

REFERENCE NO: CR/2019/0503/FUL

LOCATION: [5 PERRYFIELD ROAD, SOUTHGATE, CRAWLEY](#)
WARD: Southgate
PROPOSAL: CONVERSION OF EXISTING BUILDING AND ERECTION OF A TWO STOREY REAR EXTENSION AND ERECTION OF A FRONT PORCH TO CREATE 4 SELF-CONTAINED 1NO. BEDROOM AFFORDABLE RESIDENTIAL FLATS (AMENDED PLANS RECEIVED).

TARGET DECISION DATE: 2 September 2019

CASE OFFICER: Ms Z. Brown

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: Architectare Ltd

PLANS & DRAWINGS CONSIDERED:

1106 19 02, Site Plan, Block and Location Plans(1)
1106 19 01, Existing Plans and Elevations
1106 19 03, Proposed Plans and Elevations
1000004658-3-010-01, General Arrangement
1000004658-3-060-01, Materials Key Plan
1000004658-3-050-01, Drainage Strategy
TCP-CC/1878 AR3663, Tree Constraints Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	WSCC Highways	No objection, subject to conditions
2.	Thames Water	No response received
3.	Sussex Building Control Partnership	No response received
4.	CBC Property Division	No objection
5.	CBC Housing Enabling & Development Manager	No response received
6.	CBC Planning Arboricultural Officer	No objection
7.	CBC Environment Team	No response received
8.	CBC Environmental Health	No response received
9.	CBC Refuse & Recycling Team	No objection
10.	Southern Water Ltd	No response received
11.	CBC Energy Efficiency & Sustainability	No objection, subject to conditions

NEIGHBOUR NOTIFICATIONS:-

Peelers Half 1A, 66, 67, 68 and 69 Lyndhurst Close;
3, 4, 6, 9 and 9A Perryfield Road;
1, 3 and 5 Argyll Court.

RESPONSES RECEIVED:-

Two letters from nearby neighbouring properties have been received.

- There are concerns over the boundary adjacent to No. 69 Lyndhurst Close. The existing fence has not been maintained along this boundary and is now in an unacceptable condition. A 7 foot brick built wall is recommended, in order to retain privacy from the proposed car park.

- Generally in favour of the building being returned to residential use. The proposal includes returning an existing disabled parking bay to shared permit/short stay parking, it is requested that the first disabled bay on Perryfield Road is removed due to reduced visibility when existing Lyndhurst Close.
- Queries regarding the boundary fence along the northern boundary of the site which is in fact owned by Lyndhurst Close residents. The fence has been repaired by CBC, however is now leaning badly in places.
- It is proposed that the chimneys are removed, however it is requested that this is reconsidered as they form part of the streetscene in Perryfield Road, virtually all of the larger properties in Perryfield Road have chimneys, and No. 25 which has been recently built included false chimneys so that the new building was in keeping with all neighbouring properties.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site comprises of a two storey Victorian building located on the northern side of Perryfield Road and its junction with Lyndhurst Close, in the neighbourhood of Southgate. The building was previously used by Oakleaf Housing Association as a drop-in centre for people with learning disabilities and as an occasional training facility. The building has been vacant since May 2016. The Victorian double-front red brick building has a shallow hipped slate covered roof with two chimney stacks, and front projecting bay windows. The entrance to the building is recessed in an arched porch. There is a single storey rear extension to the building which was permitted in 1991 (CR/1991/0331/FUL).
- 1.2 The building is located on a rectangular plot measuring 690sqm. It is situated within the built-up area boundary and there are a mixture of building styles along Perryfield Road ranging from Victorian residential properties to modern blocks of flats. To the north there are semi-detached and terraced houses on Lyndhurst Close which were built in the 1960s and 1970s.
- 1.3 Vehicular access to the site is from a dropped kerb and crossover onto Perryfield Road in the southern corner of the front garden. There are six trees on the site, along with mature shrubs and vegetation in the garden. The rear garden is enclosed by a 1.8m high wooden close board fence.
- 1.4 There are no identified site constraints, however there is an Archaeological Notification Area to the east beyond No. 1 Perryfield Road.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the conversion of the existing building, the erection of a two storey rear extension and front porch, to create 4no. self-contained 1no. bedroom residential flats. All of the dwellings would be Affordable Rent. The proposed flats would be accessed via the main entrance on the southern elevation via a central lobby and staircase. A communal garden area would be created to the rear of the building.
- 2.2 The existing vehicular access on to Perryfield Road would be closed and a new access created onto Lyndhurst Close to the west in order to provide a car park to the rear of the property providing spaces for 4no. vehicles, a secure cycle store and a bin store.
- 2.3 The proposed external works to the building includes the erection of a two storey rear extension which would be positioned on the footprint of the existing single storey rear extension. Much of the existing single storey rear extension will be utilised, however it is proposed that the western elevation of the existing rear extension will be rebuilt with second hand bricks to ensure there is consistency in the appearance of the materials on the western elevation of the building which is extremely visible from Lyndhurst Close and Perryfield Road.

