

REFERENCE NO: CR/2018/0693/FUL

LOCATION: [R/O 5 - 9 SOUTHGATE ROAD, SOUTHGATE, CRAWLEY](#)
WARD: Southgate
PROPOSAL: CREATION OF A NEW ACCESS ROAD BETWEEN NUMBERS 5 & 7 SOUTHGATE ROAD AND CONSTRUCTION OF THREE DETACHED DWELLINGS ON LAND TO THE REAR OF 5 - 9 SOUTHGATE ROAD (AMENDED DESCRIPTION AND AMENDED PLANS SUBMITTED)

TARGET DECISION DATE: 4 December 2018

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Mr David Magee

AGENTS NAME: Mr David Magee

PLANS & DRAWINGS CONSIDERED:

R181/P02, Block Plan
R181/P07, Massing Plan
R181/P08, Drainage Scheme
R181/P05, Proposed Elevations
R181/P06, Existing & Proposed Floor Plans No 5
R181/P04, Proposed Floor Plans
181/P01, Site Location Plan
R181/P08, Highways Plan
R181/P03, Site Layout

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|--------------------------------------------|
| 1. | GAL Aerodrome Safeguarding | No objection subject to cranes informative |
| 2. | WSCC Highways | No objection subject to condition |
| 3. | National Air Traffic Services (NATS) | No safeguarding objection |
| 4. | Sussex Building Control Partnership | No response received |

NEIGHBOUR NOTIFICATIONS:-

Consultations on the original application were carried out from 10-31 October 2018. Following revisions to the proposal, including a reduction from six houses to three, consultations were carried out from 7-21 February 2019. The following properties were consulted on both occasions:

3 - 13 (odds) Southgate Road; 1 to 24 Godolphin Court; 1 Oakhaven; and 16C and 17 Stonefield Close.

RESPONSES RECEIVED:-

Following the re-consultation on the revised scheme, two responses were received from local residents. The response from the adjoining house to the east states that, whilst the reduction to three houses is an improvement, the other concerns previously raised still stand. These outstanding concerns relate to:

1. Negative impact on side ground and first floor windows of No. 16C, due to proximity of two storey house, causing loss of light and claustrophobic impact on outlook;
2. Access road would cause noise and disturbance from vehicle movements and car lights. It would also cause a loss of security and, if there are streetlights, light pollution; and
3. The proposal could damage the roots of rhododendron shrubs along the side boundary.

The other reconsultation response stated that the revision was more realistic in terms of numbers of houses and that they supported it.

Six responses were received to the original consultation process. These raised the following concerns:

- High density of proposal would be overdevelopment with too many houses. House types are out of keeping with the area, which is quiet and contains large detached houses with substantial gardens/parking areas. The site borders a conservation area.
- Increased traffic and on-street parking demands. Too many cars, creating a car parking area in back gardens with associated exhaust fumes, pollution, noise, lights and disturbance. Manoeuvring vehicles would be difficult.
- Overlooking, loss of privacy and security to adjoining houses. Loss of light and outlook to the existing side windows of No. 16C Stonefield Close.
- Loss of trees, shrubs and harm to wildlife. Urban green space is critical for wildlife.
- Disturbance from building noise and pollution and related asthma problems.

REASON FOR REPORTING TO COMMITTEE:-

The application was called in by Councillor Pickett and objections were received from six neighbouring properties.

THE APPLICATION SITE:-

- 1.1 The application site is formed by the northern parts of the rear gardens of Nos. 5-9 Southgate Road. Nos. 5-9 are sizable detached houses with existing rear gardens of around 45 metres in length. The gardens are predominantly grassed, although there are a number of mature trees and boundary hedging. No. 5 also has a number of timber outbuildings along its northern rear boundary. Each existing house has a car parking area within its front garden.
- 1.2 Southgate Road is characterised by large two storey detached houses of traditional, although varying, designs. Nos. 5 and 9 are brick built, whilst No. 7 incorporates first floor tile hanging. The road is fairly narrow and covered by on-street parking restrictions. Front boundaries are generally formed by low brick walls and hedging.
- 1.3 Godolphin Court, a three storey block of flats fronting Brighton Road, lies to the north of the application site. The rear car park for the flats adjoins the northern boundary of the site. To the north-east is Stonefield Close, which includes three detached dwellings immediately to the east of the application site in the former rear gardens of Nos. 11-15 Southgate Road. To the west of the site are the rear gardens of Nos. 1 and 3 Southgate Road, which are of similar length to those of Nos. 5-9 and contain a number of mature trees.
- 1.4 Malthouse Road conservation area lies nearby to the south and east, but does not cover any part of Southgate Road. The site lies within the Long Distance View from Tilgate Park defined in the Local Plan.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application was originally submitted for six semi-detached houses to the rear of Nos. 5-9 Southgate Road. The development would have had a vehicular access between Nos. 5 and 7 Southgate Road.
- 2.2 Following negotiations by officers and consideration of objections raised by local residents, the scheme has been amended. Planning permission is now sought for the erection of three detached

houses within the original application site. The proposed vehicular access remains in its previously proposed position between Nos. 5 and 7 Southgate Road.

