

LOCATION: [STEERS LANE, PHASE 2, STEERS LANE, FORGEWOOD, CRAWLEY](#)
WARD: Pound Hill North & Forge Wood
PROPOSAL: ERECTION OF 60 DWELLINGS INCLUDING ASSOCIATED PARKING, LANDSCAPING AND INFRASTRUCTURE WORKS (AMENDED PLANS & DOCUMENTS RECEIVED)

TARGET DECISION DATE: 10 June 2022

CASE OFFICER: Mrs V. Cheesman

APPLICANT'S NAME: Bellway Homes Ltd (South London)

AGENT'S NAME: Savills

PLANS & DRAWINGS CONSIDERED:-

Drawing Number	Revision	Drawing Title
072010-BEL-SL-01	B	Presentation Planning Layout
072010-BEL-SL-02	B	Supporting Planning Layout
072010-BEL-SL-03	C	Storey Heights Layout
072010-BEL-SL-04	B	Tenure Layout
072010-BEL-SL-05	B	Unit Type Layout
072010-BEL-SL-06	B	Location Plan
072010-BEL-SL-07	A	Primary/Secondary Windows
072010-BEL-SL-PER01	B	Illustrative Perspective View 01
072010-BEL-SL-PER02	B	Illustrative Perspective View 02
072012-BEL-SL-SS01	B	Street Scene 01
072012-BEL-SL-SS02	B	Street Scene 02
072012-BEL-SL-SS03		Street Scene 03
ARA-3S-CT01-E1	B	Arrowsmith Court Side & Rear Elevations
ARA-CT01-P1	B	Arrowsmith Court Ground Floor Plans
ARA-CT01-P2	B	Arrowsmith Court Intermediate Floor Plans
ARA-CT01-P3	B	Arrowsmith Court Top Floor Plans
BSA-3S-CT01-E1	B	Bradshaw Court Side & Rear Elevations
BSA-CT01-P1	B	Bradshaw Court Ground Floor Plans
BSA-CT01-P2	B	Bradshaw Court Intermediate Floor Plans
BSA-CT01-P3	B	Bradshaw Court Top Floor Plans
HAA-3S-CW01-E1	B	Harwood Court - Front & Side Elevations
HAA-CW01-P1	B	Harwood Court - Ground Floor Plans
HAA-CW01-P2	B	Harwood Court - Intermediate Floor Plans
HAA-CW01-P3	B	Harwood Court - Top Floor Plans
TOA-3S-CW01-E1	B	Tompion Court - Elevations
TOA-CW01-P1	B	Tompion Court - Ground Floor Plans
TOA-CW01-P2	B	Tompion Court - Intermediate Floor Plans
TOA-CW01-P3	B	Tompion Court - Top Floor Plans
BU-4B-3S-CB-E1		The Butler - Elevations
BU-4B-3S-P1		The Butler - Ground, First & Second Floor Plans
BU-4B-3S-CT-E1	A	The Butler - Rear & Side Elevations
BU-4B-3S-P2		The Butler - Ground, First & Second Floor Plans
BU-4B-2S-CT-E2	A	The Butler - Elevations
BU-4B-3S-P3		The Butler - Ground, First & Second Floor Plans
BU-4B-3S-CW-E1		The Butler - Elevations