- 2.4 The proposed two storey extension would have a hipped roof with an eaves height of 6m, the taller element on the western side of the rear elevation would have a ridge height of 7.6m (which would be set down 0.6m from the ridge of the main roof), and the lower part on the eastern side would have a ridge height of 7.1m (which would be set down 1.1m from the ridge of the main roof).
- 2.5 The existing window and door openings on the rear elevation would be infilled, and two ground floor doors would be positioned on the rear elevation of the building, and windows would be installed at first floor level.
- 2.6 A new open sided front porch would be erected on the front elevation and would project 1.3m from the front of the building, measure 3.5m wide and have a maximum height of 3.5m and the front entrance door would be retained in its existing position.
- 2.7 The existing ground and first floor windows on the eastern elevation would be changed to smaller obscure glazed windows, and would serve bathrooms. The existing windows on the western elevation would be changed to obscure glass and the existing doorway would be bricked up.
- 2.8 The applicant has submitted the following documents with the application:
 - Planning Design and Access Statement dated July 2019
 - Tree Survey dated 23/03/2018

PLANNING HISTORY:-

- CR/2016/0838/FUL – Change of use of 7no. self-contained temporary accommodation units for the homeless with communal kitchen. The application was refused planning permission on 9 January 2017 on the grounds that the intensification in use would create a concentration of Houses in Multiple Occupation and hostels in the area to the detriment of residential amenity due to increased activity, movements and general disturbance.
- CR/1993/0138/FUL – Planning permission granted for erection of a workshop in the rear garden on 13 April 1993.
- CR/1991/0331/FUL – Planning proposal for a single storey rear extension at a day centre for a multiple-purpose communal use for the mentally ill. Permission granted on 10 September 1991.
- CR/1991/0321/RTP – Renewal of consent for a change of use from residential to a day centre for the mentally ill.
- CR/1991/0321/COU – A change of use from a hostel to a day centre for use by the mentally ill (revised application). Planning permission granted on 10 September 1991.
- CR/430/1986 – Renewal of a temporary permission for a hostel granted on 15 September 1986
- CR/028/1981 – Renewal of a temporary permission for a hostel granted on 2 March 1981.
- CR/499/1976 – Renewal of a temporary permission for a hostel granted on 11 January 1977
- CR/057/1971 – A change of use from a domestic dwelling to a hostel for a maximum of 8 people granted on 29 March 1971.

PLANNING POLICY:-

National Planning Policy Framework (2019)

- 3.1 The NPPF states that the applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
 - Section 2 states that the purpose of the planning system is to contribute to the achievement of sustainable development. It identifies economic, social and environmental objectives, which are interdependent and need to be pursued in mutually supportive ways.
 - Section 5 seeks to boost housing supply and deliver a sufficient supply of new homes. It seeks to provide for the housing needs of all groups, including those needing affordable housing.
 - Section 11 seeks to make effective use of land, including supporting the development of under-utilised land and buildings.

- Section 15 of the NPPF states that new development should be appropriate for its location and not harm living conditions in the wider area.

3.2 The following Crawley Borough Local Plan 2015 – 2030 (adopted December 2015) policies are also relevant:

Crawley Borough Local Plan (2015-2030)

