

## Crawley Borough Council

### Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Rooms A & B - Town Hall**, on **Tuesday, 4 October 2022** at **7.30 pm**

Nightline Telephone No. 07881 500 227



**Chief Executive**

**Membership:**  
Councillors

R D Burrett (Chair), Y Khan (Vice-Chair), Z Ali, A Belben,  
K L Jaggard, S Malik, S Mullins, M Mwagale, S Pritchard, S Raja and  
S Sivarajah

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

Published 23 September 2022



Switchboard: 01293 438000  
Main fax: 01293 511803  
Minicom: 01293 405202  
DX: 57139 Crawley 1  
[www.crawley.gov.uk](http://www.crawley.gov.uk)

Town Hall  
The Boulevard  
Crawley  
West Sussex  
RH10 1UZ

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 any councillors who have been lobbied, received correspondence, or been approached by an interested party regarding any planning matter to declare this at the meeting at which the matter is being considered. Councillors should declare if they have been lobbied at this point in the meeting. |                               |         |
| <b>4. Minutes</b>                                                                                                                                                                                                                                                                                                                        |                               | 5 - 10  |
| To approve as a correct record the minutes of the Planning Committee held on 30 August 2022.                                                                                                                                                                                                                                             |                               |         |
| <b>5. Planning Application CR/2022/0104/FUL - The Fleming Centre, Fleming Way, Northgate, Crawley</b>                                                                                                                                                                                                                                    | Langley Green & Tushmore      | 11 - 22 |
| To consider report PES/406a of the Head of Economy and Planning.                                                                                                                                                                                                                                                                         |                               |         |
| <b>RECOMMENDATION</b> to PERMIT.                                                                                                                                                                                                                                                                                                         |                               |         |
| <b>6. Planning Application CR/2022/0199/FUL - 54 St Mary's Drive, Pound Hill, Crawley</b>                                                                                                                                                                                                                                                | Pound Hill North & Forge Wood | 23 - 30 |
| To consider report PES/406b of the Head of Economy and Planning.                                                                                                                                                                                                                                                                         |                               |         |
| <b>RECOMMENDATION</b> to REFUSE.                                                                                                                                                                                                                                                                                                         |                               |         |

|           |                                                                                                                         | <b>Pages</b>             |
|-----------|-------------------------------------------------------------------------------------------------------------------------|--------------------------|
| <b>7.</b> | <b>Planning Application CR/2022/0256/RG3 - Western End of The Boulevard, Northgate, Crawley</b>                         | Three Bridges<br>31 - 40 |
|           | To consider report PES/406c of the Head of Economy and Planning.<br><br><b>RECOMMENDATION</b> to PERMIT.                |                          |
| <b>8.</b> | <b>Planning Application CR/2022/0429/FUL - Land Enclosed by Creasys Drive and Broadfield Place, Broadfield, Crawley</b> | Broadfield<br>41 - 50    |
|           | To consider report PES/406d of the Head of Economy and Planning.<br><br><b>RECOMMENDATION</b> to PERMIT.                |                          |
| <b>9.</b> | <b>Supplemental Agenda</b>                                                                                              |                          |
|           | Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.                                      |                          |

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

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

This page is intentionally left blank

## Crawley Borough Council

### Minutes of Planning Committee

Tuesday, 30 August 2022 at 7.30 pm

#### Councillors Present:

R D Burrett (Chair)

Y Khan (Vice-Chair)

Z Ali, A Belben, K L Jaggard, S Malik, S Mullins, M Mwagale, S Pritchard, S Raja and S Sivarajah

#### Officers Present:

Russell Allison                      Housing Enabling and Development Manager

Valerie Cheesman                    Principal Planning Officer

Siraj Choudhury                      Head of Governance, People & Performance

Marc Robinson                        Principal Planning Officer

Clem Smith                             Head of Economy and Planning

Jess Tamplin                          Democratic Services Officer

#### Also in Attendance:

Councillor M G Jones

## 1. Disclosures of Interest

The following disclosures of interests were made:

| <b>Councillor</b>  | <b>Item and Minute</b>                                   | <b>Type and Nature of Disclosure</b>                 |
|--------------------|----------------------------------------------------------|------------------------------------------------------|
| Councillor Ali     | Section 106 Monies – Q3 2021/22 to Q1 2022/23 (Minute 6) | Personal interest – a West Sussex County Councillor. |
| Councillor Burrett | Section 106 Monies – Q3 2021/22 to Q1 2022/23 (Minute 6) | Personal interest – a West Sussex County Councillor. |

## 2. Lobbying Declarations

As the two planning applications on the agenda were addendum reports and had been previously permitted by the Committee, Committee members were advised that it was not necessary for those who had been lobbied on the application upon its first consideration to declare this lobbying a second time.

No further lobbying declarations were made.

### 3. Minutes

The minutes of the meeting of the Planning Committee held on 12 July 2022 were approved as a correct record and signed by the Chair.

### 4. Planning Application CR/2020/0024/FUL - Longley House, East Park, Southgate

The Committee considered report [PES/405a](#) of the Head of Economy and Planning which proposed as follows:

Demolition of Longley House (offices) & erection of building ranging between 4 to 9 storeys to provide 121 x residential units (class C3) with associated sub-station, car/cycle parking, tree works, public realm improvements and landscaping.

Councillors Ali and Mwangale declared they had visited the site since the application was previously considered by the Committee.

The Principal Planning Officer (VC) provided a verbal summation of the application, which the Committee previously resolved to permit on 3 November 2020. The application had since been affected by the Natural England (NE) position statement on water neutrality and therefore required further consideration solely on this matter. The proposed development's estimated water usage was likely to be higher than the current usage as office space. Water neutrality was to be achieved, however, through a combination of on-site water efficiency measures (water-saving fixtures/fittings, grey water recycling, and limitations to the watering of the landscaping and washing of vehicles) and off-site offsetting measures (through the Crawley Homes Water Neutrality Retrofit Programme).

The Officer updated the Committee that, since the publication of the report, the recommendation had needed to be updated to refer to the consultation with NE and the conclusion of the S106 legal agreement. The recommendation was therefore to delegate the decision to permit the application to the Head of Economy and Planning subject to the conclusion of consultation with NE, the conclusion of the S106 agreement, and the conditions as set out in the agenda.

Henry Courtier, the agent, spoke on behalf of the applicant in support of the application. Matters raised included:

- Since the original application had been permitted, the applicant had worked collaboratively with Crawley Borough Council's Housing and Planning teams to propose a scheme that achieved water neutrality.
- The proposals sought to implement water efficiency measures on-site and to utilise the Retrofit Programme.
- The granting of permission for these matters would allow work to begin on the delivery of the scheme, which was to provide 121 affordable homes in Crawley town centre.

The Committee then considered the application. Committee members sought clarification on the reasons for the application being put forward prior to others which had been delayed by water neutrality requirements. Officers explained that the two applications on the agenda had been previously permitted by the Committee and the

# Agenda Item 4

Planning Committee (13)  
30 August 2022

S106 agreements had almost been completed, so these applications were further progressed than other cases. It was also confirmed that it was the responsibility of a developer to present water neutrality solutions to the Local Planning Authority, and presently, the two applications on the agenda were the sole larger residential applications which had done so.

A Committee member noted that the development's estimated water usage was based on an 88% occupancy rate; it was queried as to whether this could lead to an underestimation of water usage. The Planning Officer clarified that this was not 88% of the total units being occupied, but 88% of the total number of people that could occupy the entire development.

Concerns were raised that the proposed limitations on vehicle washing would simply displace the water that would have been used to wash vehicles on-site to elsewhere in the borough. Officers confirmed that further detail was to be provided as part of the Section 106 agreement.

The Retrofit Programme was discussed in detail. Officers confirmed that the scheme was ongoing and data would be analysed to evaluate its success as it continued. So far 100 homes had been fitted with the flow regulator fitting and this was being rolled out selectively. Tenants were not required to have the fitting installed; those that did were able to have it removed if they changed their minds within six months.

Further questions were put to officers regarding the operation of the flow regulators. It was highlighted that the fittings had been shown to regulate and improve, rather than decrease, water pressure. Although the fittings did not reduce water usage when a specific volume of water was required, they did reduce usage through showers and hand washing. It was hoped that tenants would also see a benefit in the form of lower water bills.

A Committee member suggested that in the future, the Retrofit Programme be streamlined by installing water-saving fixtures and fittings between Crawley Homes tenancies, while properties were empty.

## **RESOLVED**

Delegate the decision to permit the application to the Head of Economy and Planning, subject to the conclusion of consultation with Natural England, the conclusion of a Section 106 agreement, and the conditions set out in report PES/405a.

### **5. Planning Application CR/2020/0192/RG3 - Breezehurst Playing Fields, Breezehurst Drive, Bewbush**

The Committee considered report [PES/405b](#) of the Head of Economy and Planning which proposed as follows:

Erection of 85 affordable houses & flats, comprising: 18 x one bedroom flats, 38 x two bedroom flats, 9 x two bedroom houses, 17 x three bedroom houses, 3 x four bedroom houses, access roads, car parking, sports pitch, open space & associated works (amended plans and description).

Councillor Mwagale declared she had visited the site since the application was previously considered by the Committee.

# Agenda Item 4

Planning Committee (14)  
30 August 2022

The Principal Planning Officer (MR) provided a verbal summation of the application, which the Committee previously resolved to permit on 8 February 2021. The application had since been affected by the Natural England (NE) position statement on water neutrality and therefore required further consideration solely on this matter. The proposed development's estimated water usage was to be higher than the current usage at the same site as it was currently undeveloped land in the form of a playing field. Water neutrality was to be achieved, however, through a combination of on-site water efficiency measures (water-saving fixtures/fittings, grey water recycling, and rainwater harvesting) and off-site offsetting measures (through the Crawley Homes Water Neutrality Retrofit Programme).

The Officer updated the Committee that, since the publication of the report, the recommendation had needed to be updated. The recommendation was therefore to delegate the decision to permit the application to the Head of Economy and Planning subject to the conclusion of consultation with NE, the conclusion of the S106 agreement, and the conditions set out in the agenda.

Lisa Venn, Crawley Borough Council Built Environment Manager, spoke on behalf of the applicant in support of the application. Matters raised included:

- The applicant had worked closely with the architects and with Crawley Homes to prepare the application for 85 affordable homes which was previously permitted by the Committee.
- This application was to be amended to address water neutrality requirements.
- The current Local Plan required water usage to fall below 110 litres per person per day. With the inclusion of the proposed water efficiency measures, water usage by future residents of the development was estimated to average 87 litres per person per day.

The Committee then considered the application. Committee members raised several queries, to which the officers provided the following clarifications:

- As the site was a playing field, and it did not have an irrigation system, there was currently no water used at the site.
- The estimated water usage differed between the houses on site (90.3 litres per person per day) and the flats (83 litres per person per day). This was to account for extra water used at the houses for watering gardens and washing cars.
- The applicant was required to prove to the Local Planning Authority that the development had met the water neutrality requirements during or post construction but prior to occupation.
- Southern Water would fit water meters at all of the dwellings.

Committee members highlighted the importance of saving water and praised the innovative solutions to the unprecedented issue of water neutrality.

## **RESOLVED**

Delegate the decision to permit the application to the Head of Economy and Planning, subject to the conclusion of consultation with Natural England, the conclusion of a Section 106 agreement and the conditions set out in report PES/405b.

## **6. Section 106 Monies - Q3 2021/22 to Q1 2022/23**

The Committee considered report [PES/401](#) of the Head of Economy and Planning.



# Agenda Item 4

Planning Committee (15)  
30 August 2022

The Head of Economy and Planning presented the report, which summarised all the Section 106 (S106) monies received, spent, and committed to project schemes between quarter 3 of the financial year 2021/22 and quarter 1 of 2022/23.

A Committee member requested further information on the decision process for allocating S106 monies. It was confirmed that the monies received through a planning application tended to be spent on projects in the same area as the development providing the funding. Recent changes to S106 agreements had led to more limitations on the ways in which the monies were allocated and spent.