BU-4B-3S-P4		The Butler - Ground, First & Second Floor Plans
BU-4B-2S-P1		The Butler - Ground Floor & First Floor Plans
BU-4B-2S-TF-E1		The Butler - Elevations
BU-4B-2S-TB-E1		The Butler - Elevations
FC-3B-2S-CB-E1		The Falconer - Elevations
FC-3B-2S-CT-E1		The Falconer - Elevations
FC-3B-2S-P1		The Falconer - Ground & First Floor Plans
FC-3B-2S-CT-E2		The Falconer - Elevations
FC-3B-2S-P2		The Falconer - Ground & First Floor Plans
FC-3B-2S-CB-E2		The Falconer - Elevations
FC-3B-2S-P3		The Falconer - Ground & First Floor Plans
LD-3B-2S-CB-E1	A	The Lardner - Elevations
LD-3B-2S-CT-E1	A	The Lardner - Elevations
LD-3B-2S-P1	A	The Lardner - Ground & First Floor Plans
LD-3B-2S-CT-E2	A	The Lardner - Elevations
LD-3B-2S-P2	A	The Lardner - Ground & First Floor Plans
LD-3B-2S-CB-E2	A	The Lardner - Elevations
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BELL23951 12 Sheet 1	B	Hard Landscape Proposals -Sheet 1
BELL23951 12 Sheet 2	B	Hard Landscape Proposals -Sheet 2
BELL23951 12 Sheet 3	B	Hard Landscape Proposals -Sheet 3
BELL23951 12 Sheet 4	B	Hard Landscape Proposals -Sheet 4
BELL23591 11 Rev	H	Soft Landscaping - Whole site
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BELL23591 11 Sheet 3	H	Soft Landscape Proposals - Sheet 3
BELL23951 11 Sheet 4	H	Soft Landscape Proposals -Sheet 4
MMA17010/001 Rev	R1	Proposed Lighting Planning Layout 001 R1
MMA17010/002 Rev	R1	Proposed Lighting Planning Layout 002 R1
072010-SH01		Cycle Shed 01 - Floor Plans & Elevations
072010-SH02		Cycle Shed 01 - Floor Plans & Elevations
072010-CS01		Cycle Store - Floor Plans & Elevations
072010-BS01		Bin Store 01 Floor Plans & Elevations
CR-4B-2S-CB-E1		The Cobbler - Elevations
CR-4B-2S-P1		The Cobbler - Ground Floor & First Floor Plans
DE-3B-2S-CT-E1		The Dexter - Elevations
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FI-3B-2S-P1		The Fisher - Ground Floor & First Floor Plans
MW-3B-2S-CB-E1		The Millwright - Elevations
MW-3B-2S-CB-E2		The Millwright - Elevations
MW-3B-2S-P1		The Millwright - Ground & First Floor Plans
PA-3B-2S-TB-E1		The Parkman - Elevations
PA-3B-2S-P1		The Parkman - Ground & First Floor Plans
PL-3B-TB-E1		The Piper - Elevations
PL-3B-2S-P1		The Piper - Ground & First Floor Plans
072010-GAR01		Garden Room 01 - Floor Plans & Elevations
BU-4B-2S-CT-E3		The Butler Elevations
BU-4B-3S-P5		The Butler Floor Plans
GR-2B-2S-CB-E1		The Granger Elevations
GR-2B-2S-P1		The Granger Floor Plans
SAIV-2B-2SC-CB-E1		The Saddler IV (H) Elevations

SAIV-2B-2SC-P1		The Saddler IV (H) Floor Plans
072010-BS02		Bin Store 02 Floor Plans and Elevations
072010-BEL-SL-08		Relationship Context Plan
072010-BEL-SL-09	A	Open Space Strategy Layout

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. GAL Planning Department	Comments provided, recommend any permission is subject to noise mitigation conditions to minimise potential adverse effect in respect of a 2 nd southern runway
2. GAL Aerodrome Safeguarding	No objection subject to conditions
3. Environment Agency	No comments to make
4. WSCC Highways	No objections, subject to conditions
5. National Air Traffic Services (NATS)	No objections
6. Thames Water	No objections
7. Police	No objections
8. CBC Drainage Officer	No objections, subject to conditions
9. CBC Housing Enabling & Development Manager	No objections
10. CBC Planning Arboricultural Officer	no objections
11. CBC Environment Team	No comments received
12. CBC Environmental Health Officer	Comments provided, condition recommended
13. Crawley Cycle & Walking Forum	No objections, subject to conditions
14. CBC Refuse & Recycling Team	Comments provided, details for flats to be improved
15. Southern Water Ltd	No objections
16. CBC Energy Efficiency & Sustainability	No objections
17. CBC Urban Design	No objections, comments provided
18. Archaeology Officer	No objections, subject to conditions
19. Ecology Officer	No objections, subject to conditions
20. WSCC Lead Local Flood Authority	No objections
21. CBC Countryside & Open Space	No objections
22. CBC Gatwick Airport Boundary	No objections
23. CBC Air Quality Officer	No objections, subject to mitigation measures
24. WSCC Fire & Rescue	No objections, subject to conditions
25. NHS Crawley Clinical Commissioning Group	No comments received