3.3 The relevant policies include:

- Policy SD1 (Presumption in Favour of Sustainable Development) states development will be supported where it complements Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle and maximises the use of sustainable travel; provides a safe and secure environment for its residents and visitors; and accords with the policies and objectives set out in this Plan unless material considerations indicate otherwise.
- Policy CH1 (Neighbourhood Principle) states the neighbourhood principle will be protected and enhanced by maintaining the neighbourhood structure and development within the neighbourhoods should mainly be residential, in-keeping with the existing neighbourhood.
- Policy CH2 (Principles of Good Urban Design) seeks new development proposals will be required to respond to and reinforce locally distinctive patterns of development and landscape character.
- 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 CH5 (Standards for All New Dwellings) (including conversions) states all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents through the application of the Lifetime Homes Standards. The minimum size for each dwelling should be based on the National internal and local external space standards.
- Policy CH6 (Tree Planting and Replacement Standards) seeks the replacement of trees lost through development schemes and also seeks the planting of one new tree per new dwelling.
- 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) seeks a minimum of 40% affordable housing from all residential developments. For sites of less than five dwellings, payment in lieu will be accepted in accordance with the calculator available on the Council's website with the Affordable Housing SPD.
- Policy ENV1 (Green Infrastructure) This Policy states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV6 (Sustainable Design and Construction) In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements.
- Policy ENV9 (Tackling Water Stress) states that, where feasible, development should meet the optional Building Regulations requirement for tighter water efficiency.

- Policy ENV11 (Development and Noise) People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. Noise sensitive uses proposed in areas that are exposed to significant noise from existing or future industrial, commercial or transport (air, road, rail and mixed) sources will be permitted where it can be demonstrated that appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable.
- Policy IN1 (Infrastructure Provision) Development will be permitted where it is supported by the necessary infrastructure both on and off site to avoid any significant cumulative effects on the existing infrastructure services. Existing infrastructure services and facilities will be protected where they contribute to the neighbourhood or town, unless an equivalent replacement or improvement to services is provided or there is sufficient alternative provision in the area.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3 (Development and Requirements for Sustainable Transport). Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety. Developments will be permitted unless the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated.
- 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. These standards are contained within the Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) or any subsequent similar document.

Emerging Crawley Borough Local Plan 2020-2035 (June 2019)

The Local Plan Review 2020-2035 is under consultation and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy CD1: Neighbourhood Principle
- Policy CD2: Making Successful Places: Principle of Good Urban Design
- Policy CD3: Local Character and Design of New Development
- Policy CD5: Local Design Standards
- Policy CD6: Normal Requirements of All New Development
- Policy CD9: Crossovers
- Policy CD11: Standards for All New Dwellings (including conversions)
- Policy LC4: Tree Replacement Standards
- Policy IN1: Infrastructure Provision
- Policy IN3: Supporting High Quality Communications
- Policy H1: Housing Provision
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- Policy GI1: Green Infrastructure
- Policy SDC1: Sustainable Design and Construction
- Policy SDC3: Tackling Water Stress
- Policy EP4: Development and Noise
- Policy ST1: Development Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards

Supplementary Planning Guidance and Documents

3.4 The Council's following Supplementary Planning Documents and Guidance Notes are also relevant to this application. The Supplementary Planning Documents were all adopted in October 2016:

- Planning and Climate Change – 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 – 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 standards for the Borough.
- Green Infrastructure – Sets out the Council's approach to trees, open space and biodiversity. It 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.
- Developer Contributions Guidance Note (Adopted 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 Supplementary Planning Document - This SPD includes further guidance on the requirements of policies H3 and H4 in the Local Plan and when affordable housing would be sought from residential development.

PLANNING CONSIDERATIONS:-

4.1 The main considerations in the determination of this application are set out below:

- Principle of the proposed change of use
- Impact on the character and appearance of the building and surrounding streetscene
- Impact on neighbouring amenities
- Residential amenity
- Impact on trees, landscaping and boundary treatments
- Impact on highways, access and parking
- Sustainability
- Provision of Affordable Housing and infrastructure contributions

Principle of the proposed change of use

- 4.2 The building was previously used by Oakleaf Housing Association as a drop-in centre for people with learning disabilities and as an occasional training facility and has been vacant since May 2016. A key planning consideration in the determination of this application is the loss of this community facility and its conversion into residential use.
- 4.3 Policy CH1 protects and enhances the neighbourhood principles, with Part c) of the policy supporting development within the neighbourhoods provided that it would not result in the loss of local services and facilities. It has been stated in the Design and Access Statement that the services that were provided at the site have been relocated to an alternative premises in the town. It is considered that this would be in accordance with the requirements of Policy CH1.
- 4.4 Policy IN1 applies a similar approach to CH1, protecting existing infrastructure provision including social infrastructure and community facilities, unless an equivalent replacement or improvement to services is provided or there is sufficient alternative provision in the area. As the services provided

have been relocated to an alternative premises in the town, it is considered that the criteria of Policy IN1 would be satisfied.

