

REFERENCE NO: CR/2020/0020/FUL

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

TARGET DECISION DATE: 28 April 2020

CASE OFFICER: Miss S. Hobden

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

PLANS & DRAWINGS CONSIDERED:

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

CONSULTEE NOTIFICATIONS & RESPONSES:-

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

NEIGHBOUR NOTIFICATIONS:-

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

RESPONSES RECEIVED:-

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

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

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

REASON FOR REPORTING TO COMMITTEE:-

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

THE APPLICATION SITE:-

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

THE PROPOSED DEVELOPMENT:-

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

PLANNING HISTORY:-

3.1 No relevant planning history.

PLANNING POLICY:-

National Planning Policy Framework (2019):

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

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

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

4.2 The relevant policies include:

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

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

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

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

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

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

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

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy SD2: Enabling Healthy Lifestyles and Wellbeing
- Policy CL1: Neighbourhood Principle.
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy CL3: Local Character and Design of New Development.
- Policy DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings (including conversion).
- Policy DD4: Tree and Landscape Character Planting.
- Policy DD5: Tree Replacement Standards.
- Policy OS2: Provision of Open Space and Recreational Facilities.
- Policy IN1: Infrastructure Provision
- Policy IN3 Supporting High Quality Communications.
- Policy H1: Housing Provision
- Policy H3: Housing Typologies
- Policy H3b: Densification, Infill Opportunities and Small Sites
- Policy H3f: Open Spaces
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- Policy GI1: Green Infrastructure
- Policy GI2: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC3: Tackling Water Stress
- Policy EP4: Development and Noise.
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents

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

Urban Design SPD (adopted October 2016)

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

Green Infrastructure SPD (adopted October 2016)

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

Planning and Climate Change SPD (adopted October 2016)

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

Affordable Housing SPD (adopted November 2017)

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

Crawley Community Infrastructure Levy Charging Schedule 2016

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

Developer Contributions Guidance Note (published July 2016)

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

PLANNING CONSIDERATIONS:-

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

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

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

The principle of the development in this location

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

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

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

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

The acceptability of the proposed development for future occupiers

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

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

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

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

Parking and Highway safety

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

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

Trees & ecology

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

Archaeology

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

Sustainability

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

Provision of Affordable Housing

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

Community Infrastructure Levy

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

CONCLUSIONS:-

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

RECOMMENDATION RE: CR/2020/0020/FUL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INFORMATIVES

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

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

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

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

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

2. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - a) Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - b) A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - c) Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefiting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.
3. The water efficiency standard required under condition 8 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.

1. NPPF Statement

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

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

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



ArcGIS Web Map

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