A query was then raised as to why works to certain children's play areas across the borough had been funded before others – it was confirmed that there was a rolling programme of works which prioritised those most in need of refurbishment which was agreed between officers and a councillors' working group.

It was also clarified that each S106 contribution needed to be allocated or spent by a certain date which was established as part of each individual agreement.

## **RESOLVED**

That the update on S106 monies received, spent, and committed between quarter 3 of the financial year 2021/22 and quarter 1 of 2022/23 was noted.

## **Closure of Meeting**

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 9.08 pm.

**R D Burrett (Chair)**

This page is intentionally left blank

# Agenda Item 5

**CRAWLEY BOROUGH COUNCIL**  
PLANNING COMMITTEE - 4 October 2022  
REPORT NO: PES/406(a)

REFERENCE NO: CR/2022/0104/FUL

**LOCATION:** [THE FLEMING CENTRE, FLEMING WAY, NORTHGATE, CRAWLEY](#)  
**WARD:** Langley Green & Tushmore  
**PROPOSAL:** REFURBISHMENT OF EXISTING UNITS TO INCLUDE RESPRAYING OF CLADDING, NEW ENTRANCE CANOPIES, PVS ON THE ROOFS, INTERNAL REFURBISHMENT OF UNIT D AND ASSOCIATED CAR PARK AND LANDSCAPE WORKS (AMENDED DESCRIPTION)

**TARGET DECISION DATE:** 23 May 2022

**CASE OFFICER:** Mrs J. McPherson

**APPLICANTS NAME:** AIPUT  
**AGENTS NAME:** PRC Architecture & Planning Ltd

## PLANS & DRAWINGS CONSIDERED:

| Drawing Number       | Revision | Drawing Title                              |
|----------------------|----------|--------------------------------------------|
| 11470 PL001 Rev      | P1       | Location Site Plan                         |
| 11470 PL002          |          | Existing Site Plan                         |
| 11470 PL003 Rev      | A        | Proposed Site Plan                         |
| 11470 PL006          | B        | Unit D Existing Ground Floor Plan          |
| 11470 PL007          | A        | Unit D Existing First Floor Plan           |
| 11470 PL010          | B        | Unit D Proposed Ground Floor Plan          |
| 11470 PL011          | B        | Unit D Proposed First Floor Plan           |
| 11470 PL012          |          | Unit A Existing Elevations                 |
| 11470 PL013          |          | Unit B Existing Elevations                 |
| 11470 PL014          |          | Unit C Existing Elevations                 |
| 11470 PL015          |          | Unit D Existing Elevations                 |
| 11470 PL016          | A        | Unit A Proposed Elevations                 |
| 11470 PL017          |          | Unit B Proposed Elevations                 |
| 11470 PL018          | A        | Unit C Proposed Elevations                 |
| 11470 PL019          |          | Unit D Proposed Elevations                 |
| 11470 PL020          |          | Unit A Existing Roof Plan                  |
| 11470 PL021          |          | Unit B Existing Roof Plan                  |
| 11470 PL022          |          | Unit C Existing Roof Plan                  |
| 11470 PL023          |          | Unit D Existing Roof Plan                  |
| 11470 PL024          |          | Unit A Proposed Roof Plan                  |
| 11470 PL025          |          | Unit B Proposed Roof Plan                  |
| 11470 PL026          |          | Unit C Proposed Roof Plan                  |
| 11470 PL027          |          | Unit D Proposed Roof Plan                  |
| 11470 PL028 - 1 of 2 |          | Landscape General Arrangement Sheet 1 Of 2 |
| 11470 PL028 - 2 of 2 |          | Landscape General Arrangement Sheet 2 Of 2 |

# Agenda Item 5

## CONSULTEE NOTIFICATIONS & RESPONSES:-

- |    |                                      |                                                                                                                                                                                                                                                                                                                                                                                |
|----|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | GAL Planning Department              | No objection provided that a condition is included to require the car parking to only be used in connection with the associated buildings. Detailed comments that the amenity area to the north would be exposed to high levels of aircraft noise if a second runway as shown on the 2121 Masterplan was to be delivered, and that consideration should be given as to whether |
| 2. | GAL Aerodrome Safeguarding           | No objection subject to conditions and informatives.                                                                                                                                                                                                                                                                                                                           |
| 3. | National Air Traffic Services (NATS) | No objection                                                                                                                                                                                                                                                                                                                                                                   |
| 4. | UK Power Networks                    | No response received.                                                                                                                                                                                                                                                                                                                                                          |
| 5. | CBC Contaminated Land Officer        | No objection subject to a condition                                                                                                                                                                                                                                                                                                                                            |
| 6. | Manor Royal Business District        | Supports the plans to refurbish the business units and to provide Solar PV. Wish to highlight to the applicant the opportunity and potential benefits to engage in Re-Energise Manor Royal Project.                                                                                                                                                                            |

## NEIGHBOUR NOTIFICATIONS:-

The application was advertised by a press notice and site notices.

## RESPONSES RECEIVED:-

None.

## REASON FOR REPORTING TO COMMITTEE:-

The application is categorised as 'major' development.

## THE APPLICATION SITE:-

- 1.1 The site known as the Fleming Centre is a block of 4 commercial buildings on the northern side of Fleming Way. The site covers an area of 1.7 hectares comprising 7 commercial units, all two storeys in scale. The largest of these front Fleming Way and the other 3 buildings behind are arranged with their frontages generally orientated to face east across the estate access road which extends along the eastern boundary of the site. The buildings are finished in a bronze horizontal cladding and have dark tinted windows with red frames and have flat roofs. There is parking for each unit and some limited landscaping within the site. The parking and access is from a junction onto Fleming Way to the south. The entire site is secured by a security fence and there is gated access.
- 1.2 A number of protected trees comprising a mixture of oak and birch are located just beyond the site running along the northern and north-west boundary. Their canopies overhang the site in places. These trees are protected under TPO reference P16.6.58, Hydehurst Lane No 1.
- 1.3 The site is located within the Manor Royal Main Employment Area. To the east was the former 'Base' building which has been demolished. The neighbouring site is currently being redeveloped for 2 new warehouses (B8 use Class), and to the west is Fleming House and Welland Medical. To the north some mature trees, (some of which are subject of a TPO), screen an access to a Tesco delivery depot accessed from Hydehurst Lane.
- 1.4 The site is within, the Priority Area of District Energy Networks as set out under policy ENV7 of the Crawley Borough Local Plan 2015-2030 (CBLP), the view splay for Target Hill North East (policy CH8) and an area covered by Article 4 Directions that remove permitted development rights for the conversion of offices and storage and distribution uses to residential. The Gatwick Safeguarding area and edge of built-up area boundary are just to the north of the site.
- 1.5 The application site is supplied with water by Southern Water from its Sussex North Water Resource Zone (SNWRZ).

# Agenda Item 5

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 Planning permission is sought for the refurbishment Fleming Centre comprising
- Respraying cladding, window frames and doors;
  - Installation of new free standing entrance canopies to main point of (pedestrian) access for each building;
  - Installation of photo-voltaic panels on the roofs;
  - Reconfiguring of existing car park to include disabled parking bays, electric charging points, covered bicycle shelters, new lighting columns, new fencing around part of the boundary and new vehicle entrance barrier; and,
  - Internal refurbishment of unit D (these works need planning permission due to a restrictive condition on the original application preventing any alterations or extensions to the industrial units).
- 2.2 The accompanying application also refers to new landscaping and provision of amenity space (bench seat) proposed in connection with the related changes listed in 2.1 above and added for completeness to the description even though it does not require planning permission.
- 2.3 The applicant states that the proposed works aim to modernise and enhance the appearance of the Fleming Centre improving the existing buildings life and energy efficiency whilst updating parking layout along with cycle provision to reflect current standards and allow more sustainable transport options for employees and visitors.

## **PLANNING HISTORY:-**

- 3.1 The site was first developed for employment / industrial purposes in the early 1960's and was formerly occupied by Crawley Mouldings. This site was redeveloped as the Fleming Centre.
- 3.2 The Fleming Centre was developed under planning permission reference CR/415/84 for industrial units with ancillary offices. Since that time some of the units have been subject to applications for additional mezzanine floorspace, internal subdivisions and other changes.
- 3.3 In 2006 permission was granted for the 2m high boundary fence and gates (CR/2006/0395/FUL).

## **PLANNING POLICY:-**

### National Planning Policy Framework (July 2021)

- 4.1. The National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development, the relevant sections are.
- Section 6 – Building a strong, competitive economy. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
  - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued including designing into development provision for plug-in and low emission vehicles and the requirement for travel plans for developments generating significant amounts of movement.
  - 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.

# Agenda Item 5

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

4.2. The following policies from the Crawley Borough Local Plan are most relevant to the proposal:

- 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 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.
- 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 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. 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 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.
- 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 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.

## Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)

4.3 The Crawley Borough Local Plan is in the process of review. The Council published its Submission Draft Local Plan for Regulation 19 for consultation from early January 2021 to 30<sup>th</sup> 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 DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy DD4: Tree Replacement Standards
- Policy DD5: Aerodrome Safeguarding

# Agenda Item 5

- Policy EC2: Economic Growth in Main Employment Areas
- Policy EC3: Manor Royal
- Policy GI1: Green Infrastructure
- Policy GI3: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy EP6: External Lighting
- Policy ST1: Development and Requirements for Sustainable Transport

## Supplementary Planning Documents

4.4 The following supplementary planning documents are applicable to this application:

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

4.5 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.

### Planning and Climate Change SPD – Adopted October 2016

4.6 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

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

### Urban Design SPD – Adopted October 2016

4.8 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. 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 relative to the street is encouraged along with opportunities to improve the urban environment and the use of landscaping.

## **PLANNING CONSIDERATIONS:-**

- 5.1 The works propose the refurbishment of the existing employment buildings (without any change of use or change to floorspace) within the Manor Royal Employment Area. The principle of enhancing the attractiveness of premises within the main employment area is supported by policy EC3. The main planning issues are therefore considered to be:
- The design and appearance of the buildings
  - Impact on operational requirements of the site

# Agenda Item 5

- Impact on trees / landscaping
- Sustainability
- Contamination
- Gatwick Safeguarding
- Water Neutrality
- Other matters

## Design and appearance of the buildings

- 5.2 The proposal is to refurbish all the units. The majority of the cladding and windows are to be repainted grey and loading doors and secondary doors are painted blue. On the front elevation and around the main pedestrian entrances to each of the buildings (where there is a larger expanse of glazing), in general the cladding is proposed to be painted blue to draw more attention to the building's entrances. The pedestrian entrances are also proposed to have a light weight glazed entrance canopies installed in front of each set of main double entrance doors. It is considered that these alterations would refresh the appearance of these units and would be a positive addition to the street scene therefore the works are considered to accord with policies CH3 and EC3 of the Crawley Borough Local Plan.
- 5.3 Solar panels are proposed to be installed on all roofs comprising 512 panels on Unit A, 369 panels on Unit B, 288 panels on Unit C and 243 panels on Unit 4. These panels will have limited visual impact from street level due to the relatively shallow pitch of the roofs and their positioning behind the parapet wall at the top of each unit.

## Impact on operational requirements of the site

- 5.4 Other external works proposed include the reconfiguration of the existing car parking to include disabled parking bays, electric charging points, covered bicycle shelters, new lighting columns, new fencing around part of the boundary and a new vehicle entrance barrier.
- 5.5 The existing 236 parking spaces will be retained and on the basis that no additional floor area would be created and there would be no changes of use, it is considered that the parking requirements for the site would be acceptable. The layout would involve the adjustment of parking bays to accommodate clearly demarked disabled spaces for each unit and to introduce a limited number of covered cycle parking spaces. This would result in the loss of some landscaping or some hard surfacing. EV charging points are also proposed along with infrastructure to increase provision of such spaces within the car park in the future (ie.passive EV points).
- 5.6 It is considered that the introduction of both the EV charging points, improved disabled parking and cycle parking is a positive addition to the layout. While not strictly compliant with current standards, these cannot be applied in this case as the buildings are existing and these alterations should be considered positively as a part of the wider modernisation of the Fleming Centre.
- 5.7 Other physical alterations include replacement of existing fencing on a like for like basis, a new parking barrier to replace the current one in the same location and new lighting. All these alterations are considered to be relatively minor and would be appropriate in design and appearance.