- 4.5 In regards to the proposed residential use and housing mix, Policy H3 of the Crawley Borough Local Plan seeks a mixture of unit sizes. The proposal is solely for one bedroom flats, however it is considered that as the proposal is for the conversion of an existing building the scope to vary unit sizes is limited. As a result it is considered that the proposed development of only one bedroom units is acceptable given the physical constraints of the building and the limited size of the development (4 units).
- 4.6 Overall it is considered that the proposed loss of the vacant community building is considered to be acceptable, and the proposed residential use would be appropriate bringing a building back into use in residential area, and would accord with Local Plan Policies CH1 and IN1.

Impact on the character and appearance of the building and surrounding streetscene

- 4.7 The proposal involves the construction of a two storey rear extension, erection of an open sided front porch, fenestration alterations and internal works to create the proposed 4no. 1x bedroom flats.
- 4.8 The proposed rear extension would project 2.1m from the rear elevation of the building, in line with the rear elevation of the existing single storey rear projection. The proposed extensions would incorporate hipped roofs which would be in character with the existing building and buildings within the immediate vicinity on Perryfield Road and Lyndhurst Close. The eaves height of the extension roofs would match those of the main roof, and the ridge would be set down 1.1m and 0.6m from the main roof ridge. The overall design and massing of the extension is considered to be acceptable in design terms. However there are some concerns regarding the proposed materials, and the ability to match the brickwork where there is a contrast between the new and old materials on the western elevation along Lyndhurst Close which could impact the traditional character and appearance of the building. As a result following discussions with the agent it has been proposed to demolish the western side elevation of the existing rear extension and rebuilt it with second hand bricks, along with using second hand bricks for the proposed two storey rear extension. This would ensure that the character and appearance of the building is maintained, and the materials on the extremely western elevation of the building are consistent. The red brick detailing will also be replicated on the window sills and lintels. It is considered appropriate to request samples of the second hand bricks, the red detail bricks and details of the mortar to ensure the materials are in keeping with the main building.
- 4.9 The proposed open sided porch would be positioned on the front elevation of the building and would project 1.3m from the front elevation, and measure 3.5m in width. Its design is proposed to be similar to that of the existing entrance which has brick pillars and brick architrave detailing. The porch would have a maximum height of 3.5m. The Urban Design SPD states that front extension can be one of the most significant additions to the front of the building, and it is essential that they are appropriate designed and subservient to the main building. It is considered that the proposed porch is of an acceptable scale, size and design however precise information needs to be provided of the materials and details to ensure a high quality finish this can be controlled via condition. It is considered that the porch would relate sympathetically to the overall design and character of the building be appropriate in the streetscene.
- 4.10 The existing windows on the western elevation are proposed to be replaced with obscure glazing. The existing windows on the eastern elevation are proposed to be replaced with smaller obscured glazed windows.
- 4.11 It is proposed to remove the existing chimney stacks. Although Officers and local residents have expressed interest in the retention of the chimney stacks, the agent has stated that the cost to retain the chimneys would be detrimental to the viability of the project. Given that other properties along Perryfield Road have removed chimney stacks, it is not considered that a refusal could be justified on design grounds.

- 4.12 Overall despite the loss of the chimney stacks, it is considered that the proposal is considered to be of an acceptable scale, design and massing and would not detrimentally impact the visual amenity of the building or the streetscene of Perryfield Road or Lyndhurst Close, subject to samples of materials being submitted. The proposal is therefore considered to accord with Local Plan Policies CH2 and CH3, the NPPF (2019), and the guidance contained within the Urban Design SPD (2016).