NEIGHBOUR NOTIFICATIONS:-

The application was publicised via press and site notices. The following properties were notified:

Balcombe Road: The Open Door; Ten Sixtysix; Horse Shoe Cottage; April Cottage; Moss Lea.

Radford Road: Tanglewood; The Flat, Tanglewood; Holmleigh; Hoot Cottage; Airport Parking; Malvern; Cobblers; The Dolphins; Warwick Cottage; County Edge; Oakhurst B&B; Merrywood; Little Deben; Fox Run; Oaklands; Greenford; Lynworth; Brent Cottage; Gledhow; Cherrydene; Newland.

RESPONSES RECEIVED:-

6 representations have been received in objection on the grounds of:-

- Loss of privacy;
- Increased noise and traffic from construction and occupation of the new dwellings;
- New road and parking bay at end of existing garden;
- Light pollution from street lamps and car lights;
- Drainage ditch to northern boundary is inadequate as rear of gardens in Radford Road are already affected, ditch will need attention if it is to serve this development;
- Impact on wildlife;
- Change to character of the area;

- If permitted ultrafast broadband connectivity should be applied to all dwellings in Radford Road and additional screening/fencing/planting will be required;
- Security concerns.

REASON FOR REPORTING TO COMMITTEE:-

This application is for major development.

THE APPLICATION SITE:-

- 1.1 The application site is a broadly rectangular piece of land positioned to the north of Steers Lane and to the west of Balcombe Road. It lies immediately to the north of the existing Steers Lane development currently being constructed by Bellway Homes, known as Phase 1. This site would form Phase 2. To the north are the rear gardens and boundaries of the properties in Radford Road.
- 1.2 The site forms part of the Forge Wood allocation in the Local Plan identified in Policy H2 and is one of 2 residual sites within the allocation which are Broad Locations for housing development. It is thus outside the main Forge Wood development site approved for 1900 homes, which is currently being built out by Persimmon Homes and Taylor Wimpey.
- 1.3 The land is relatively level, with a number of protected mature trees (ref: Tree Preservation Order (TPO) no. 09/2017) along the northern, western and eastern boundaries and in a central line running north to south intersecting the middle of the site. The site also contains a number of younger more immature trees, including self-seeded silver birch, and other shrubs/undergrowth, with the western area of the site having less trees and being more of an open grassed field. The Balcombe Road frontage is a designated area of Structural Landscaping (Policy CH7), as is Steers Lane.
- 1.4 On the south side of Steers Lane is the main part of Forge Wood (Phase 1 and Phase 2) with the signalised junction into Somerley Drive which leads south towards the school and Local Centre. To the east, on the opposite side of Balcombe Road, is Phase 4 of the Forge Wood development. The south-eastern tip of Phase 1 is adjacent to the Steers Lane/Balcombe Road signalised junction and toucan crossing. To the immediate west of the site along Steers Lane is an area of off-site airport car parking and Tinslow Farm.

THE PROPOSED DEVELOPMENT:-

- 2.1 Full planning permission is sought for the erection of 60 dwellings, with parking, landscaping and infrastructure works.
- 2.2 The dwellings comprise a mix of 2 and 3 storey houses and flats as follows:
 - 15 x 1 bed flats
 - 25 x 2 bed flats – including 1 maisonette and 2 coachhouses
 - 8 x 3 bed houses
 - 12 x 4 bed houses.
- 2.3 40% of the housing is proposed to be affordable. Landscaping, open space and sustainable urban drainage features are also proposed.
- 2.4 The vehicular access to the site would be a continuation of the main access road through Phase 1 which is taken from Steers Lane. The network of roads and paths within the site comprise a mix of standard carriageways and shared surfaces. Footpath links and cycleways are also proposed.
- 2.5 The application has been accompanied by the following supporting documents:
 - Planning Statement
 - Design and Access Statement
 - Transport Statement
 - Flood Risk Assessment
 - Arboricultural Impact Assessment and Method Statement