- 2.3 The three proposed four bedroom houses would have matching designs. They would be two storey with an attached single garage to the side and would have hipped roofs with a front gable. They would be brick built with some tile hanging at first floor level. Each house would have two car parking spaces within its front garden. The vehicular access would run between Nos. 5 and 7, with a general width of 4.2 metres narrowing to 3 metres between the two existing houses. The parking areas in front of Nos. 5 and 7 would also be served by the new access.
- 2.4 In support of the application, in addition to the drawings, the applicant has submitted a Design and Access Statement, Sustainability Statement and Arboricultural Implications Report.

PLANNING HISTORY:-

- 3.1 There have been many previous planning applications on land to the rear of Nos. 1-19 Southgate Road. Most are dated and of little relevance. However, the following four applications relate to similar proposals to the current application and are for houses that have subsequently been constructed:

No. 11 Southgate Road

CR/2005/0199/FUL - Erection of chalet style bungalow in rear garden. Approved 17/05/05. This property (No. 16C Stonefield Close) has been completed.

No. 13 Southgate Road

CR/2005/0202/FUL – Erection of chalet style bungalow in rear garden. Approved 27/04/05. This property (No. 16B Stonefield Close) has been completed.

No. 15 Southgate Road

CR/649/1969 – Erection of one three bedroom bungalow and garage at rear. Approved 11/12/1969. This property (No. 16A Stonefield Close) has been completed.

No. 17 Southgate Road

CR/2005/0885/FUL – Erection of single detached house and attached double garage. Approved 17/01/06. This property (No. 81A Malthouse Road) has been completed.

- 3.2 Although very dated, in terms of the current application site, the following applications were previously refused:

1, 3, 5 and 7 Southgate Road

CR/152/88 – Erection of 33 two bedroom flats. Refused 29/02/88.

No. 5 Southgate Road

CR/590/1972 – Erection of bungalow. Refused 18/12/72.

CR/71/67 – Erection of bungalow. Refused 13/02/67.

PLANNING POLICY:-

National Planning Policy Framework (2018):

- 4.1 The National Planning Policy Framework (NPPF) published in 2018 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Section 2 – Sustainable Development – This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an

environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.

- Section 5 – Delivering a sufficient supply of homes. To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
- Section 11 – Making effective use of land – this section promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.
- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Crawley 2030: The Crawley Borough Local Plan 2015-2030

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

- Policy SD1 (Presumption in favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principle) states that the neighbourhood principle should be enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) states that all proposals for development in Crawley will be required to respond to and reinforce locally distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly define private and public areas.
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area, be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) states that development proposals must use land efficiently.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.
- Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH8 (Important Views) identifies key views across the town which should be protected from erosion or direct adverse impact due to development proposals.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H3 (Future Housing Mix) states that all housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand.

- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. For sites of 5 dwellings or less, a commuted sum towards off-site affordable housing provision will be sought.
- Policy ENV1 (Green Infrastructure) seeks to conserve and enhance Crawley's multi-functional green infrastructure network including private gardens.
- Policy ENV2 (Biodiversity) requires proposals to encourage biodiversity and enhance features of nature conservation value within and around development.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport) advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the Borough Council's car and cycle standards.

Supplementary Planning Guidance and Documents

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

- Planning and Climate Change (October 2016) – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
- Urban Design (October 2016) – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking and external private amenity space standards for the Borough.
- Green Infrastructure (October 2016) – Sets out the Council's approach to trees, open space and biodiversity. It also includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling unless it can be accommodated on site.
- Developer Contributions Guidance Note (July 2016) – Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.
- Affordable Housing (November 2017) – Sets out in greater detail the Council's approach to affordable housing to assist with the implementation of policies H3 and H4 of the Local Plan.

PLANNING CONSIDERATIONS:-

5.1 The main issues for consideration are:

- Principle of development
- Design and visual appearance
- Standard of accommodation

- Residential amenity
- Transport and parking
- Trees and ecology
- Sustainability
- Other material considerations, including flooding and drainage issues.