Impact on neighbouring amenities

- 4.13 The proposal would involve the conversion of the existing vacant building into 4no. 1x bedroom flats and a two storey rear extension to the rear of the building. The building has been vacant since May 2016, and the proposal represents an intensification in the use compared to the lawful use as a centre for people with learning disabilities and as a training centre however given that the site is in a residential area the use is considered to be appropriate.
- 4.14 The proposed two storey extension would project 2.1m from the rear elevation of the building, in line with the existing single storey rear projection. In regards to the impact on neighbour amenity, the neighbouring property to the east, No. 3 Perryfield Road, is set back approximately 4m from the front elevation of No. 5 Perryfield Road. The Urban Design SPD states that a two storey rear extension should not encroach into an area measuring 60 degrees from the nearest edge of a neighbour's window or door aperture. The proposed extension would not encroach into an area measuring 60 degrees, and is not considered to cause any significant overshadowing or overbearing impact. The existing windows on the eastern elevation would be replaced with smaller obscure glazed windows which are not considered to have any detrimental impact on the amenity enjoyed by the occupants of No. 3 Perryfield Road.
- 4.15 In regards to the impact on the neighbouring properties to the rear (north) of the building, Nos 67, 68 and 69 Lyndhurst Close the existing building is approximately 30m from the rear elevations of the properties on Lyndhurst Close. The proposed rear extension would be in line with the rear elevation of the existing extension, therefore the existing gap of 30m would be retained between the rear elevation of No. 5 Perryfield Road and the rear elevations of Nos. 67, 68, and 69 Lyndhurst Close. This would accord with the guidance contained within the Urban Design SPD which states that a minimum gap of 21m should be retained to ensure privacy between two storey development.
- 4.16 A car parking area is proposed to the north of the site, close to the rear gardens of Nos. 67, 68 and 69 Lyndhurst Close. Although this could introduce some disturbance through noise and the movement of vehicles, it is not considered to have a significant detrimental impact as the rear gardens are already exposed to noise and disturbance from Lyndhurst Close. Comments have been received from neighbours regarding the northern boundary of the site, it is proposed that the existing panel board fence would be replaced with a new 1.8m high fence along the northern and eastern boundaries. It is considered that this would provide suitable screening and retain privacy to the residents. The provision a secure boundary fence can be controlled via condition.
- 4.17 The proposed development is not considered to cause any harmful impact on the occupants of No. 9 and 9a Perryfield Road.
- 4.18 Overall the proposed development is not considered to detrimentally impact the amenity enjoyed by the occupants of neighbouring properties and would accord with Policy CH3 of the Crawley Borough Local Plan and the guidance contained within the Urban Design SPD.

Residential amenity

- 4.19 Policy CH5 of the Crawley Borough Local Plan states that all dwellings must create a safe, comfortable and sustainable living environment and sets out the minimum sizes for dwellings which are based on the Nationally Described Space Standards. All of the proposed flats would meet the minimum internal space standards for 1 bedroom 2 person dwellings which is 50sqm, and would therefore accord with Policy CH5. The bedrooms for all of the flats are located at the front of the property, and the living room/kitchens to the rear. The flats have a good layout and the key rooms would have a good outlook.

- 4.20 In regards to external private amenity space, the Urban Design SPD seeks 5sqm per 1-2 person flat. The ground floor flats would have direct access onto private patios areas to the rear of the building. The first floor flats would have access to a communal garden to the rear of the building. Although private amenity space for each flat would be preferable, it is considered that the provision of a communal garden would be adequate.
- 4.21 Four parking spaces would be provided on site, which is in accordance with the Crawley Borough Parking Standards for 1 bedroom dwelling. Cycle parking provision would be provided within a shared shed within the parking area to the rear of the building. Refuse storage would also be provided in this area.
- 4.22 Environmental Health have been consulted as part of the application, however comments have not been received. A noise assessment was not required to be submitted as the site does not lie on a classified road or within an areas subject to aviation, railway, industrial or commercial noise. It is not considered future residents would be subject to excessive noise as the site is located within a quiet residential area.
- 4.23 Overall the proposal is considered to accord with the space standards outlined in Policy CH5 and the requirements of IN4 of the Crawley Borough Local Plan (2015-2030).

Impact on trees, landscaping and boundary treatments

- 4.24 The site contains a number of existing mature trees which make a positive contribution to the appearance of the site, particularly along the western boundary. The tree survey has identified that 6no. trees would be removed in order to facilitate the development:
- G1 which comprises of two Ash trees in the rear garden (recommended for removal as they are growing too close to the boundary fence).
 - T2 which comprises of 1 Plum tree in the rear garden (recommended for removal as it is growing too close to the boundary fence)
 - G4 which comprises of 3 trees: Hazel, Laurel and Holly in the rear garden (they have been recommended for removal and replacement as they are growing extremely close to the boundary wall and fence)
- 4.25 The CBC Arboricultural Officer has raised no objection to the proposed removal of the 6no. trees on the site, subject to suitable replacements.
- 4.26 Policy CH6 requires that landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. It also states that where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies. The Green Infrastructure SPD contains details in the calculations for replacement trees planting which are as follows:

Crawley Local Plan		Applicant total		
Trunk diameter of each tree (measured in CMs at 1.5m above ground level) to be removed:	No. of replacement trees required:	Tree no.	Tree trunk diameter in CM	Number of replacement trees required.
Less than 19.9	1	G1 x2	200	2 x 2 = 4
20 – 29.9	2	T2 x1	170	1 x 1 = 1
30 – 39.9	3	G4 x3	350	3 x 3 = 9

Crawley Local Plan		Applicant total		
Trunk diameter of each tree (measured in CMs at 1.5m above ground level) to be removed:	No. of replacement trees required:	Tree no.	Tree trunk diameter in CM	Number of replacement trees required.
40 – 49.9	4			
50 – 59.9	5			
60 – 69.9	6			
70 – 79.9	7			
80+	8			
			Total	14

- 4.27 As a result there would be a requirement for 14no. replacement trees to be planted on site, along with 4no. additional trees for the new dwellings that will be created, giving a total of 18no. The site layout shows that 3no. Japanese Flower Cherry trees are proposed to be planted in the south-west corner of the site (location of G4). There is insufficient space within the site for all of the replacement/additional trees to be planted, as a result the Council has agreed that a commuted sum of £10,500 can be paid for the other required 15no. additional trees (15 x £700) this will be secured through a S106 Agreement.
- 4.28 The site plan, block plan and location plan contains details on landscaping. The site access and parking area would be laid with porous tarmac, with permeable block paving (Marshall's Standard Block pavers in grey) along the existing footpath and Marshall's texture utility paving in natural for the patio areas. This porous surface was requested by the arboricultural officer to safeguard trees in nearby rear gardens in Lyndhurst Close. The existing hardstanding and patio in the garden area would be re-laid with grass, and hedges/shrubs will be planted within the site.

Impact on highways, access and parking

- 4.29 Vehicular access to the site is proposed from the north-west corner onto Lyndhurst Close. The existing access and dropped kerb on the southern side of the site on to Perryfield Road would be closed up and the parking spaces reinstated.
- 4.30 West Sussex County Council Highways have commented that the proposal is not considered to have an unacceptable impact on highway safety and the creation of the new access on the Lyndhurst Close is acceptable, and the parking area is considered to be of an acceptable size to allow vehicles to turn and exist onto Lyndhurst Close in a forward gear. Additional details regarding pedestrian and vehicular visibility splays were requested. Visibility splays from the proposed access onto Lyndhurst Close have been submitted, and WSCC have commented that although they foresee know issues regarding the visibility splays from the access, they have requested details showing the maximum achievable visibility splays (these splays should reach the junctions to the north and south of the access). It is considered that this information can be requested via a condition.
- 4.31 The Crawley Borough Parking Standards as set out in the Urban Design SPD would require 1 space per dwelling, which would be a total of 4 space. A rear parking area would contain 4no. parking spaces, allocated as one space per unit, which would meet the minimum standards. There is also controlled on-street parking which could be used outside of controlled hours. The site is also located within a sustainable location close to regular public transport services and connections to cycle paths which would help to encourage the use of sustainable modes of transport.

- 4.32 There would be a shared cycle store in the rear garden which would provide storage for 5no. cycles. Overall the proposal would be in accordance with Policy IN4 of the Crawley Borough Local Plan and the Crawley Borough Parking Standards.

Sustainability

- 4.33 Policy ENV6 and ENV9 of the Crawley Borough Local Plan are relevant to this application. Policy ENV6 requires applicants to submit a Sustainability Statement which 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.
- 4.34 The Design and Access Statement includes a section on 'Sustainability and Climate Change' identifying various proposed measures in order to reduce energy demands and improve water efficiency. The Energy Efficiency and Sustainability Officer has commented that given that the works are mainly the conversion of an existing building and the erection of a rear extension, the opportunities for sustainability improvements are limited. It is considered that it should be demonstrated that all of the objectives specifies in the Design and Access Statement should be met and implemented before occupation, this could be requested via a condition.
- 4.35 In regards to the water efficiency of the units and requirement of Policy ENV9 it is considered to attach a condition requesting additional information to be submitted.

Drainage

- 4.36 The application site does not lie within a flood zone and therefore the Drainage Officer is not required to be consulted. A drainage drawing has been submitted with the application which illustrates the areas of hard and soft landscaping and porous tarmac to aid drainage, these details are considered acceptable.