- Landscape Management and Maintenance Plan
- Lighting Strategy
- Noise Assessment
- Overheating Assessment
- Air Quality Assessment
- Energy and Sustainability Statements
- Ecology Reports and Biodiversity Net Gain Metric Assessment
- Archaeology Report
- Ground Investigation Report
- Utilities Report
- Open Space Strategy Report.

2.6 During the consideration of the application, a number of issues have been identified that have required revisions including the layout and design approach of particular areas, particularly to address noise and urban design issues, amenity space provision, street scene impact, hard and soft landscaping, parking provision and layout, cycle parking, circulation within the site for vehicles and pedestrian/cycling linkages.

2.7 The amendments that have been submitted include the following:

- Overall layout adjusted to improve design quality of the scheme and to provide a visually attractive development that would be an appropriate continuation to Phase 1.
- Bespoke design and layout of the houses and flats to specifically address noise issues, to provide southern aspects where suitable, active frontages and specific corner units where appropriate.
- Elevational updates to units to improve design, detailing of materials and window placement.
- Separation distances, garden sizes, shapes and orientation improved through reconfiguration of the layout throughout all parts of the site.
- Parking arrangements have been revised to provide an appropriate level of spaces in convenient locations for the units, with appropriate landscaping, especially the flats.
- Paths improved and added through the site to facilitate enhanced walking and cycling routes and to link to the wider locality.
- Landscaping proposals improved to assist the overall layout and visual appearance of the scheme.
- Open space strategy submitted clarifying the types of provision.

PLANNING HISTORY:-

Land to the south (Phase 1) – currently under construction

- 3.1 CR/2018/0894/OUT - outline application for erection of up to 185 residential dwellings, with the associated vehicular and pedestrian access via Steers Lane, car parking and cycle storage and landscaping (all matters reserved except for access) – allowed on appeal – subject to 37 conditions and a S106 legal agreement.
- 3.2 CR/2020/0548/ARM - approval of reserved matters pursuant to outline application CR/2018/0894/OUT to consider landscaping, layout and scale in respect of the erection of 185 dwellings and associated car parking and infrastructure – approved.
- 3.3 CR/2020/0548/NM1 - non-material amendment of approved reserved matters application CR/2020/0548/ARM to relocate the substation for on-site electricity transmission to the north-western corner of the site & associated changes to the layout – permitted.

Land to the north-east of Phase 1

- 3.4 CR/2020/0543/FUL – creation of a kick about space and associated works in association with development permitted under CR/2018/0894/OUT – permitted.

PLANNING POLICY:-

4.1 The National Planning Policy Framework - 2021 (NPPF)

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three overarching objectives - economic, social and environmental. These objectives are interdependent and need to be pursued in mutually supportive ways. At the heart of the Framework is a presumption in favour of sustainable development.

Relevant paragraphs are:

- Paragraph 11: presumption in favour of sustainable development – this means that development proposals that accord with an up – to –date development plan should be approved without delay.
- Section 5: delivering a sufficient supply of homes – this seeks to significantly boost the supply of housing including affordable housing.
- Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrians, then cycle and public transport movements and address the need of people with disabilities in relation to all transport. It should also create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
- Section 11: Making effective use of land – decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 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. Decisions should ensure developments are sympathetic to local character and history, including the surrounding built environment and landscape setting and establish or maintain a strong sense of place. Development that is not well designed should be refused.
- Section 15: Conserving and enhancing the natural environment – decisions should prevent new and existing development from contributing to, being put at risk from, or being adversely affected by, unacceptable levels of pollution including air and noise. Potential adverse impacts on health and quality of life are to be taken into account. In respect of noise, decisions should mitigate and reduce to a minimum potential adverse impacts and avoid noise giving rise to significant adverse impacts on health and quality of life. Decisions should ensure new development can be integrated effectively with existing businesses, which should not have unreasonable restrictions placed upon them as a result of development permitted after they were established. Where the operation of an existing business could have a significant adverse impact on new development in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.

