacy. A new condition is recommended in this regard to ensure implementation of this prior to occupation of these units.
- 5.14. Alexandra Court is located on the northern side of Stonefield Close and there would be a separation distance of 18m between the side elevations of the two buildings. It is considered that the resultant relationship would be satisfactory and is a typical relationship between properties which are separated by a road. There could be some shadowing caused by the proposed building, however it

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is not considered to be unacceptable as the lower element of the building (three storey) is proposed to be located on the northern side of the site closest to Alexandra Court.

- 5.15. In conclusion, it is considered that the proposed positioning of the building within the site would be acceptable, with sufficient gaps between Godolphin Court and Alexandra Court being retained. The separation distance between the rear elevation of the building and the western side elevation of No. 26 Stonefield Close is considered satisfactory, and the retention of the existing screening along the eastern boundary of the site would help to retain privacy for the existing occupants of No. 26. The proposed detailed designs through appropriate window and balcony design to minimise any potential overlooking to Godolphin Court and No. 26 Stonefield Close are considered acceptable and are recommended to be conditioned accordingly.

## The acceptability of the proposed development for future occupiers

- 5.16. Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards. A 1 x bed, 2 person single storey dwelling should provide a minimum internal floorspace of 50 sqm, a 2 x bed, 3 person, single storey dwellings should provide a minimum floorspace of 61sqm, and a 2 x bed, 4 person, single storey dwellings should provide a minimum floorspace of 70sqm. The submitted floorplans considered under this reserved matters application show that all of the proposed flats would meet the minimum internal space requirements, including the required built-in storage (1.5sqm for 1-bed & 2sqm for 2-bed flats).
- 5.17. The Council's Urban Design SPD recommends that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. It also states that while balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable. The proposal considered under this current application shows private balconies/terraces to all flats that would accord with the Urban Design SPD's private outdoor space requirement. In addition there would also be a communal garden to the rear of the building at the south-east corner which would provide additional outdoor amenity space. Conditions are attached to the outline permission to ensure compliance with the internal and external space requirements.
- 5.18. The proposed plans and elevations show obscure glazed windows facing Godolphin Court and screening to the balconies facing No. 26 Stonefield Close, which would both provide some privacy to future occupants. The bedrooms of the flats facing south would be served by projecting window bays that would also have east and west facing clear glazed windows, alongside their south facing obscure glazing, to improve outlook. There could be some overlooking between these bedrooms within the flats of the proposed building, but this is considered to be minimal due to internal layout and shape of these bedrooms. There would be no overlooking to existing flats. It is considered though that these east/west facing bedroom windows are required to be clear glazing to provide outlook from these rooms and as such the minimal overlooking would be considered acceptable in this instance. The revised southern elevations and third floor plan now proposes a projecting window bay to flat 19 to both allow light and prevent overlooking which is also considered acceptable.
- 5.19. Overall, it is considered that the proposed development would provide a satisfactory environment for future residents, subject to the additional recommended conditions, and would therefore accord with Local Plan policy CH3, the advice contained within the Urban Design SPD and the relevant paragraphs of the NPPF.

## Noise impacts

- 5.20. The application site fronts on to Brighton Road which is a classified road and a busy route into and out of the town centre. Traffic noise is therefore the main noise source.
- 5.21. Noise was considered at the outline application stage, with a Noise Assessment submitted in support of that application. Conditions 22 and 23 of the outline permission require details of noise and overheating mitigation measures to be agreed and implemented prior to commencement of the

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development. Condition 24 of the outline permission requires a survey involving the measurement of the effectiveness of the protection from noise to be submitted within 3 months after completion of the development.