Provision of Affordable Housing and infrastructure contributions

- 4.37 Crawley Borough Local Plan Policy H4 states that 40% affordable housing will be required from all residential developments and this is the amount of affordable housing that can be secured via any S106 agreement. The application has been submitted by Crawley Borough Council and would be owned and managed by Crawley Homes. The mixture of unit sizes is in response to Crawley's affordable housing needs and Local Policy H4. The application proposed 100% Affordable Rent, which would exceed the policy requirement of 40%. It is considered appropriate to secure the provision of Affordable Housing in a Section 106 Agreement.
- 4.38 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. However as this planning application proposes 100% Affordable Housing, the proposal would be exempt from paying CIL under the terms of the Charging Schedule.

CONCLUSIONS:-

- 5.1 The proposal involves the conversion of the existing building into 4no. 1 bedroom flats, and the erection of a two storey rear extension and an increase in the height of the existing two storey rear projection. It is considered that the design and massing of the proposed extension is appropriate and would not appear overly dominant on the rear elevation. The rebuilding of the western elevation of the existing rear extension with second hand bricks would also ensure that the proposed two storey rear extension sympathetically relates to the main building and makes a positive contribution to the streetscenes of Perryfield Road and Lyndhurst Close.

- 5.2 The development would meet the Nationally Described Space Standards, although private outdoor amenity space would not be provided for the two first floor flats, there would be a large communal garden that could be used by future occupants. 4no. parking spaces would be provided, and a store for cycle parking.
- 5.3 There is not considered to be any detrimental impact on the amenities enjoyed by the occupants of No. 67, 68 and 69 Lyndhurst Close or No. 3 Perryfield Road. It is proposed that 3no. replacement trees would be planted on site, and a commuted payment of £10,500 would be paid for the other 15no. replacement/additional trees.
- 5.4 It is recommended to grant planning permission subject to the conclusion of a Section 106 Agreement to secure:
- On-site affordable housing in line with policy H4
 - Additional/replacement tree planting contribution

RECOMMENDATION RE: CR/2019/0503/FUL

PERMIT – Subject to conclusion of S106 agreement

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 and samples of materials and finishes to be used for the porch, two storey rear extension and rebuilding of the western elevation of the existing extension (the roof tiles, bricks for detailing, second hand bricks and mortar) have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No above ground development shall be carried out unless and until detailed elevation drawings showing the proposed brickwork detailing for the window sills and headers and for the front porch have been submitted to and been approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the approved details.
REASON: The information provided to date is inadequate, to ensure that the brickwork detailing matches the brickwork on the existing house and in the interest of visual amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No part of the development shall be occupied until the proposed ground floor doors on the rear elevation of the building have been installed to provide direct access to the rear garden in accordance with the approved drawings.
REASON: In the interests of residential amenity for the future occupants in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030
6. The development hereby permitted shall not be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawings.
REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

7. No part of the development shall be first occupied until such time as the existing vehicular access onto Perryfield Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority
REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
8. No part of the development shall be occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents. The cycle parking spaces shall be maintained as such thereafter.
REASON: To encourage sustainable travel options and in accordance with Policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
9. Within six months of the implementation of the development, maximum visibility splays shall be provided at the site access onto Lyndhurst Close in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter permanently be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.
REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
10. All planting including the three replacement Japanese Flowering Cherry trees, seeding or turfing comprised in the approved details of landscaping (drawing 1106-19 02 Rev A) 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.
11. The hard and soft landscaping scheme of the development hereby approved shall be implemented in accordance with the approved landscape proposals associated with the application.
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.
12. The development shall not be occupied until the measures detailed in the submitted Design and Access Statement dated July 2019, under the sub-heading 'Sustainability and Climate Change' have been implemented, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030.
13. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.
14. The dwellings hereby approved shall not be occupied until a scheme to provide superfast broadband to the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To help reduce social exclusion and to allow good access to services in accordance with Policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
15. No part of the development shall be occupied until the replacement 1.8m high fence along the northern boundary of the site has been erected in accordance with details to be submitted to and approved by the Local Planning Authority.
REASON: In the interests of residential amenity for the future occupants in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030

16. No external lighting or floodlighting shall be installed without the prior written approval of the Local Planning Authority.
REASON: To safeguard the amenities of nearby residents in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030

INFORMATIVES

1. 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.
2. The water efficiency standard required under condition 13 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1
1. NPPF Statement

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

- 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.