Principle of development

- 5.2 The existing and proposed uses of the site are residential, as is the primary use in the surrounding area. The site lies a short distance away from Crawley town centre and is within the built-up area boundary.
- 5.3 The site currently forms part of the rear gardens of three existing houses. The proposal would provide three additional houses within the same wider site, offering a small benefit in terms of housing delivery and helping to meet the town's needs. The proposal represents an intensification of existing residential use in a sustainable location within the built up area and, in principle, it is considered acceptable in planning policy terms.

Layout, design and visual appearance

- 5.4 The layout and design of the scheme has been significantly amended since the application was originally submitted. The revised layout now incorporates three detached, rather than the six semi-detached new houses originally proposed. This layout relates better to the existing layout of houses along Southgate Road, with one new house proposed to the rear of each existing house. It also mirrors the approach taken with the existing infill developments to the rear of Nos. 11-15 Southgate Road, each of which sited one new house within each rear garden. Whilst the proposal would involve significant reductions in the spacious sizes of the existing rear gardens, it is not considered that refusal could be sustained in character terms on this basis due to the existing character of development in the area. The proposal would introduce a new vehicular access to serve the three new houses and Nos. 5 and 7. This would replace the two existing accesses serving Nos. 5 and 7 and, in visual terms, not result in significant change to the Southgate Road streetscene. Generally, in terms of layout, the proposal is considered acceptable and in keeping with the character of the area.
- 5.5 The proposed houses would be located to the rear of Nos. 5-9. They would have traditional designs, with hipped tiled roofs and brick built elevations with some tile hanging. Due to the location to the rear of Nos. 5-9, they would not be clearly visible in the Southgate Road streetscene. Their design and appearance would sit comfortably with the size and designs of the existing houses along Southgate Road.
- 5.6 To the north, the houses would be visible from the rear car park of Goldolphin Court and in very limited views from the end of Stonefield Close. There are no significant concerns in terms of public visibility from the north.
- 5.7 The site is within the Long distance view from Tilgate Park, however the proposal is for 2 storey houses in an area of similar size buildings and the proposal will not therefore adversely affect this view.
- 5.8 Overall, the proposed development is considered an acceptable layout and design for the site which takes account of its surroundings and the traditional design of houses along Southgate Road.

Standard of accommodation

- 5.9 Policy CH5 of the Crawley Borough Local Plan states that all dwellings must create a safe, comfortable and sustainable living environment, and also sets out the minimum sizes for dwellings which are based on the Nationally Described Space Standards. The proposed houses would be four bedroom eight person dwellings with a floorspace of around 156 square metres. They would exceed the minimum internal space standards of 124 square metres per house and would be provided with an acceptable level of outlook would therefore accord with Policy CH5 of the Local Plan.

- 5.10 The Urban Design SPD seeks 100 square metres of useable external private amenity space for each of the proposed houses. The smallest proposed rear garden, for the central house, would have an useable area of 145 square metres. The three houses would all significantly exceed the required private amenity space requirements and are considered acceptable in terms of provision for future occupants.
- 5.11 The rear gardens of Nos. 5-9 Southgate Road would clearly be reduced in size to accommodate the proposed development. However, each would retain a private rear garden in excess of 185 square metres. They would also retain their front garden areas, except for the space taken up by the proposed vehicular access between Nos. 5 and 7.
- 5.12 The scheme has sufficient space to accommodate secure covered cycle parking and refuse storage within the rear garden areas. Each house would have dedicated pedestrian access to the rear to facilitate use of these facilities and further details can be secured by condition.
- 5.13 Overall, the proposed houses would create acceptable living accommodation for future residents and retain acceptable amenity space for the existing three houses.