4.2 Crawley 2030: The Crawley Borough Local Plan 2015-2030 (CBLP)

- Policy SD1 (Presumption in Favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principles) States that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) sets out the principles for good urban design and states:

“To assist in the creation, retention or enhancement of successful places in Crawley, development proposals will be required to:

- a) respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets;*
- b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas;*
- c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people;*
- d) make places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport networks;*
- e) provide recognisable routes, intersections and landmarks to help people find their way around;*
- f) consider flexible development forms that can respond to changing social, technological and economic conditions; and*
- g) provide diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.*

Applications must include information that demonstrates that these principles would be achieved, or not compromised, through the proposed development.”

- Policy CH3 (Normal Requirements of All New Development) sets out the normal requirements of all development and requires proposals to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context, be of high quality in terms of landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. In addition, proposals must provide a good standard of amenity for future residents in compliance with internal space standards and not cause unreasonable harm to the amenity of the surrounding area by way of overlooking, dominance or overshadowing, traffic generation and general activity. The policy requires the retention of existing individual or groups of trees that contribute positively to the area and seeks to ensure sufficient space for trees to reach maturity particularly when located in private gardens to ensure dwellings receive adequate daylight. Development should also meet its operational needs in respect of parking, access, refuse storage etc. The policy also requires the development to incorporate ‘Secure by Design principles’ to reduce crime, consider community safety measures and demonstrate design quality through ‘Building for life’ criteria.
- Policy CH4: Comprehensive Development and Efficient Use of Land requires the comprehensive and efficient use of land to ensure the proper phasing of development over a wider area.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the Nationally Described Space Standards and be in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.
- Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH7: Structural Landscaping. The site frontage onto Balcombe Road is identified as Structural Landscaping. Development proposals should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping where appropriate.
- Policy CH11: Rights of Way and Access to the Countryside seeks to protect and enhance public rights of way and seek opportunities to provide better facilities for users.
- Policy H1 (Housing Provision) - the Council will positively consider proposals for the provision of housing to meet local housing needs.

- Policy H2: Key Housing Sites - the site is part of the overall Forge Wood allocation, with the site of Phase 1 and Phase 2 being specifically identified as a 'Broad Location' for housing, namely 'residual land at Forge Wood'.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley. In delivering the affordable housing element of residential schemes, in line with Policy H4, the need for one, two and three bedroom affordable dwellings, as identified in the Strategic Housing Market Assessment should be addressed in meeting the housing needs of those considered to be in the greatest need.
- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. These targets will apply unless evidence can be provided to show that the site cannot support those requirements from a viability perspective and that the development clearly meets a demonstrable need.
- Policy ENV1 (Green Infrastructure) advises 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 an extending links where possible, including through larger proposals.
- Policy ENV2 (Biodiversity) states that all developments will be required to incorporate features to encourage biodiversity.
- Policy ENV5 (Provision of Open Space and Recreational Facilities) requires development to make provision for open space and recreational facilities and confirms that the Community Infrastructure Levy will be used to enhance open space to mitigate the impact of increased population. On larger housing sites, on-site provision of open space may also be appropriate and be required as an integral part of the development.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7 (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8 (Development and Flood Risk) advises that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV11 (Development and Noise) seeks to protect people's quality of life from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. Residential and other noise sensitive development in areas that are exposed to significant noise from existing or future industrial, commercial or transport noise 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 of the

development will be made acceptable. Proposals that would expose future users of the development to unacceptable noise levels will not be permitted. Proposals will be required to appropriately mitigate noise through careful planning, layout and design. This policy should be read in conjunction with the Local Plan Noise Annex.