## Impact on trees / landscaping

- 5.8 There are 8 protected trees close to the western and north-western boundaries of the site (but outside of the site) which overhang / encroach the site boundary. None of these trees are considered to be impacted by the proposed works. One tree with the site is proposed to be removed as a result of the car parking reconfiguration works however, this is not subject of a Tree Preservation Order and is not worthy of preservation. Thirteen new trees are proposed to be planted as part of the soft landscaping works for the site and the level of replanting is considered acceptable to compensate for the loss of this single tree. The proposal would therefore comply with policy CH6 of the Crawley Borough Local Plan 2015-2030. Six of the trees would be along the Fleming Way frontage, the siting of which would be considered a positive improvement to this prominent road frontage as sought by the guidance in the Manor Royal SPD.



# Agenda Item 5

## Sustainability

- 5.9 The physical works to the buildings themselves in terms of the changes to the fabric are limited. The introduction of solar panels are supported by policy ENV6 as this could potentially reduce the developments reliance on non-renewable fuels. The introduction of cycle provision for visitors and staff is also supported by policy INV3 and the guidance in the Urban Design SPD. The interiors of the buildings are not proposed to be changed other than for Unit D, the impact of which in terms of water efficiency is dealt with later in this report under 'water neutrality'.

## Contamination

- 5.10 The site has been identified as potentially contaminated due to its past use as an unspecified Engineering works (prior to its development as the Fleming Centre). The CBC Contaminated Land Officer has commented that as the proposal is primarily a refurbishment rather than demolition any risks from contaminated land are low unless there are intrusive ground works. In this case, the ground works would appear to be very limited to shallow excavations for entrance canopies, charging points and light columns etc. A condition is therefore recommended that will address any contamination issues encountered during these limited excavations.

## Aerodrome Safeguarding

- 5.11 During the course of the application the applicants have provided further information on the design and appearance of the PV panels and although Gatwick Airport Limited (GAL) still requires a glint and glare assessment to be provided before installation, this requirement can be secured via a condition. A bird hazard management plan has been submitted and agreed by GAL and again these requirements are proposed to be secured via condition.

## Water neutrality

- 5.12 Crawley is situated in an area of serious water stress, as identified by the Environment Agency. The application site is supplied with water by Southern Water from its Sussex North Water Resource Zone (SNWRZ). This supply is sourced from abstraction points in the Arun Valley, which includes locations such as Amberley Wild Brooks Site of Special Scientific Interest (SSSI), Pulborough Brooks SSSI and Arun Valley Special Protection Area/Special Area of Conservation and Ramsar site.
- 5.13 On 14 September 2021, the council received a Position Statement from Natural England. The Natural England position is that it cannot be concluded that the existing abstraction within the SNWRZ is not having an impact on the Arun Valley sites. It advises that developments within this zone must not add to this impact.
- 5.14 Under the Conservation of Habitats and Species Regulations 2017 (s.63), Crawley Borough Council is the Competent Authority and has a duty to consider the impact of development on protected species and habitats. These Regulations and the Natural England Position Statement require, as a matter of law, applications for planning permission in the SNWRZ to demonstrate that they do not increase pressure on water resources and that they are "water neutral." As a consequence, all applications that may affect water consumption need to be 'screened' to identify whether the proposed development, individually or in combination with other projects, will result in a significant effect on the Arun Valley sites.
- 5.15 This application is not exempt under the Screening process and therefore the applicants are required to submit evidence so that a judgement can be made by CBC as to whether there could be any potential significant impacts of the development on the Arun Valley sites by way of an 'Appropriate Assessment'. In accordance with Natural England Position Statement, to meet this test, the development must demonstrate that it is 'water neutral'. The definition of water neutrality is the use of water in the supply area is the same or lower after the development is in place.
- 5.16 This matter is a consideration for Unit D, as the interior of the building is being refurbished and floor plans changed slightly. No additional floorspace is being created and the use of the building is not

# Agenda Item 5

changing so the assumed occupancy levels are unchanged. Normally, such changes would not be subject to planning control however, in this case there is a restrictive condition removing permitted development rights for extensions or alterations of these employment units and therefore planning permission is needed for the internal alterations. The applicant has also confirmed no changes are being made to the interior of the other units within the Fleming Centre

- 5.17 The applicant has prepared a "Water neutrality statement" for Unit D, the details of which have been assessed. The applicant has stated that the existing unit fittings were estimated to have been installed in the 1990's and the typical water usage guidance for fittings of this age have been assumed based on use factor and average litres per person per day. The calculations show that based on the existing fittings, the average consumption of water was 87 litres per person per day.
- 5.18 An additional WC (total 8 wc's) and shower (total 1 shower) are being fitted at the premises as part of the refurbishment while at the same time as part of these works 1 hand basin, 1 domestic sink and outside tap are being removed. In addition, all the existing water fittings are being replaced by new more water efficient models which would considerably reduce the water flow for taps and the cistern size of the wc flushes. The applicant has calculated that the new and replacement fittings would result in an average water consumption of 68 litres per person day. The development would therefore result in a saving of water compared to its existing water usage and therefore the development on the basis of the evidence available is considered to be water neutral.
- 5.19 Provided a condition is imposed to ensure that the water efficient fittings are installed as per the details in the water neutrality statement, the development would be water neutral.
- 5.20 Based on these findings an Appropriate Assessment document is being prepared and sent to Natural England for consideration, (as required under Habitat Regulations).

## Other Matters

- 5.21 GAL Planning raised two issues in relation to parking controls and the use of the amenity area and the potential noise. GAL have been advised that neither of the matters raised are considered of direct relevance to the strategic planning matters at the airport in this case. Control of parking for use by the businesses is a reasonable condition to ensure adequate off-road parking is retained and is recommended to ensure the parking layout and space within it retained for such a purpose. In relation to the amenity area, this provision is so limited GAL's suggestion does not justify an amendment to the landscaping scheme.

## CONCLUSIONS:-

- 6.1 It is considered that the works the subject of this application would be a positive change to the visual appearance of these business units and the wider employment area. The alterations around the buildings would not impact upon the operational requirements of the site and would provide enhanced provision for cyclists and electric vehicle users. It is not considered that there would be a harmful impact on trees /landscaping or aerodrome safeguarding and these elements can be appropriately conditioned. The internal refurbishment works to unit D are considered to be water neutral subject to conditions and the conclusion of consultation with Natural England. It is therefore considered that the development would comply with the relevant policies of the Development Plan and it is recommended that planning permission be granted.

## RECOMMENDATION RE: CR/2022/0104/FUL

Delegated to the Head of Economy and Planning to PERMIT subject to the following conditions and to await receipt of satisfactory comments from Natural England on the appropriate assessment.

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

# Agenda Item 5

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application and the details set out in the application for a Kensington Mono-pitch free standing door canopies.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. This site has been identified as potentially contaminated due to its past land use (Engineering Works). The proposed refurbishment is likely to be a low risk of significant harm to the end users. However, if during any works contamination is encountered which has not been previously identified it should be reported immediately to the Local Planning Authority. The additional contamination shall be fully assessed and an appropriate remediation scheme, agreed in writing with the Local Planning Authority.  
REASON: To safeguard the health of future occupiers of the site in accordance with Policy ENV10 of the Crawley Borough Council Local Plan 2015 - 2030.
5. The Bird Hazard Management Plan shall be implemented as approved upon completion of the roof works and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.  
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds.
6. No solar panels shall be installed until a glint and glare assessment has been submitted to and approved in writing by the Local Planning Authority.  
No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.  
REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues.
7. No landscaping works shall be carried out unless and until there has been submitted to and been approved by the Local Planning Authority, a scheme of landscaping hard and soft, which shall include indications of all existing trees and hedgerows on the land, details of any to be retained, together with measures to supplement the existing landscaping and details of at least 13 new trees to be provided.  
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 and to ensure aerodrome safeguarding.
8. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.  
REASON: In the interests of amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
9. The revised parking layout shall not thereafter be used for any purpose other than the parking /turning of vehicles and those areas shall not be used for any outside storage of any goods or refuse associated with the business units.  
REASON: To ensure that adequate and satisfactory provision is retained for the accommodation of vehicles clear of the highways in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended or altered in any way including any additional floorspace as defined

# Agenda Item 5

within Part 7 of Schedule 2 of the order unless permission is granted by the Local Planning Authority on application in that behalf.

REASON: A more intensive use of the site would be likely to cause congestion or adjacent roads contrary to policies CH3, IN1 and IN4 of the Crawley Borough Local Plan and taking account of the Natural England Position Statement on water neutrality received in 14 September 2021, to ensure that the development does not cause an adverse impact upon protected habitats in the Arun Valley, including the Amberley Wild Brooks Site of Special Scientific Interest (SSSI), the Pulborough Brooks SSSI and the Arun Valley Special Protection Area/Special Area of Conservation and Ramsar sites, that would be in breach of the Conservation of Species and Habitats Regulations 2017.

11. The water fittings for the internal refurbishment works for Unit D shall be implemented in strict accordance with the details submitted in the accompanying Water Neutrality statement.

REASON: In order to comply with the Natural England Position Statement on water neutrality received on 14 September 2021, to ensure that the development does not cause an adverse impact upon protected habitats in the Arun Valley, including the Amberley Wild Brooks Site of Special Scientific Interest (SSSI), the Pulborough Brooks SSSI and the Arun Valley Special Protection Area/Special Area of Conservation and Ramsar sites, that would be in breach of the Conservation of Species and Habitats Regulations 2017.

## INFORMATIVE(S)

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

1. NPPF Statement

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

- Liaising with consultees/agent and discussing the proposal were considered appropriate and necessary during the course of the determination of the application.
- Seeking amended plans/additional information to address identified issues during the course of the application.