Residential Amenity

- 5.14 The windows of the proposed houses would face north and south, with no windows proposed in any side elevations. The front windows of the proposed houses would face the rear elevations of Nos. 5-9. The minimum distance between them (to the rear of the ground floor conservatory of No. 5) is 26 metres. The minimum distance between first floor windows is 30 metres. The distances between the existing and proposed houses exceed the Urban Design SPD's minimum back to back distances and it is not considered that significant overlooking would result.
- 5.15 No. 17 Stonefield Close is at right angles to the proposed house at the rear of No. 9. It has a rear conservatory and its rear garden extends along the application site's northern boundary. The proposed house on Plot 3 would have a rear garden of 10 metres in depth. Angled views would be possible from the proposed house towards the rear of No. 17 and its conservatory. Some views from the upstairs bedrooms into the rear garden of No. 17 may also be possible, although they would be partially screened by the fence. The conservatory would be 15 metres away and, with the timber boundary fence providing some screening, it is considered that any overlooking and loss of privacy would be limited.
- 5.16 No. 16C Stonefield Close has ground and first floor windows facing towards the rear garden of No. 9 Southgate Road. An objection has been raised regarding the impact of the proposal upon these windows, which light a living room, study, two bedrooms and a bathroom. Its ground floor living room has other windows facing the south and east. The study has just one window facing No. 9. One of the side facing bedroom windows is obscure glazed, as required by the relevant planning permission. The other bedroom has another rooflight facing east. The bathroom window is obscure glazed. The proposed house at the rear of No. 9 would be 4.5 metres (single storey garage side wall) from No. 16C at ground floor level. The main two storey side elevation would be 7.5 metres away from No. 16C. The proposed new house would cause some loss of outlook and light to these windows. However, the proposed relationship is fairly typical of urban areas, albeit that the front and rear of the two properties would be reversed. Although the proposal would have some impact on the side windows, the typical urban nature of the proposed relationship, the existing obscure glazing and alternative windows for light and outlook and, at ground floor level, the existing timber boundary fence all serve to mitigate the impact. It is not considered that refusal is justified on the grounds of impact upon No. 16C.
- 5.17 Angled views would be possible between the proposed houses and the rear gardens/windows of Nos. 1, 3, 11 and 13 Southgate Road. The distances between properties would be even greater though and significantly exceed the Urban Design SPD requirement.
- 5.18 To the north, the rear windows of the houses would overlook the Godolphin Court car park. This would cause no loss of amenity and Godolphin Court itself would be over 30 metres away.

- 5.19 The proposal would introduce vehicle movements along the proposed vehicular access and around the proposed parking areas to serve the dwellings. This could cause some disturbance to adjoining properties through noise, fumes and car lights. The proposal is only for three dwellings though, so the level of vehicle movements would be low. It is not considered that this impact would be significant.
- 5.20 Overall, the proposed houses could cause some adverse impact through overlooking and loss of light to Nos. 16C and 17 Stonefield Close. This impact would be limited though and the relationships are fairly typical of an urban area. No significant harm to other neighbouring properties has been identified and officers do not feel that refusal could be sustained on the grounds of impact upon existing residential amenity.

Transport and parking

- 5.21 The proposal incorporates two external car parking spaces and a single garage for each proposed house. Existing parking arrangements in the front garden of No. 9 Southgate Road would be unaffected and parking for at least three cars would be available at the front of both No. 5 and No. 7. The Council's car parking standards are 2-3 spaces per dwelling. The existing and proposed houses would all have parking at a level which would meet the Council's standards.
- 5.22 Nos. 5-9 currently each have a dedicated vehicular access. The access to No. 9 would be unaffected by the proposal. The existing separate, but adjoining, accesses to Nos. 5 and 7 would be replaced by a new access to serve Nos. 5 and 7 and the three proposed houses. WSCC Highways has raised no objection to the proposed access. The applicant has also demonstrated that a refuse vehicle would be able to enter and turn within the site and exit in a forward gear.
- 5.23 WSCC Highways has requested a Construction Management Plan and this can be secured by condition.
- 5.24 No objection has been raised by the Local Highway Authority and officers consider that the access and parking arrangements proposed are acceptable.

Trees and ecology

- 5.25 There are existing trees within the site which, whilst of limited visibility outside the site, do contribute to its character and help to provide some screening to adjoining properties. Council policy requires trees to replace those that would be lost and also one new tree for each proposed house. The gardens are of sufficient size for new tree planting to take place within the site and the Arboricultural Implications Report submitted by the applicant suggest some beech hedging. Fifteen trees of limited size are proposed to be removed. No significant or valuable trees would be lost and it is considered that a landscaping scheme could improve the site's appearance and could also offer screening and improved outlook from neighbouring houses. Subject to tree protection during construction and a condition to ensure implementation of the landscaping scheme, the proposal is considered acceptable in tree terms.

Sustainability

- 5.26 The applicant has submitted a Sustainability Statement. The Sustainability Officer is satisfied that that the proposal satisfactorily addresses policy ENV6 in energy terms and recommends a condition to secure confirmation on carbon emissions prior to occupation. The applicant is also considering the use of recessed solar PV panels within the roof. The Sustainability Statement indicates that consideration is being given to meeting the 'optional' tighter Building Regulations part G requirement of limiting water consumption to 110 litres per person per day. This can be secured by condition. Overall, the applicant has demonstrated an acceptable approach to sustainability in line with Local Plan policy ENV6.