- Policy ENV12: Air Quality states that development proposals that do not result in a material negative impact on air quality will normally be permitted.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure and to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3 (Development and Requirements for Sustainable Transport) Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the Borough council's car and cycle standards.
- Policy IN5: The location and Provision of New Infrastructure states that the council will support the provision of new or improved infrastructure in appropriate locations where the facilities are required to support development or where they add to the range and quality of facilities in the town. Local community facilities should be located close to neighbourhood centres.

4.3 Draft Crawley Borough Local Plan 2024 – 2040

The Local Plan Review 2024-2040 was approved at the Full Council meeting on 22 February to go out to Regulation 19 consultation. This statutory consultation will take place from 9 May 2023, in accordance with the council's approved Local Development Scheme. Submission of the Local Plan to the Secretary of State will then happen later in the year. Limited weight should be given to the following 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: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact Development - Layout, Scale and Appearance
- Policy CL6: Structural Landscaping
- Policy DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy HA1: Heritage Assets
- Policy HA7: Heritage Assets of Archaeological Interest
- Policy OS2: Provision of Open Space and Recreational Facilities.
- Policy OS3: Rights of Way and Access to the Countryside
- Policy IN1: Infrastructure Provision.
- Policy IN3: Supporting High Quality Communications.
- Policy H1: Housing Provision
- Policy H2: Key Housing Sites

- Policy H3: Housing Typologies
- Policy H3b: Housing Typologies :Densification, Infill Opportunities and Small Sites
- Policy H4: Future Housing Mix.
- Policy H5: Affordable Housing
- Policy GI1: Green Infrastructure
- Policy GI3 : Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC 2: District Energy Networks
- Policy SDC3: Tackling Water Stress
- Policy SDC4: Water Neutrality
- Policy EP1: Development and Flood Risk
- Policy EP4: Development and Noise
- Policy EP5: Air Quality
- Policy EP6: External Lighting
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

4.4 Supplementary Planning Guidance and Documents

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

Urban Design SPD (2016)

This SPD includes further design guidance and examples of residential development and sets out guidance on outdoor amenity space standards. It also includes the Crawley Borough Parking Standards.

Affordable Housing SPD (2018)

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

Green Infrastructure SPD (2016)

This includes guidance on designing for trees, open space and biodiversity. It provides further guidance on Policy CH6: Tree Planting and Replacement Standards and includes a costing of £700 per tree in lieu of on-site planting. It also sets out the open space standards and costings. The document also links to the Urban Design SPD in respect of considering landscaping as an integral part of high quality design.

Planning and Climate Change SPD (2016)

This document provides guidance and justification for the sustainability policies in the Local Plan. It 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 relating to Policies ENV6, ENV7, ENV8, ENV9 and IN3).

Crawley Community Infrastructure Levy Charging Schedule 2016

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

Developer Contributions Guidance Note (published July 2016)

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 key planning issues to consider in respect of this full planning application are as follows:

- The principle of the development in this location

- Noise impacts
- Design and appearance of the proposal and the impact on the character of the area and street scene
- Housing mix and affordable housing
- Acceptability of the accommodation proposed for future occupiers
- Highways, access and parking, and operational requirements
- Sustainability
- Drainage
- Impact on ecology, protected trees and proposed landscaping
- Open space and recreation provision
- Gatwick Airport safeguarding
- Impact on the amenities of the occupants of neighbouring properties
- Air quality
- CIL, s106 requirements and infrastructure contributions