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

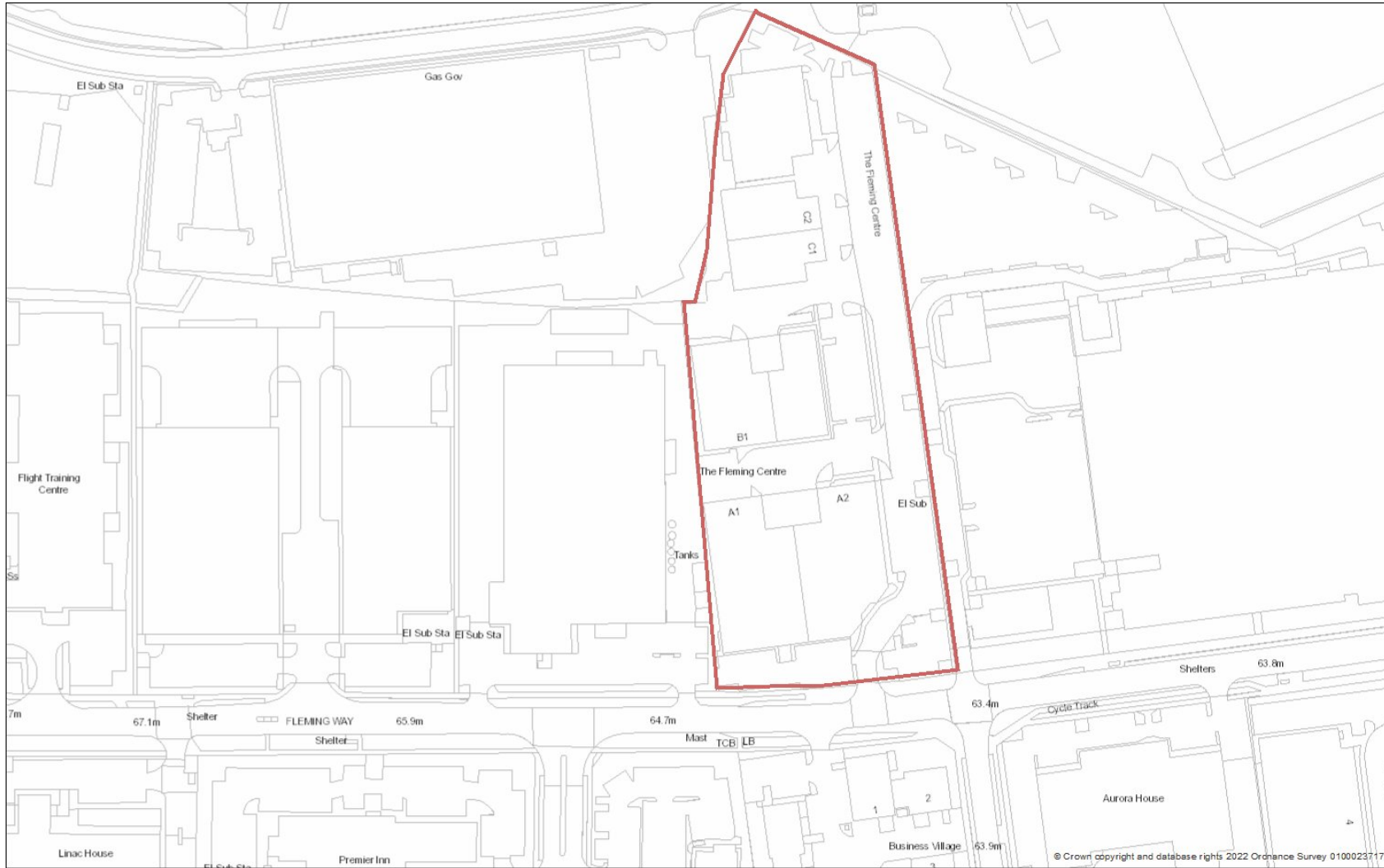


# ArcGIS Web Map



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

1:1,250



This page is intentionally left blank

# Agenda Item 6

**CRAWLEY BOROUGH COUNCIL**  
PLANNING COMMITTEE - 4 October 2022  
REPORT NO: PES/406(b)

**REFERENCE NO: CR/2022/0199/FUL**

**LOCATION:** [54 ST MARYS DRIVE, POUND HILL, CRAWLEY](#)  
**WARD:** Pound Hill North & Forge Wood  
**PROPOSAL:** DEMOLITION OF EXISTING GARAGE AND ERECTION OF PROPOSED TWO STOREY SIDE, SINGLE STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS

**TARGET DECISION DATE:** 29 June 2022

**CASE OFFICER:** Mrs A. Sanders

**APPLICANTS NAME:** Mr & Mrs Kieran & Suneet Gill

**AGENTS NAME:** JNA Architects

## **PLANS & DRAWINGS CONSIDERED:**

| Drawing Number | Revision | Drawing Title                                    |
|----------------|----------|--------------------------------------------------|
| J1585 01 Rev   | E        | Site Location Plan & Existing Plans & Elevations |
| J1585 02 Rev   | E        | Proposed Plans & Elevations                      |

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

- |                                           |              |
|-------------------------------------------|--------------|
| 1. National Air Traffic Services (NATS)   | No objection |
| 2. CBC Energy Efficiency & Sustainability | No objection |

## **NEIGHBOUR NOTIFICATIONS:-**

52 and 63 to 73 (odd numbers) St Marys Drive:  
22 to 24 Byron Close.

## **RESPONSES RECEIVED:-**

One letter of received raising the following concerns:

- The house will be let out, therefore there will be more people and more noise
- Not enough parking, cars park on front garden and on the street
- Will the kerb be dropped to allow further parking and the hedge removed?

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

The Local Member, Councillor Kevan McCarthy has requested that the application is heard at Planning Committee for the following reasons:

*This application is the latest in a number of similar applications for this site and has been submitted following the refusal of several previous applications.*

*In view of the long-running nature of this issue which has caused some concerns, I feel it would be appropriate for the final decision on this application to be made by elected Members.*

# Agenda Item 6

## THE APPLICATION SITE:-

- 1.1 The application relates to a two-storey detached house, located on the eastern side of St Marys Drive on the corner with Byron Close within the neighbourhood of Pound Hill. The dwelling is brick built with a hipped roof, there is two storey tile hung bay window gable feature on the front elevation, and a gable canopy over the main entrance. The first floor of the dwelling is finished with red hung tiles. On the northern side of the dwelling is an attached single garage, there is a driveway which provides parking for at least 2no. vehicles.
- 1.2 The garden of the dwelling is an irregular shape that narrows to the rear (east). There is a mature hedge along the western boundary of the site fronting St Marys Drive that provides significant screening of the front elevation of the dwelling.
- 1.3 St Marys Drive contains a mixture of single and two storey detached and semi-detached properties of varying styles. Typical features on the properties include red hung tile hung first floors, white rendered elevations and modest front gable features.
- 1.4 The site has recently been re-zoned and is no longer within the Sussex North water resource area and therefore is not impacted by water neutrality.

## THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of a two-storey side extension and single storey side and rear extensions. The existing single garage is proposed to be removed.
- 2.2 The proposed two storey side extension would be positioned on the southern side of the dwelling and would measure 4.3m in width, and 7.5m in length. The extension would have a hipped roof which would be set down from the ridge of the main dwelling by 0.15m and set back from the front elevation by 0.3m. At ground floor there would be a front projecting bay window.
- 2.3 The single storey side extension would be located to the north of the house in the location of the existing single garage and would be flush with the front elevation of the dwellinghouse. This extension would measure a width of 4m, a maximum length of 7.3m with a height of 2.4m to the eaves and a 4m to the top of the pitched roof.
- 2.4 The single storey rear extension would measure a width of 6m, a length of 4.1m with a height of 2.4m to the eaves and 3.6m to the top of the mono-pitched roof. A small single storey utility room extension is also proposed to the rear measuring 3m wide by 1m in length. The driveway would be enlarged to create space for three vehicles. Photovoltaics are proposed on the south and east facing roof slopes of the extended property.
- 2.5 Internally the space would provide a study, family room, lounge, kitchen/diner and enlarged utility room on the ground floor with four double bedrooms, dressing room and bathroom on the first floor.
- 2.6 The proposal has been amended during the course of the application as originally the two-storey extension would have been flush with the front elevation of the main house and was not set down from the ridge of the main dwelling. Further the bay window has now been reduced in size.

## PLANNING HISTORY:-

- 3.1 **CR/2019/0264/FUL**- Erection of a part single and part two storey front extension/porch and two storey side extension, replacement pitched roof garage and log store. Refused and dismissed at appeal for the following reasons:
  1. The proposed part single and part two storey front extension, by virtue of its scale, width, design and forward projection, and the proposed two storey side extension, by virtue of its scale, width, bulk and massing, would appear visually prominent, dominant and intrusive and would be harmful to the character, appearance and visual amenities of the streetscene of St Marys Drive. The proposal would introduce a mixture of design features and materials which would not be in keeping with the other properties within St Marys Drive. The proposal is therefore contrary to



# Agenda Item 6

Policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030, the Urban Design Supplementary Planning Document (2016) and the relevant paragraphs of the National Planning Policy (2019).

2. The proposed development, by virtue of its proximity, size, scale and extensive fenestration, would have an adverse impact upon the amenities of the occupants of Nos. 23 and 24 Byron Close, by way of overlooking and loss of privacy, and would dominate the rear garden of No. 24. The proposal would therefore be contrary to the Policy CH3 of the Crawley Borough Local Plan 2015-2030, the guidance contained within Urban Design Supplementary Planning Document (2016) and the relevant paragraphs of the National Planning Policy Framework (2019).

3.2 **CR/2018/0764/FUL** – proposed two storey front extension, two storey side extension to the eastern side, part single and part two storey side extension to the western side, two storey rear extension, raising of the roof ridge, rendering of external elevations, installation of new windows and doors. Withdrawn.

3.3 **CR/583/1973** – erection of car port at side. Refusal

## **PLANNING POLICY:-**

4.1 National Planning Policy Framework (February 2021) (NPPF)

- Paragraph 11 – The presumption in favour of sustainable development. Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay. At the heart of the NPPF is a presumption in favour of sustainable development.
- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.
- Policy CH3: Normal Requirements of All New Development states all proposals for development in Crawley will be required to make a positive contribution to the area, be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings, and be able to meet its own operational requirements necessary for the safe and proper use of the site. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.
- Policy IN4: Car and Cycle Parking Standards states development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards. Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings.

4.3 Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)

The document has been published for Regulation 19 consultation on 6 January 2021 and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy DD1: Normal Requirements of All New Development.

# Agenda Item 6

- Policy ST2: Car and Cycle Parking Standards.

## 4.4 Urban Design Supplementary Planning Document (adopted October 2016)

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

- *'An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area.'*
- *'Development should incorporate materials and colours that match the existing dwelling.'*
- *Front extensions and porches should be subservient to the rest of the house and should not extend across the whole width of the property. They should project no more than 1.5m from the original front wall of the main dwelling and be in keeping with the character of the area and property.*
- *Applying the 45°/60° guide test: The guide test can be applied to detached, semi-detached and terraced houses. A single storey extension should not encroach into an area measured by drawing a 45° angle from the nearest edge of a neighbour's window or door aperture. A two storey extension should not encroach beyond the 60° from the nearest edge of the neighbouring window.*
- *'The roof form above an extension will contribute to the appearance of the extension and the dwelling as a whole. A roof design that sits in harmony with the existing roof will usually be more acceptable.'*
- *Side extensions should avoid a 'terracing effect' in the streetscape. A 2m separation distance between the side elevation and the property boundary can achieve this, or sometimes a set back from the principle elevation.*

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

## **PLANNING CONSIDERATIONS:-**

5.1 The main considerations in the determination of this application are:

- The design and appearance of the proposal and its impact on the dwelling and wider area
- The impact on neighbouring properties and occupiers amenities
- Parking considerations

## The design and appearance of the proposal and its impact on the dwelling and wider area

5.2 Policy CH3 of the Crawley Borough Local Plan states that new developments will 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. The Urban Design SPD states that *'an extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood'*, and *'The roof form above an extension will contribute to the appearance of the extension and the dwelling as a whole. A roof design that sits in harmony with the existing roof will usually be more acceptable'*.

5.3 The proposed extension would create a two-storey side extension and single storey side and rear extensions. The two-storey addition would extend to the south of the property filling the space between the application site and no 52 St Marys Drive. A gap of 2.5m would be retained between the two properties. The ridge line of the proposed extension would extend 4.1m to the south and would be set down from the existing hipped roof by 0.15m.