Drainage

5.27 The application site is not within a flood risk area. The applicant's Sustainability Statement demonstrates a commitment to Sustainable Urban Drainage Systems (SUDS) subject to further ground investigation. This is considered acceptable.

Affordable housing and infrastructure contributions

5.28 Crawley Borough Local Plan Policy H4 states that 40% affordable housing will be required from all residential developments. The policy accepts that on-site provision may not always be achievable on small developments of 5 dwellings or less and, on this basis, the council will accept an off-site financial contribution. The applicant has agreed to make a contribution of £76,440 towards off-site provision of affordable housing in line with the policy. This can be secured through a S106 agreement.

5.29 Policy IN1 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will seek to implement a Community Infrastructure Levy (CIL). The Crawley CIL Charging Schedule is in effect from 17th of August 2016 and is also relevant to this application since the proposal is creating new residential units. The charge will be calculated and a CIL Liability Notice would be issued following a grant of permission.

CONCLUSIONS:-

- 6.1 The proposal would make a small contribution towards meeting Crawley's housing needs and would have an appropriate layout, design and materials to fit comfortably in the Southgate Road area. The houses and gardens would be acceptable in terms of amenity and space standards for future residents, as would the remaining gardens for Nos. 5-9 Southgate Road. The proposal complies with the Council's car parking standards and has a satisfactory vehicular access. The scheme is acceptable in terms of trees, sustainability and drainage. The applicant has agreed to make the required financial contribution towards an off-site provision of affordable housing.
- 6.2 As a result the proposal is considered to accord with the policies and objectives outlined in the Crawley Borough Local Plan (2015-2030), the Supplementary Planning Guidance notes and the NPPF (2018). It is therefore recommended to grant planning permission subject to the conclusion of a Section 106 Agreement to secure a financial contribution towards the provision of off-site affordable housing.

RECOMMENDATION RE: CR/2018/0693/FUL

PERMIT, subject to the completion of a Section 106 agreement to secure a £76,440 contribution towards the off-site provision of affordable housing and the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No above ground development shall be carried out unless and until a schedule of materials and finishes, and samples of such materials and finishes, to be used for external walls and roofs of the development hereby approved have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the agreed details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

4. Before any work for the implementation of this permission commences, detailed plans and particulars of the land levels and the finished floor levels of the dwellings shall be submitted to and approved in writing by the Local Planning Authority, and the building shall be constructed in accordance with the approved levels.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, and boundary treatment.
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 the Green Infrastructure Supplementary Planning Document.
6. The development hereby approved shall be carried out in strict accordance with the recommendations set out in the SJA Trees Arboricultural Implications Report dated January 2019. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence as shown within the Arboricultural Implication Report. 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.
7. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
8. No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with the plans hereby approved. These spaces shall thereafter be retained at all times for their designated use.
REASON: To provide car parking spaces for the use in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the car parking standards within the Urban Design Supplementary Planning Document.
9. No part of the development shall be first occupied until the access from the site to the public highway has been constructed in accordance with the plans hereby approved. The access and visibility splay shall thereafter be retained at all times for their designated use.
REASON: In the interests of road safety and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
10. The residential units hereby approved shall not be occupied until design-stage SAP calculation summaries for the development, detailing a level of environmental performance consistent with the submitted Sustainability Statement, have been submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of environmental sustainability in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
11. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that they shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.

REASON: In the interests of tackling water stress in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.

12. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,
- the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.
- Reason: In the interests of highway safety and the amenities of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), no windows or other openings shall be formed in the eastern side elevation of the house hereby approved on Plot 3 to the rear of No. 9 Southgate Road or the western side elevation of the house hereby approved on Plot 1 to the rear of No. 5 Southgate Road without the prior permission of the Local Planning Authority on an application in that behalf.
- REASON: To avoid overlooking, loss of privacy and to protect the amenities of adjoining residential properties in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

14. Notwithstanding the provisions of Class A, Class B and Class C, Part 1 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or Orders amending or revoking the same, no extensions or alterations to the roof shall be carried out without the prior permission of the Local Planning Authority on an application in that behalf.
- REASON: To avoid overlooking, loss of privacy and to protect the amenities of adjoining residential properties in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

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

- Liaising with the applicant and agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking 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.

INFORMATIVES

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

The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).

2. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
3. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

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

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

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

4. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

1. NPPF Statement

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



ArcGIS Web Map

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