- 5.22. The Environmental Health Officer, when considering the previously approved outline application CR/2020/0588/OUT, commented that, although it is likely that the site is capable of supporting the proposed development, the current proposed mitigation in the form of fixed shut windows and glazing and trickle ventilation to achieve the 45 LAeq would not be adequate, and would not be a sustainable solution or good acoustic design. The Environmental Health Officer, considered that an alternative window and façade design should be adopted to ensure that internal standards can be achieved with windows open.
- 5.23. The current application provides full details of layout, window and door openings and elevational appearance. There is no further information submitted with this Reserved Matters application to address noise and the concerns raised above from Environmental Health.
- 5.24. These concerns have been raised with the applicant. They are unwilling to provide further detail at this stage though and are content to rely upon the noise conditions on the outline permission. This is unfortunate as it does not allow the issues to be fully resolved and may lead to further applications to amend the scheme later. However, given that the outline permission was granted with noise conditions, the Local Planning Authority cannot pursue this issue further at this stage.

## The impact on access, highways, parking and operational requirements

- 5.25. As approved at outline stage, the site would have one vehicular access from Brighton Road and one from Stonefield Close. A total of 20 car parking spaces and 38 cycle parking spaces would be provided, which meets the parking standards. The principle of the access, siting, layout and arrangement of car and cycle parking of the development has been accepted with the granting of the outline permission. West Sussex County Council Highways raised no objection.
- 5.26. The site is located in a sustainable location with good public transport links including Crawley Station, bus stops are located adjacent to the application site on Brighton Road, and cycle paths within the vicinity which would help to encourage the use of sustainable modes of transport.
- 5.27. Overall, the access and servicing of the development were agreed by the outline permission where it was considered that, although the proposal would increase the number of vehicular movements to and from the site, given the location of the site on Brighton Road which is a main road into and out of Crawley and the sustainable location of the site close to public transport links, that the overall impact would not be detrimental to the highway network. The proposal would meet the minimum car and cycle parking requirements, there would be a designated refuse and recycling area, and space within the site to manoeuvre in and out of parking spaces and parking areas. As a result, the proposal is considered to meet its operational requirements. Therefore, the proposal is considered to accord with Local Plan policies CH3 and IN4 and the parking standards contained within the Urban Design SPD.

## Impact on trees and landscaping

- 5.28. The site contains a number of existing trees and mature vegetation which make a positive contribution to the visual amenity of the site and provide some privacy to the occupants of neighbouring residential properties. Access and layout were approved under the outline permission, which was accompanied by a tree survey. The layout and survey identified that a 10 individual trees plus a group of 5 trees of trees would need to be removed in order to facilitate development. The Council's Arboricultural Officer, when considering the previous application, raised no objection to the proposed removal of the trees on site, subject to suitable replacements.
- 5.29. The proposed site plan shows that the existing planting, trees and hedging along the boundary with No. 26 Stonefield Close would be retained in order to protect the amenity of the occupants of neighbouring properties. Similarly the trees along the southern boundary of the site would also be retained. The site layout currently shows, illustratively, that 10no. new trees would be planted within

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the site. The Council's Arboricultural Officer, when considering the previous application, raised no objection to the proposed location of these trees. However, it is noted that landscaping would be a separate reserved matter and is not covered by this application. Tree protection was dealt with at the outline stage and is covered by Condition 14.

## Drainage

5.30. The application site does not lie within a Flood Zone. Drainage was considered at the outline application stage, with a Drainage and Flooding Statement submitted in support of that application. The Council's Drainage Officer and WSCC Lead Local Flood Authority raised no objection to the previous outline permission subject to conditions requiring specific drainage designs. No further information has been submitted with this Reserved Matters application and drainage will be dealt with through discharge of the previously imposed conditions 19 and 20 on the outline permission.

## Sustainability

5.31. Policies ENV6 (Sustainable Design & Construction) and ENV9 (Tackling Water Stress) are relevant to this proposal from the perspective of environmental sustainability. Policy ENV6 requires that applications for new dwellings submit a Sustainability Statement detailing how the proposal will pursue the sustainability objectives set out in the policy. Policy ENV9 requires new dwellings to meet the 'optional' tighter standard for water efficiency introduced into the Building Regulations in 2015.