# Agenda Item 6

- 5.4 The scale, bulk, and mass of the combined extensions would result in a development that would be out of keeping with the host dwelling and would dominate the site and the surrounding area. The two-storey side extension is not a subservient addition to the host dwelling with a very limited set down and set back proposed. Furthermore, the ground floor bay window and large scale of the first-floor window would further exacerbate the dominance of the extension. The existing property measures a width of 6.8m and there is a detached single garage measuring 3m. There is a distance of 6.8m to the boundary with No 52. The proposed extensions, when combined with the existing dwelling and viewed from the front would result in the house measure a total of 15m in width that would reduce the gap to the southern boundary to 2.5m. The insertion of two large bay windows would further elongate the front elevation.
- 5.5 The combination of these extensions would create a development that would be excessively large and dominant and would fail to respect the scale or character of the existing dwelling. The proposals would not be subservient to the host dwelling and would create considerable bulk and mass especially the width and mass of the two-storey and single storey side extensions. It is therefore considered that the proposal would result in an adverse impact on the design and appearance of the property by the addition of excessive bulk and mass onto this property that would be unsympathetic to the scale and character of the existing house.
- 5.6 The property is set back from St Marys Drive by 4m and is set behind a mature hedge. The existing street scene is a mixture of detached and semi-detached two storey houses and bungalows, some of which have been previously extended. The proposed extension would create a dominant addition in the street scene by increasing the scale, bulk and mass, losing the character of the host property and reducing the spaciousness of the plot.
- 5.7 Whilst there are examples of two storey side extensions within the locality these were permitted prior to 2007 and the majority are subservient to the host dwelling. Whilst No 52 has been considerably extended this was done so in 1978 which would have been assessed under a different local plan, different urban design guidance and a different Planning Act. Therefore this does not set a precedent and a scheme of this nature would not necessarily be permitted now. No 60 St Marys Drive has also been extended to the side / front however this was in 2001 and this again does not set a precedent and would not be considered favourably now.
- 5.8 In conclusion, it is considered that the proposed extensions would fail to respect the scale of the existing dwelling given the size, massing and design of the development when compared to the original dwelling. The proposals would not be subservient to the existing dwelling and the overall impact of the combined extensions would result in a house that would be out of scale and character with the existing dwelling and the site. Further the proposal would create an overly dominant addition when viewed in the surrounding area and street scene. As such the proposal would not accord with the Policy CH3 of the Crawley Borough Local Plan or the Urban Design SPD.

## The impact on neighbouring properties and occupiers amenities

- 5.9 The proposed two storey side and single storey rear extension would be located 2.5m from the southern boundary with 52 St Marys Drive with a further 3.7m to the side of this property with a garage in the intervening space. There are two ground floor side windows proposed and no windows proposed at first floor. There are no side windows on this neighbouring property which face onto the application site. The separation distance combined with the positioning of the side windows would ensure that the proposal would not result in the loss of light, loss of privacy or overbearing to this neighbouring property.
- 5.10 The proposed side extension and rear extensions would be located 0.7m from the north eastern boundary with 24 Byron Close which is located at a right angle to the application site. There is 1.2m fencing as well as hedging on this boundary. Whilst the existing garage abuts this boundary it has a flat roof measuring a maximum of 2.8m which limits the bulk of the built form. The proposed side and rear extensions would have pitched roof with an eaves height of 2.4m and a ridge height of 3.6m and 4m respectively. There are concerns that extending close to this north eastern boundary would have a detrimental overbearing impact on the occupants of No. 24 Byron Close. Due to the irregular shape of the gardens and the close proximity of No 24 Byron Close to No. 54 St Marys

# Agenda Item 6

Drive, it is considered that the outlook from the garden of No. 24 Byron Close would be dominated by the proposed development, as there would be development located very close to the shared boundary and rear elevation of the neighbouring house.

- 5.11 There are no other neighbouring properties that would have the amenities of occupiers harmed by the development.
- 5.12 It is therefore considered that the proposed development would have an unacceptable impact on the occupants of No 24 Byron Close due to an overbearing impact as a result of the combined extensions and relationship between the resultant houses and this would be contrary to Policy CH3 of the Crawley Borough Local Plan and the guidance contained within the Urban Design SPD.

## Parking considerations

- 5.13 There is currently space to park approximately three cars at this property, two on the driveway and one in the garage. The proposal would result in the removal of the existing single garage however due to the increase in the size of the driveway it would still be possible to accommodate three vehicles at this property. The minimum parking standards for a 3+ bedroom property in this location is 2-3 spaces. As such the proposal would comply with the required standards and therefore would be in accordance with policy in this regard.

## CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the proposed two storey side extension and single storey side / rear extensions by virtue of their prominent siting, width, scale and design would be an incongruous addition to this dwelling. The proposed two storey and single storey side extension would significantly increase the overall width of the dwelling from 6.8m to 15m. There are also concerns that the combined impact of the single storey side and rear extensions would have a harmful overbearing impact on the occupiers of No. 24 Byron Close. The development would therefore fail to meet the requirements of the NPPF (2021), would be contrary to policies CH2 and CH3 of the Crawley Borough Local Plan (2015-2030), and the guidance contained within the Urban Design SPD (2016).

## RECOMMENDATION RE: CR/2022/0199/FUL

**REFUSE** for the following reasons:

1. The proposed two storey side extension and single storey side extension, by virtue of its scale, width, bulk and massing, would appear visually prominent, dominant and intrusive and would be harmful to the character, appearance and visual amenities of the existing site and the street scene of St Marys Drive. The proposal is therefore contrary to Policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030, the Urban Design Supplementary Planning Document (2016) and the relevant paragraphs of the National Planning Policy (2021).
2. The proposed development, by virtue of its scale and bulk in close proximity to 24 Byron Close would result in a dominant and overbearing impact to the occupants of this property. The proposal would therefore be contrary to the Policy CH3 of the Crawley Borough Local Plan 2015-2030, the guidance contained within Urban Design Supplementary Planning Document (2016) and the relevant paragraphs of the National Planning Policy Framework (2021).

## NPPF Statement

1. 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:
  - Informing the applicant of identified issues that are so fundamental that it would not be possible to negotiate a satisfactory way forward due to the harm that would be caused.

# Agenda Item 6

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



# ArcGIS Web Map



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

1:750



# Agenda Item 7

**CRAWLEY BOROUGH COUNCIL**  
PLANNING COMMITTEE - 4 October 2022  
REPORT NO: PES/406(c)

**REFERENCE NO: CR/2022/0256/RG3**

**LOCATION:** [WESTERN END OF THE BOULEVARD, NORTHGATE, CRAWLEY](#)  
**WARD:** Three Bridges  
**PROPOSAL:** ROAD AND ACCESS IMPROVEMENT WORKS TO ENCOURAGE SUSTAINABLE MEANS OF TRANSPORT FROM THE END OF THE EASTERN BOULEVARD SCHEME TO THE JUNCTION OF THE HIGH STREET.

**TARGET DECISION DATE:** 26 August 2022

**CASE OFFICER:** Mr H. Walke

**APPLICANTS NAME:** Crawley Borough Council

**AGENTS NAME:**

## **PLANS & DRAWINGS CONSIDERED:**

| Drawing Number    | Revision | Drawing Title       |
|-------------------|----------|---------------------|
| 5298-GA-001       | P06      | General Arrangement |
| 70075298-0100-002 | P01      | Site Boundary       |

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

- |    |                                     |                                 |
|----|-------------------------------------|---------------------------------|
| 1. | WSCC Tree Section                   | No response received            |
| 2. | WSCC Highways                       | No objection, comments provided |
| 3. | CBC Planning Arboricultural Officer | No response received            |
| 4. | CBC Refuse & Recycling Team         | No response received            |
| 5. | Archaeologist                       | No objection                    |
| 6. | Homes England                       | No response received            |

## **NEIGHBOUR NOTIFICATIONS:-**

The application was publicised by site notices displayed on 4 July, with an expiry date of 26 July 2022.

## **RESPONSES RECEIVED:-**

Metrobus responded to say that the company strongly supports the application. Their comments are set out in more detail below.

Two local residents have written in support of the application. Their comments state that this is a vital piece of infrastructure to connect a safe cycling route across the town centre. The changes would provide better access for pedestrians, cyclists and bus users. One respondent makes some comments on the scheme and suggests potential changes.

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

The application has been submitted by Crawley Borough Council.

## **THE APPLICATION SITE:-**

- 1.1 The application site extends from the High Street eastwards along The Boulevard as far as the access road to the south of The Boulevard between the two existing surface public car parks. On the

# Agenda Item 7

south side of The Boulevard, it includes the northern end of Bank Lane and The Broadway, together with the service/access road to the south of the westernmost surface car park. On the north side, it includes the service/access road outside the Post Office site on the north side of The Boulevard. Effectively, the site forms the section of The Boulevard that was not upgraded as part of the recent Eastern Gateway public realm improvement works further east.

- 1.2 The application site forms part of the public highway and the land is also owned by Crawley Borough Council.
- 1.3 The western part of the site lies within the 'Historic Core of Medieval Crawley' Archaeological Notification Area. Nos. 101 (The Tree) and 103 (The Punchbowl Public House) are listed buildings lying outside, but close to, the application site to the north and south of The Boulevard respectively. The area south of The Boulevard and west of Bank Lane falls within the High Street Conservation Area. There are some protected trees to the north side of The Boulevard and running southwards down the High Street from The Boulevard.
- 1.4 The site lies within the Long Distance View Splay from Tilgate Park defined in the Local Plan and The Boulevard itself forms a Linear Contained View. The part of the site to the south of The Boulevard lies within the Primary Shopping Area defined by the Local Plan. The site also lies within a Priority Area for District Energy Networks as set out in the Local Plan.

## **THE PROPOSED DEVELOPMENT:-**

- 1.5 The proposal seeks planning permission for alterations and improvements in this area to enhance bus, cycle and pedestrian movements. The key works would involve:
  - Junction widening and the creation of bus lanes to facilitate eastbound right turns into The Broadway and westbound right turns onto the High Street;
  - Closure of the central of the three accesses on the north side of The Boulevard (close to the pedestrian crossing) and the creation of a signalised toucan crossing for both pedestrians and cyclists (to replace the existing pedestrian crossing);
  - Formation of cycle lanes on the north and south sides of The Boulevard. The north route would run from the High Street along the north side of the grass verge before linking to the newly created route on the carriageway outside the HSBC bank. The south route would run along the south side of the carriageway and turn south into The Broadway;
  - Hard and soft landscape improvements to upgrade footpaths and improve trees and green space;
  - Alterations to service roads on the south side of The Boulevard to improve pedestrian and cyclist safety;
  - Alterations to the service road on the north side of The Boulevard outside the Post Office site to be one-way east to west, and
  - Related changes to road marking and signage are also proposed.
- 1.6 Effectively, these works would continue recent Eastern Gateway public realm improvement works on The Boulevard along to the western end of the road. The works require a planning application as they are proposed to be carried out by Crawley Borough Council, rather than the local highway authority, West Sussex County Council, who benefit from permitted development rights covering such works. The proposal forms part of the Crawley Growth Programme.
- 1.7 As part of the application, the applicant has submitted the following documents:
  - Design and Access Statement
  - Proposed Materials
  - Construction Phase Plan
  - Road Safety Audit Final Designer's Response
  - Arboricultural Impact Report
- 1.8 In response to queries from WSCC Highways, the applicant provided a further response specifically to address them.



# Agenda Item 7

## PLANNING HISTORY:-

- 1.9 There is no relevant planning history on the site. The Boulevard and The Broadway were laid out in the 1950s as part of the comprehensive development of the New Town.
- 1.10 Recent related development has taken place at the eastern end of The Boulevard and along College Road. There was no planning application relating to those works, as they were undertaken by West Sussex County Council using its permitted development rights as the local highway authority.

## PLANNING POLICY:-

### **National Planning Policy Framework (2021)**

- 1.11 This document sets out the presumption in favour of sustainable development. Relevant sections for this application include:
- Section 9 – Promoting sustainable transport. This states that opportunities to promote walking, cycling and public transport should be identified and pursued. Patterns of movement should contribute to making high quality places. In considering proposals, sustainable transport should be promoted and safe and suitable access achieved for all. Priority should be given to pedestrian and cycle movement, followed by high quality public transport. Places created should be safe, secure and attractive and also respond to local character and design standards.
  - Section 12 – Achieving well-designed places. The creation of high quality places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Decisions should ensure developments are sympathetic to local character and history, including the surrounding built environment and landscape setting and establish or maintain a strong sense of place.

### **Crawley Borough Local Plan 2015-2020**

- 1.12 The following policies are relevant to this application:

**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 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,

# Agenda Item 7

density, height, massing, orientation, views, landscape, layout, details and materials. Individual or groups of trees that contribute positively to the area should be retained.