The principle of the development in this location

- 5.2 In terms of the principle of housing development on this site, Policy SD1 of the adopted Local Plan confirms that the Council will take a positive approach to approving development which is sustainable. This includes where it meets the strategic objectives, set out in the Policy, including, amongst other matters,
- *that it provides a safe and secure environment for its residents and visitors,*
 - *that it provides for the social and economic needs of the current and future population of the town,*
 - *and where it accords with the policies and objectives set out in the Plan, unless material considerations indicate otherwise.*
- 5.3 Furthermore, Policy H1 states that the Council will positively consider proposals for the provision of housing to meet local housing needs, whilst ensuring against unacceptable impacts on residential amenity.
- 5.4 The site is within the defined built-up area and is within the wider allocation for housing in the current Local Plan for the new Forge Wood neighbourhood under Policy H2. However, it is outside of the area shown on the approved Forge Wood master plan and as such is classed as residual land. It is thus categorised as a 'Broad Location' for housing. Outline planning permission for Phase 1 was granted on appeal under reference CR/2018/0894/OUT for 175 dwellings and reserved matters have been approved under CR/2020/0548/ARM. The development is currently under construction.
- 5.5 Thus the site is within the built up area and on this aspect alone could be considered appropriate for housing. However, development must accord with the policies and objectives set out in the Plan as a whole. In particular, in this case the noise environment is a key consideration in determining whether the site is one that can provide a suitable standard of living environment and hence a high quality of life for future occupants. This aspect is considered in more detail in the next section.

Noise impacts

- 5.6 Policy ENV11 seeks to protect future residents from unacceptable noise impacts, and it requires a noise impact assessment where sensitive development is proposed in noisy locations. Proposals that would expose future users of the development to unacceptable noise levels will not be permitted, unless appropriate mitigation, through careful planning, layout and design, can be provided. Thus residential development will be permitted where it can be demonstrated that residents will not be exposed to unacceptable noise disturbance from existing or future uses.
- 5.7 For this site the specific noise sources are aviation noise due to the proximity of Gatwick Airport (including a potential wide-spaced southern runway) and road noise, especially from Balcombe Road and Steers Lane. For transport sources the unacceptable level is where noise exposure is above 66dB and residential development in such circumstances would be unacceptable in principle.
- 5.8 The Local Plan references the aviation noise contours in the Noise Annex to ENV11. Noise was one of the considerations at the public inquiry in respect of the outline permission for Phase 1 Steers Lane, when it was agreed between the parties and confirmed by the appeal Inspector that as that site was

below the 66dB contour line the issue could be resolved with good acoustic design and a carefully considered housing layout , both for the site as a whole and at plot level for all of the individual dwellings. Two specific conditions were imposed – condition 34 setting out maximum noise levels and condition 35 requiring noise mitigation measures.

- 5.9 Since this appeal decision new noise contours have been published based on the metrics produced by the CAA's Environmental Research and Consultancy Department. Using these more recent contours, the bulk of the application site falls between the 63dB and 66dB noise contours. A small area of the site, in its northwest corner, is situated within the 66dB noise contour, but no noise sensitive development is proposed in that location.
- 5.10 Thus from an aviation noise point of view residential development on the application site is acceptable in principle. The site will still be subject to aviation noise pollution, just at a lower dB level, which can be mitigated. However, as accepted by the appeal Inspector for Phase 1 as aircraft noise comes from above, it affects the whole of the site and therefore the overall layout is not the sole issue, but rather it is a mix of this, the individual design of the units and an appropriate ventilation system. Therefore, a combination of careful acoustic design and layout will be required to ensure that noise impacts can be made acceptable.
- 5.11 With regard to the layout, the revised plans have been submitted to address a number of issues, including noise. The most significant change is that the access road has moved to the northern side of the houses and the units are now placed further away from the northernmost boundary. This is beneficial from an acoustics perspective because all private gardens for that northernmost row are now located directly to the south of houses, and therefore benefit from additional acoustic screening to aircraft movements. The new layout is such that over the site as whole it has enabled the majority of the units to have principal windows with a southern or eastern aspect.
- 5.12 Turning to the individual design of the units, a bespoke design has been employed for this site incorporating internal layouts where circulation areas and the less noise-sensitive rooms are placed on the north facing elevations. So habitable rooms are located on the quieter façades or have access to windows located on quieter elevations where possible. This applies to the flat blocks and also to the houses.
- 5.13 Another specific feature is the use of single pitch garage roofs between the detached houses, which aids with the barrier effect. and provides additional screening to the first floor side windows and balcony area. A similar mitigation measure was employed on Phase 1 where a line of dwellings face onto Balcombe Road. Other measures to mitigate noise, and to address overheating, include a highly efficient fabric envelope and high efficiency heating, lighting and appliances to reduce internal gains, high performance solar control glazing for affected elevations, external shading from balconies, a concrete floor slab in the flat blocks to absorb excessive gain within the building, and mechanical ventilation
- 5.14 The Environmental Health Officer commented on the noise environment and concludes that mitigation is essential given the proximity to the airport. He has considered the documents provided by the applicant including the overheating report and considers that a condition for noise mitigation, including cooling is required.