5.32. The Council's Energy Efficiency and Sustainability Officer, when considering the outline application, commented that compliance with this standard is assessed as part of the Building Regulations progress, but it can only be triggered by a Local Plan policy (such as ENV9) coupled with a planning condition (condition 26). Condition 25 requires a Sustainability Statement to be provided prior to commencement of the development to ensure compliance of Local Plan Policies ENV6 and ENV7.

5.33. The agent has confirmed that a range of different energy strategies could be pursued within the framework of the submitted plans under this current application and the Council's Energy Efficiency and Sustainability Officer raised no objection for this to be left for the discharge of condition 25 at a later point. The Planning Statement and confirmation received via email from the agent explained that the intention is to develop the site in conjunction with Crawley Borough Council and in order to make sure that the internal layouts suit their very specific requirements of using MVHR (Mechanical Ventilation with Heat Recovery), the plans incorporate MVHR so the floor plans are fixed for later discharge of conditions.

## Gatwick airport and bird hazard management plan

5.34. The site lies within a Gatwick Safeguarding Zone where Gatwick Airport is required to be consulted for proposed buildings over 10m. A bird hazard management plan was submitted with the outline application and Condition 17 of the permission required its implementation in accordance with GAL Safeguarding's consultation. Condition 18 specifies height limitation as per GAL's request. The proposed maximum height of the building at 13m meets this height requirement (104.35 AOD). As a result, GAL Safeguarding raised no objection to the proposal and did not make any further comments in relation to this reserved matter application.

## Affordable housing, infrastructure and CIL

5.35. The outline permission CR/2020/0588/OUT was subject to a Section 106 Agreement to secure

- i) provision of on-site 2 x shared ownership units
- ii) a formula to enable financial contribution to be made in lieu of the anticipated shortfall of tree planting on site up to £23,100; and
- iii) open space (£11,575) infrastructure contributions.

Affordable housing and infrastructure contributions have therefore already been assessed and addressed.

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## CONCLUSIONS:-

- 6.1. Outline planning permission has already been granted for the principle, access and layout of the development. This current application seeks approval for appearance and scale, two of the reserved matters. Landscaping would remain to be determined under a subsequent reserved matter application.
- 6.2. It is considered that the proposed scale, design and appearance of the building would be an acceptable addition to the streetscene area of Brighton Road and would not adversely affect Stonefield Close. In addition, it is considered that the proposed positioning and scale of the building within the site would be acceptable, with sufficient gaps between Godolphin Court and Alexander Court being retained. The separation distance between the rear elevation of the building and the western side elevation of No. 26 Stonefield Close is considered to be satisfactory, and the retention of the existing screening along the eastern boundary of the site would help to retain privacy for the existing occupants of No. 26. The proposed detailed elevational designs, materials and window and balcony design to minimise any potential overlooking to Godolphin Court and No. 26 Stonefield Close are considered acceptable. The latter are recommended to be conditioned accordingly.
- 6.3. Matters of access, operational requirements of the development, noise, sustainability and drainage would be subject to the previously imposed outline conditions. Affordable housing and infrastructure contributions have already been addressed. It is therefore recommended that the scheme is granted Reserved Matters approval subject to conditions.

## RECOMMENDATION RE: CR/2021/0308/ARM

**APPROVE** - Subject to the following additional conditions:-

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
2. Prior to the occupation of units identified as 4, 5, 10, 11, 16, 17, 19 and 20, the obscured glazed windows on the south elevation of the building shown on the approved elevation and floor plans, shall be fully installed and thereafter retained unless otherwise approved in writing by the Local Planning Authority.  
REASON: To protect the amenities and privacy of Godolphin Court to the south and the amenity of the future occupiers of the development, in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
3. Prior to the occupation of units identified as 14, 15, 16 and 20, the balcony privacy screens on the eastern elevation shown on the approved plans and elevations shall be fully installed and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.  
REASON: To protect the amenities and privacy of No. 26 Stonefield Close to the east and the amenity of the future occupiers of the development, in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

### 1. NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with applicant and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.

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

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



# ArcGIS Web Map



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