**Policy CH8 (Important Views)** – The Boulevard is defined here as a Linear Contained View, which the policy seeks to protect and enhance. The policy states that *“The Boulevard view lies between the Morrisons supermarket and the Central Sussex College Tower. Any proposals in the area will be required to retain, or enhance, the vista or to replace it with public realm of equal, or greater, townscape value.”*

**Policy IN3 (Development and Requirements for Sustainable Transport)** – Development should be concentrated in locations where sustainable transport patterns can be achieved through use of the existing transport network, including public transport routes and the cycling and walking network.

**Policy IN5 (The Location and Provision of New Infrastructure)** – Provision of new or improved infrastructure in appropriate locations will be supported where they add to the range and quality of facilities in the town.

## Submission Draft Local Plan (Regulation 19)

1.13 The Crawley Borough Local Plan is in the process of review. The Council carried out public consultation on the Submission Draft Local Plan (Regulation 19) from January to June 2021. Limited weight can be given to the emerging policies, with the following being of note:

- 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 CL7: Important and Valued Views
- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design

## Urban Design SPD – Adopted October 2016

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

## PLANNING CONSIDERATIONS:-

The main issues for consideration are:

- Sustainable transport, highways and parking
- Design and heritage
- Arboricultural impact
- Impact upon amenity
- Water neutrality

## Sustainable transport, highways and parking

1.15 The proposed development relates to sustainable transport improvements along The Boulevard and highways issues are clearly a prime consideration.

1.16 The works would create a dedicated lane to allow buses to turn right into The Broadway and extend the existing lane to allow buses to turn right into the High Street from The Boulevard. Along with a bus priority loop at the signals, this would help to ensure the free flow of buses and provide passengers with quicker journeys. In turn, this would help to promote bus usage and reduce private car use.

# Agenda Item 7

- 1.17 New cycle lanes would be created to the north and south of The Boulevard, which would enhance and link up existing cycle routes. These would be one way, eastwards to the north and westwards to the south. There would be a new stretch of cycle route into The Broadway to enhance cyclist safety. These too are clearly improvements to sustainable transport provision in principle and supported by local and national policies.
- 1.18 Pedestrians would benefit from higher quality paving along the footpaths, to match the improvements to the east. In addition, there would be raised table priority crossings for pedestrians and cyclists on the service road north of The Boulevard and at the junction of Bank Lane. Along with the landscape improvements, these would create a more attractive environment for pedestrians in the area.
- 1.19 The Boulevard would remain two way for private vehicles, with no turn allowed into The Broadway. The service road to the north of The Boulevard, outside the Post Office site, would be one way (running east to west). The central access of the three existing would be closed. The improved toucan crossing with new landscaping and a new tree would be sited in that area. Motorists would no longer be able to use the westernmost part of the service road to the south of The Boulevard (west of the entrance to the westernmost surface car park). This would prevent vehicles impeding the free flow of buses along The Broadway. Whilst motorists would experience some changes in layout and movements on the service roads, The Boulevard would remain two way. It is not considered that a significant impact upon motorists would result.
- 1.20 West Sussex Highways responded to the original consultation with a number of queries, to which the applicant responded. With regard to cycle provision, they queried why the northern cycle lane was not adjacent to the road carriageway, but instead runs to the north of the trees outside the Post Office site. The applicant has responded that this is to avoid adverse impact upon those trees. A query was also raised about the creation of a cycle only route at the western end of the service road outside Lloyds Bank. The applicant responded that this is in part to avoid cars entering The Broadway and conflicting with bus movements and partly to offer an alternative route for cyclists. WSCC have not objected to this. The change would cause no significant problems for vehicle users, as the service road would become two way and vehicles would travel back in an eastbound direction to connect to The Boulevard. It would be likely to benefit both cycle and bus movements. Lorry movements into/out of the service yard would not be significantly affected.
- 1.21 The applicant has also provided a Road Safety Audit Stage 1 Designer's Response.
- 1.22 The proposal would result in the loss of fourteen vehicle parking spaces outside the Post Office site, leaving a total of fifteen. Some of the current spaces do not meet the required standards for chevron parking, given the adjacent carriageway width. The revised spaces will be more angled from the carriageway, resulting in the loss of the spaces. The three disabled parking spaces outside the Post Office site would be retained. Other spaces would be lost to create the width for the cycle route and improved footpath through this area. Given the extensive surface car parking on the south side of The Boulevard and the other public car parks in the town centre, this limited loss of parking is considered acceptable and the alterations to the layout would improve safety and manoeuvring in relation to these spaces, which would now be to the required standard.
- 1.23 West Sussex Highways did raise a number of other queries about issues such signage, road markings and signal waiting times. The applicant has provided a response and these issues will be fully addressed through the Traffic Regulation Order process. WSCC Highway's final comments state that *"there are aspects within the proposals that are dependent upon the outcome of consultation associated with required traffic regulation orders"* and through detailed design, but state that no highways objection is raised.
- 1.24 Metrobus, the operator of bus services in Crawley, strongly support the proposal. They comment that the project:

*"is the result of excellent collaboration with Crawley Borough Council and it manages to successfully deliver huge benefits for the sustainable modes of bus, walking and cycling while also improving the local environment. The design has been very carefully thought through with every detail considered for maximum positive impact."*

# Agenda Item 7

*Millions of bus users a year travel on many hundreds of buses a day through the Boulevard and the Broadway and it is one of the most challenging areas for delays due to traffic queues and parking on yellow lines. The proposal will allow buses to flow much better, resulting in shorter and more reliable journeys.*

*For the scheme to deliver the greatest benefits to buses it is essential that effective bus priority is provided as part of the scheme, along with enforcement of parking restrictions.”*

- 1.25 Overall, the scheme would deliver significant sustainable transport improvements and enhanced provision for pedestrians, cyclists and bus users. The scheme would also integrate well with the recent Eastern Gateway improvements. It is considered that it would improve sustainable transport options through the area, without adversely affecting motorists, integrate well with surrounding footpaths/cyclepaths and, as such, accords with national and local transport policies.

## **Design and heritage**

- 1.26 The scheme would continue the recent Eastern Gateway public realm improvements along the full length of The Boulevard. The main impact in design terms is really the proposed materials. The proposed materials would generally match those used in the recent improvement works. This includes the mix of silver, light and white paving on the north side of The Boulevard and resin surfacing and kerbs to match the recent cycleway improvements along College Road and The Boulevard. The table pedestrian/cycle crossing would be grey synthetic resin imprinted asphalt. Elsewhere, some existing kerbing will be retained and existing materials matched. Overall, the range of materials proposed is considered appropriate.
- 1.27 The improved surface quality, together with the landscape improvements, would enhance the appearance of the Linear Contained View along The Boulevard, in accordance with policy CH8 of the Local Plan.
- 1.28 The site falls partly within an Archaeological Notification Area. Place Services, the Local Planning Authority’s advisers on archaeological matters have raised no objection. They state that:
- “the proposed works, including the relaying of road surfaces and re-designing of junctions, will entail no deep excavations and are likely to have a minimal below-ground impact. Additionally, the area will already have been heavily disturbed by the construction of the current road and the installation of any associated drainage or other services. Accordingly, it is unlikely that significant archaeological deposits or remains will be impacted by this proposal.”*
- 1.29 Although the proposed works are fairly close to two listed buildings and a Conservation Area, the site already forms a public highway, has extensive hard surfacing and the proposals would have no significant additional impact upon these assets.

- 1.30 The proposal is therefore considered acceptable in heritage terms.

## **Arboricultural impact**

- 1.31 The applicant has submitted an Arboricultural Impact Assessment (AIA) with the application. The proposal would involve the loss of one Scots Pine, which has been topped at about 12 metres high. It has been classified as C1 (A category C tree is a tree “of low quality with an estimated remaining life expectancy of at least 10 years”) under BS 5837 and does not have a high quality appearance as a result of works undertaken to top it. It is proposed to plant a replacement tree. Small additional areas of landscaping will be created along the route, primarily in the area where the central access to the north would be closed. The implementation of the landscaping works, including the planting of the new tree, can be secured by condition.
- 1.32 The AIA also includes a tree protection plan. Temporary fencing is proposed to protect the trees to be retained and again this can be secured by condition.

# Agenda Item 7

## Impact on amenity

1.33 The Boulevard contains buildings in a range of uses including residential. The application site already forms part of the public highway and is extensively hardsurfaced. There is no physical bulk or mass to the proposed development, so no harm such as overshadowing or overbearing impact would result. The proposals are intended to facilitate sustainable transport movements, rather than cater for significant increases in vehicle movements, so should not increase noise levels in the area. It is not considered that the proposals would have significant impact upon the amenity enjoyed by occupants of any surrounding buildings.

## Water neutrality

1.34 The Local Planning Authority received a Position Statement from Natural England on 14 September 2021. It raised significant concerns about the impact of water abstraction in the Sussex North Water Resource Zone upon the Arun Valley's protected SAC, SPA and Ramsar sites. The proposal would involve no new connection to the water supply. A screening assessment has been undertaken which concludes that the proposal would be water neutral as a result. The Local Planning Authority has therefore concluded that the proposal would not adversely affect the integrity of the protected sites and would not conflict with the obligations under the Conservation of Habitats and Species Regulations 2017.

## CONCLUSIONS:-

1.35 The proposal would continue recent public realm and sustainable transport improvements by enhancing provision for bus, cycle and pedestrian movements within an attractive landscaped environment. The sustainable transport improvements will encourage travel by these means and help to address climate change. There would be no significant impact on amenity and the proposals are water neutral. It is recommended that planning permission is granted.

## RECOMMENDATION RE: CR/2022/0256/RG3

PERMIT, subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No development or site works of any description, including setting up works or storage of materials, plant or equipment, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by fences in accordance with the details set out in the Arboricultural Impact Assessment and the Tree Protection Plan. The protective fencing shall remain in position for the duration of the works. Within the areas so fenced off, the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.  
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
4. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.

# Agenda Item 7

REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policies CH3 and CH7 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.

5. All planting, seeding or turfing comprised in the approved details of landscaping, including the planting of the replacement tree, shall be carried out in the first planting and seeding seasons following the improvements hereby approved being brought into use, 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 Policies CH3 and CH7 of the Crawley Borough Local Plan 2015 - 2030 and the Urban Design Supplementary Planning Document.

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

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

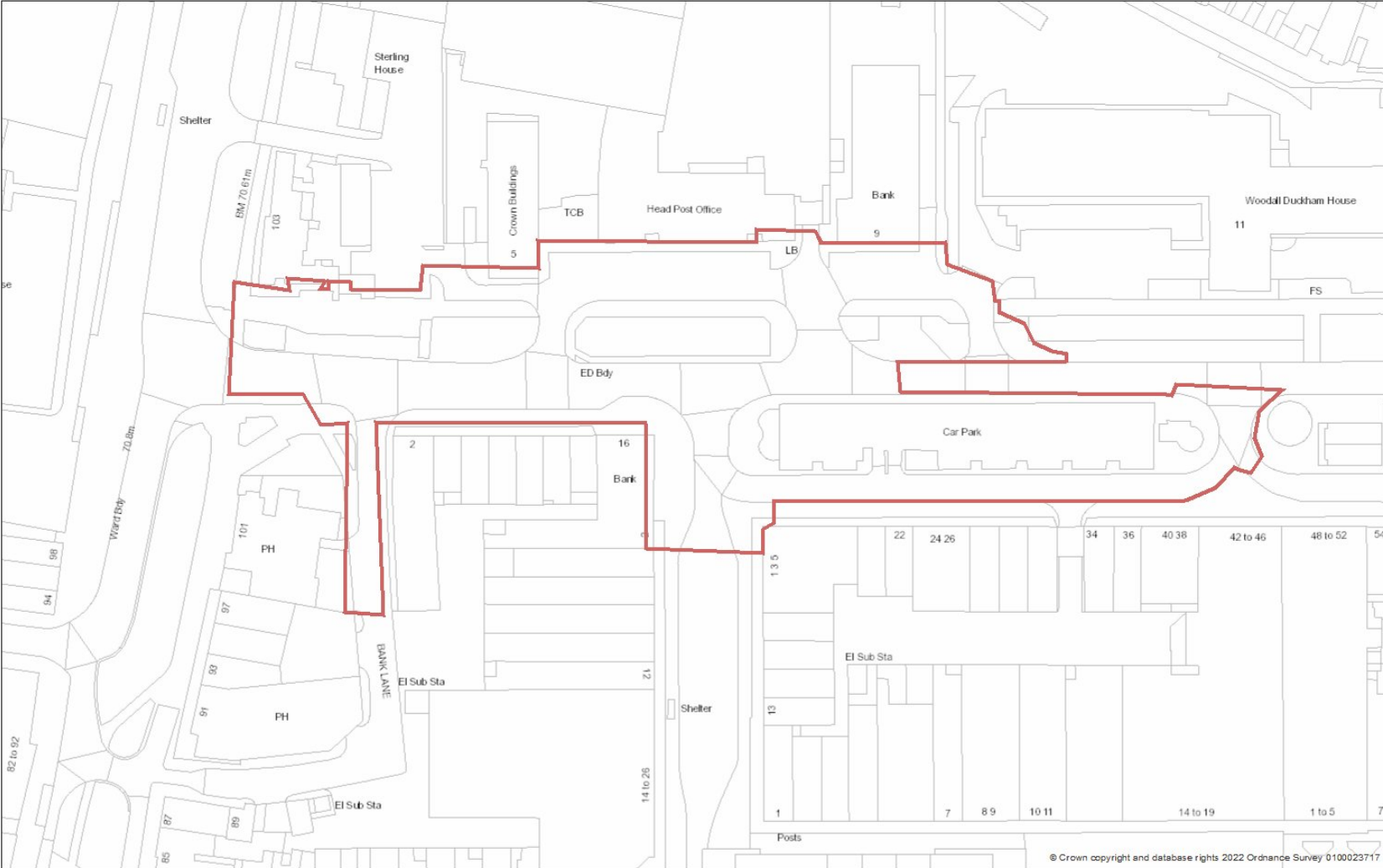


# ArcGIS Web Map



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

1:750



© Crown copyright and database rights 2022 Ordnance Survey 0100023717

This page is intentionally left blank



# Agenda Item 8

**CRAWLEY BOROUGH COUNCIL**  
PLANNING COMMITTEE - 4 October 2022  
REPORT NO: PES/406(d)

REFERENCE NO: CR/2022/0429/FUL

**LOCATION:** [LAND ENCLOSED BY CREASYS DRIVE AND BROADFIELD PLACE, BROADFIELD, CRAWLEY](#)  
**WARD:** Broadfield  
**PROPOSAL:** INSTALLATION OF EXTERNAL WALL INSULATION TO PROPERTIES ON THE CREASYS DRIVE ESTATE, BROADFIELD.

**TARGET DECISION DATE:** 31 October 2022

**CASE OFFICER:** Mr H. Walke

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

## PLANS & DRAWINGS CONSIDERED:

| Drawing Number               | Revision | Drawing Title                           |
|------------------------------|----------|-----------------------------------------|
| 0098 ECD XX XX DR<br>A 05004 | P01      | Site Plan 04                            |
| 0098 ECD 09 XX DR<br>A 07909 | P01      | Archetype 6-4-WF1 End Bridge - Existing |
| 0098 ECD 11 ZZ DR<br>A 05911 | P01      | Archetype 5-3-WF4 End - Proposed        |
| 0098 ECD 04 XX DR<br>A 07904 | P01      | Archetype 6-4-WF3 End Bridge - Existing |
| 0098 ECD 09 ZZ DR<br>A 05909 | P01      | Archetype 6-4-WF1 End Bridge - Proposed |
| 0098 ECD 12 ZZ DR<br>A 07912 | P01      | Archetype 6-4-WF4 End Bridge - Existing |
| 0098 ECD XX XX DR<br>A 05001 | P01      | Site Plan 01                            |
| 0098 ECD 01 XX DR<br>A 07901 | P01      | Archetype 6-4-WF6 End Bridge            |
| 0098 ECD 04 ZZ DR<br>A 05904 | P01      | Archetype 6-4-WF3 End Bridge - Proposed |
| 0098 ECD 10 XX DR<br>A 07910 | P01      | Archetype 5-3-WF3 Corner - Existing     |
| 0098 ECD 13 ZZ DR<br>A 05912 | P01      | Archetype 6-4-WF4 End Bridge - Proposed |
| 0098 ECD XX XX DR<br>A 05002 | P01      | Site Plan 02                            |
| 0098 ECD 01 ZZ DR<br>A 05901 | P01      | Archetype 6-4-WF6 End Bridge - Proposed |
| 0098 ECD 06 XX DR<br>A 07906 | P01      | Archetype 5-3-WF1 End - Existing        |
| 0098 ECD 10 ZZ DR<br>A 05910 | P01      | Archetype 5-3-WF3 Corner - Proposed     |
| 0098 ECD 13 XX DR<br>A 07913 | P01      | Archetype 6-4-WF5 End Bridge - Existing |

# Agenda Item 8

|                              |     |                                         |
|------------------------------|-----|-----------------------------------------|
| 0098 ECD XX XX DR<br>A 05003 | P01 | Site Plan 03                            |
| 0098 ECD 03 XX DR<br>A 07903 | P01 | Archetype 5-3-WF2 Corner - Existing     |
| 0098 ECD 06 ZZ DR<br>A 05906 | P01 | Archetype 5-3-WF1 End - Proposed        |
| 0098 ECD 13 ZZ DR<br>A 05913 | P01 | Archetype 6-4-WF5 End Bridge - Proposed |
| 0098 ECD 11 XX DR<br>A 07911 | P01 | Archetype 5-3-WF4 End - Existing        |
| CBC001                       |     | Site Plan                               |
| 0098 ECD 03 ZZ DR<br>A 05903 | P01 | Archetype 5-3-WF2 Corner - Proposed     |
| CBC002                       |     | Welfare and Storage Location Plan       |

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

- |    |                                        |                      |
|----|----------------------------------------|----------------------|
| 1. | WSCC Highways                          | Comments provided    |
| 2. | CBC Property Division                  | No comments          |
| 3. | CBC Crawley Homes                      | No comments received |
| 4. | CBC Energy Efficiency & Sustainability | Comments provided    |

## **NEIGHBOUR NOTIFICATIONS:-**

10 and 11 Crossman Court:  
1, 21 to 23 and 28 to 31 Adamson Court:  
6 to 8 Jeans Court:  
1, 2, 12, 13, 16, 20, 23 and 24 Aston Court:  
1, 15 and 16 Hopkins Court:  
2, 7 to 9, 12 and 13 Seddon Court:  
1 to 3, 9, 10 and 13 to 16 Carman Walk:  
4 to 6 Thomson Court:  
9 to 11, 14, 16, 17, 19, and 20 to 22 Greenwood Court:  
1, 3, 14, 16, 20, 24 to 30 (even numbers), 35 and 37 Baylis Walk:  
7 to 12 Tatham Court:  
1, 2 and 16 Pankhurst Court:  
1, 8, 9 to 12, 21 and 22 Richardson Court:  
1, 2, 10 to 12 and 16 Bevan Court:  
6 to 8 Adrian Court:  
3 to 7 (odd numbers) and 33 to 37 (odd numbers) Flamsteed Heights:  
6 to 8, 13 and 14 Webb Close:  
1, 24 and 25 Morrison Court:  
6 to 10 (even numbers), 23 and 25 Sheraton Walk:  
1 and 2 Lindgren Walk:  
11 to 13 Murray Court.

## **RESPONSES RECEIVED:-**

Two responses have been received from residents. One is in support of the application, although seeks to avoid works during the winter months. The other response raises concerns about noise, privacy and safety whilst scaffolding is up and damage to private property.

Comments are also made on matters unrelated to the current application, regarding landscaping, parking and EV charging points in the Creasys Drive area.

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

The application has been submitted by Crawley Borough Council.

# Agenda Item 8

## **THE APPLICATION SITE:-**

- 1.1 The proposal relates to a total of houses located within a large site enclosed by Creasys Drive and Broadfield Place. Vehicular access to the homes is taken from a series of cul-de-sacs leading off Creasys Drive to garage courtyards. Many of the homes are accessible on foot only. They are grouped around courtyards, with their entrances taken from the courtyard and rear gardens on the outer edges of the courtyards. Some houses within the courtyards have first floor bedrooms within a bridge link between houses, with a public footpath running underneath. There is an extensive area of tree cover at the heart of the estate with footpaths leading through it.
- 1.2 The area enclosed by Creasys Drive was originally developed for council housing. The homes affected by the current planning application are all owned by Crawley Borough Council, although many other houses within the estate have now been sold.
- 1.3 There is an area of Structural Landscaping running north-south through the middle of the estate and a few individual protected trees, but no other designations or constraints affecting the area.

## **THE PROPOSED DEVELOPMENT:-**

- 1.4 The proposed development is to install external wall insulation to the specified individual houses across the estate. The application covers houses within the estate with either brickwork side gable walls or with one of the first floor bridge links between houses.
- 1.5 In support of the application, the applicant has provided drawings and illustrative materials showing the works to the differing house types, along with details of the thermal benefits of the proposed insulation. Works to nine different house types are proposed, although these share many characteristics. Some of the houses are end terrace properties with brick gable side walls. Other houses are located at the corners of the courtyards. The others are either end or mid terrace, but also feature a bridge link to the neighbouring house. The bridge contains one bedroom for each of the linked houses. The houses are a mix of three and four bedroom houses.
- 1.6 For clarification, other Council owned houses within the estate are also being fitted with external wall insulation. However, in those mid-terraced cases, the insulation was fitted under the more extensive existing cladding to those houses and did not involve changing the external appearance at all. Consequently, the works were covered by those houses' permitted development rights.

## **PLANNING HISTORY:-**

- 3.1 The Creasys Drive estate was approved in 1973 (ref CR/287/1973).

## **PLANNING POLICY:-**

### National Planning Policy Framework (2021)

- 1.7 The following parts are relevant to this proposal:
  - Paragraphs 10 and 11 – Achieving sustainable development. At the heart is a presumption in favour of sustainable development, which should be applied in plans and decisions. For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay.
  - 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. This states that planning should support the transition to a low carbon future and help to “*shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the*

# Agenda Item 8

*conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.”*

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

1.8 The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.
- Policy CH3: Normal Requirements of All New Development states all proposals for development in Crawley will be required to make a positive contribution to the area, be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings. Development proposals must adhere to any relevant supplementary planning guidance produced by the Council including residential extensions.
- Policy ENV6: Sustainable Design and Construction. All development, including the alteration and extension of existing buildings should consider how it may achieve the following sustainability objectives including:
  - i. Take an active approach to reduce its need to consume energy; and
  - iii. Look at ways to improve the existing building when adding improvements or extensions
- Policy ENV7: District Energy Networks sets out a hierarchy for major developments to address energy creation and usage.

## Urban Design Supplementary Planning Document (adopted October 2016)

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

- *‘Development should incorporate materials and colours that match the existing dwelling or, where appropriate contrast with it.*

## Planning and Climate Change Supplementary Planning Document (adopted October 2016)

1.10 The Planning and Climate Change SPD provides further guidance as to how applications can comply with the requirements of the sustainability policies, including policies ENV6 and ENV7.

### **PLANNING CONSIDERATIONS:-**

1.11 The main issues for consideration are:

- Sustainability and energy efficiency
- Design and appearance
- Highways
- Impact upon amenity
- Arboricultural impact
- Water neutrality

### **Sustainability and energy efficiency**

1.12 The purpose of this project is specifically to improve the sustainability of the houses and reduce their energy consumption. The applicant has submitted an assessment of the thermal performance of the houses. The works include a range of insulation measures, including loft insulation. Survey work has revealed that the external walls account for a high proportion of the heat loss from these houses. The proposed works that this application covers, along with measures such as loft insulation that do not

# Agenda Item 8

require a planning application, intend to tackle this and should reduce heating demand by half. The external insulation to the brickwork, tile hanging and weatherboarding have the biggest impact in terms of reducing heating demand. Strategic Planning have commented that as *“the proposed development represents retrofitting of existing buildings with the specific intention of reducing energy demand, thereby contributing to climate change mitigation, the proposal can be supported from the perspective of Policy ENV6.”*

- 1.13 The proposal is a major development, by virtue of its site area. From the perspective of Policy ENV7 though, it does not involve the creation of any new buildings or floorspace. In addition, the existing houses which are affected (mainly, if not all, gas heated) are dispersed across the area enclosed by Creasys Drive. The Energy Efficiency and Sustainability officer has commented that *“this leaves limited potential at this stage for the introduction of some form of district / decentralised energy supply as part of this proposal, and there is no wider decentralised energy network currently existing or proposed in the surrounding area.”* He concludes though that the *“proposed improvements to building fabric will probably nonetheless widen the potential future options for supplying heat to these dwellings via more sustainable means, such as heat networks and/or other low or zero carbon technologies. As such the proposal can be supported from the perspective of Policy ENV7.”* It is also worth noting again that the proposal itself is intended to directly reduce energy consumption within the houses.
- 1.14 Overall, the proposals would dramatically reduce energy consumption required to heat these houses by significantly reducing heat loss through the external walls. In doing so, the works offer major sustainability benefits and help to address climate change, in accordance with national and local planning policies.

## Design and appearance

- 1.15 The proposed works would involve the removal of existing brickwork, tile hanging and weatherboard cladding, the installation of external insulation to the walls and then external finishing to reinstate brickwork, brick slips, weatherboard cladding and tile hanging. Some additional roofing will be required and windows and doors would also be replaced to match existing.
- 1.16 The Creasys Drive estate features brick built houses, most of which have substantial panels of either weatherboard cladding or tile hanging to some elevations. Gable ends are generally brick. The bridge links are either weatherboarded or tile hung. There are various house types and related variations in materials within each courtyard.
- 1.17 The applicant has provided detailed drawings for each house type. These demonstrate that the basic appearance of each house would be retained. Following the installation of the external wall insulation to gable ends and other brick walls, either matching brick slips or new brickwork would be installed to replicate the current appearance. Similarly, in areas of tile hanging and weatherboarding, replacement matching materials would be installed once the external wall insulation has been fitted. Whilst windows and doors may be replaced, they are proposed to match the existing, be in the same positions and of the same size. Any roofing works would use tiles to match the existing.
- 1.18 The overall appearance of the houses would therefore remain very similar to the existing appearance. There may be some areas, such as the midway points of some of the bridge links, where there may be some visual contrast between the newly reinstated cladding and the adjoining original cladding. Changes of this type are seen across the estate though already, as maintenance and improvement works to individual houses have taken place.
- 1.19 The materials used will be clearly visible to members of the public. It is important to ensure that they closely match the existing appearance of the houses, particularly since these are terraced courtyards and, in many cases, works will not be undertaken to the adjoining houses. The proposed materials of brick, weatherboarding and tile hanging, are traditional ones and it should be possible to achieve a very good match for the existing materials. Subject to a condition requiring full details of the proposed external materials to be submitted for approval, the proposed works are considered acceptable in terms of design and appearance.

# Agenda Item 8

## Highways

- 1.20 The key highways issues for this application are the implications for adjacent public footpaths during the works to each house and the arrangements for storage of materials, waste, plant and equipment for the scheme. WSCC Highways have provided comments on these aspects of the scheme.
- 1.21 The applicant has indicated that the works to each individual house would take around four weeks to complete. Some temporary closures, width restrictions and temporary alternative footpaths may be required. Any temporary closures would need to be agreed by the Local Highway Authority. The long term benefits of the proposed works are significant though and it is not considered that they are outweighed by any short term inconvenience during construction. That said, conditions are recommended to minimise any disruption to local residents, such as to ensure appropriate routes are maintained wherever possible.
- 1.22 In a wider sense, welfare and storage facilities for contractors undertaking the works would be located in some of the garage courtyards surrounding the housing. These would be at Lansbury Road, Dalton Close, Eddington Hill and Terry Road. These locations offer easy access to the houses on which works are proposed. Being located in garage courtyards, which generally seem underused, the facilities would cause no significant disturbance to residents.
- 1.23 Subject to appropriate conditions to minimise disturbance to residents as the development is carried out, the works are considered acceptable in highways terms.

## Impact on amenity

- 1.24 The proposed works would not physically alter the houses to an extent that could affect neighbours, such as through overshadowing or an overbearing impact.
- 1.25 The main potential impact is noise and disturbance during the physical works on each house. It is inevitable that construction work causes some disturbance and this is not a reason to refuse planning permission. The applicant has commented that the works to each individual house are likely to take around four weeks to complete. This is a very limited period of time. Any minor loss of privacy, such as through views from scaffolding or noise disturbance, would be very short term and no different to those resulting from far longer term construction projects in the town. It is not considered that any significant or long term impact upon neighbouring amenity would result from the proposal and there are no grounds to refuse permission for these reasons.

## Arboricultural impact

- 1.26 There are many trees around the estate, but only in a few cases close to the houses on which works are proposed. Given the nature of the proposed works, they are unlikely to cause damage to the trees. However, for three houses, the works, including storage of materials, equipment and waste, could affect the root protection areas. A condition is recommended to ensure that adequate temporary protection is in place for the trees and is installed before any works are carried out to those houses.

## Water neutrality

- 1.27 The Local Planning Authority received a Position Statement from Natural England on 14 September 2021. It raised significant concerns about the impact of water abstraction in the Sussex North Water Resource Zone upon the Arun Valley's protected SAC, SPA and Ramsar sites. The proposed external wall insulation and related alterations would involve no new connection to the water supply in any of the affected houses. The proposed development would not increase water consumption within the application site. A screening assessment has been undertaken which concludes that the proposal would be water neutral as a result. The Local Planning Authority has therefore concluded that the proposal would not adversely affect the integrity of the protected sites and would not conflict with the obligations under the Conservation of Habitats and Species Regulations 2017.

# Agenda Item 8

## CONCLUSIONS:-

- 6.1 The proposed works would significantly enhance the sustainability and energy efficiency of these houses. This is strongly welcomed and will help to address climate change. The changes to the appearance of the houses, subject to control over materials, are very limited. Highways issues, such as availability of footpaths, can be adequately addressed through conditions, albeit that some short term temporary closures of short sections of footpaths may be required. The proposals are also water neutral and would have no significant or long term impact upon residential amenity. Approval is therefore recommended.

## RECOMMENDATION RE: CR/2022/0429/FUL

### **PERMIT** - Subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No development, including site or setting up works of any description, shall take place on or adjacent to Nos. 14 Carman Walk, 8 Tatham Court and 11 Bevan Court unless and until all the existing trees adjacent to those sites have been protected by a fence to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres or such distance as may be agreed in writing by the Local Planning Authority. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered. These measures shall remain in place until the works at these properties have been fully completed and all associated materials and equipment has been removed.  
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
4. The development hereby approved to each house shall be carried out in accordance with the details set out in the email from the applicant dated 31 August 2022 regarding unloading locations and timeframes, resident engagement and the provision of barriers, minimum footpath widths and alternative temporary footpath provision.  
REASON: In the interests of amenity and in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No development shall be carried out unless and until a schedule of materials and finishes, together with samples of such materials and finishes, to be used for external walls and roofs of the houses have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
6. The development shall be implemented in accordance with the details provided in the submitted document titled 'Appendix 1' dated July 2022, the submitted document titled '6.1: Archetypes Performance – Measures Modelled in the Assessments' dated Jun 2022, and the submitted document titled '6.2: PHPP Assessment' dated June 2022.  
REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning & Climate Change Supplementary Planning Document.

# Agenda Item 8

## INFORMATIVE(S)

1. The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

1. NPPF Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

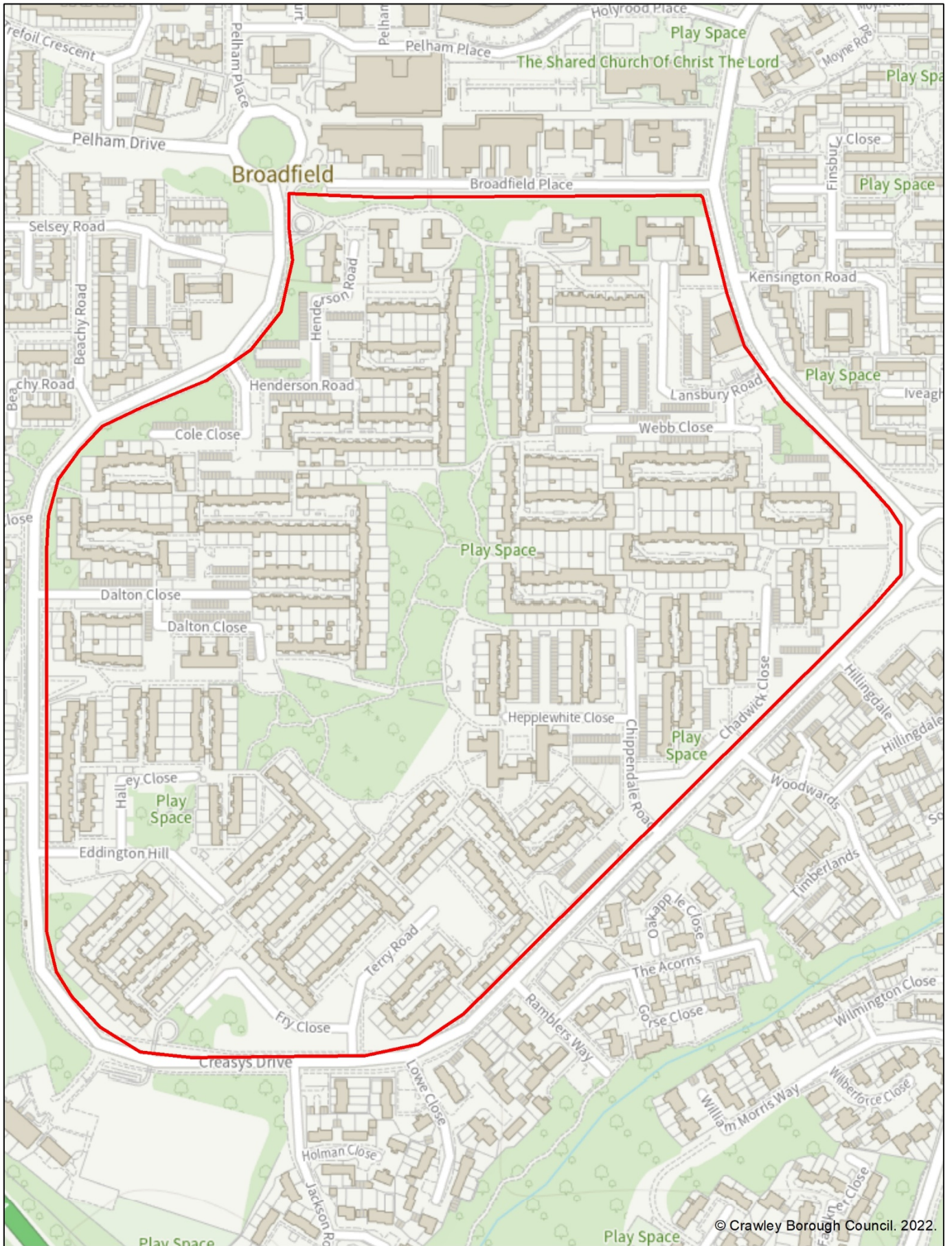
This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.



# Agenda Item 8



CR/2022/0429/FUL – Land at Creasys Drive



This page is intentionally left blank