Layout and urban design, appearance of the proposal and the impact on the character of the area and street scene

- 5.15 Local Plan policies require that all development in Crawley should be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context. Development should be of a high quality and protect and enhance the distinctive character of the town.
- 5.16 Policies CH2, CH3 and ENV1 require the scheme and its associated layout to respond to and to reinforce locally distinctive patterns of development and landscape character, so that it reflects and respects the existing sylvan landscape character of the immediate area and the site itself. In addition, Policy CH3 requires that the development should have regard to the surrounding built development in the locality and relate sympathetically to its surroundings.

- 5.17 In this regard the relationship of the site to phase 1 is an important consideration as this site will not be a stand-alone development, but is a continuation of the earlier scheme, being accessed from the same access point on Steers Lane. The proposal must therefore be assessed in this context and also with regard to the character of the wider Forge Wood neighbourhood, of which it will ultimately form a part. A further contextual element is Structural Landscaping comprising mature trees and understorey planting that runs along the Balcombe Road frontage, which is identified in Policy CH7, and a number of preserved trees around the site boundaries and within the site, including a line of trees that run through the site from north to south.
- 5.18 During the consideration of the application, the overall layout has been significantly revised to improve it in urban design terms, and especially to enable the majority of the units to have principal windows with a southern or eastern aspect, with the northernmost boundary trees retained as amenity landscaping, rather than being incorporated in individual gardens. Thus the east/west road has been repositioned further to the north and plots 1 – 15 are now on the southern side of this road, with south facing rear gardens. Flats and maisonettes/coach houses (plots 49 – 60, including flat Block 3) have been introduced to the rear of plots 1 – 6. This creates a perimeter block in the western part of the site, and which overlooks the kickabout area, providing a focal point along the main access road, and active frontage to and framing the open space. The repositioning of the flats in Block 2 and the house at Plot 7 has created a visually interesting and legible layout along the main access road. An east/west cycle route has also been introduced to run through the site from Phase 1 and onto Balcombe Road.
- 5.19 The proposed layout and detailing of the 2 and 3 storey flats and houses continues the overall design approach established at Phase 1 and is also complementary to that of the main Forge Wood development. The house types and designs are of a traditional vernacular form and are not dissimilar to those that have been approved in these surrounding schemes, but with some variations to address the local site context and specifically the noise environment, with bespoke dwelling floorplans and designs in this regard.
- 5.20 The specific materials and finishes can be further considered through a condition discharge submission to ensure they would create a high quality and distinctive development. This would include the brickwork and tile hanging detailing. A separate condition is required for the balcony design for the flats. It is also considered appropriate to control by a condition the details of the potential installation on the flats of external pipework, flues and other features that otherwise may have a significant and discordant visual impact on the building design.
- 5.21 The layout also complies with Policy CH7 in regard to the Structural Landscaping that runs along Balcombe Road which provides the sylvan character and distinctive context to this locality. In this respect the block of flats at the eastern boundary adjacent to the Balcombe Road frontage – Block 4 - is sited away from the boundary and would be within a landscaped setting.
- 5.22 Overall it is considered that significant improvements have been made to the design approach and layout from the initial submission, resulting in an acceptable design and layout, for both within the site itself and in relation to its context with Phase 1 as well as being as part of the wider Forge Wood neighbourhood.
- 5.23 The layout is also considered to connect with key linkages, including the road, footpath and cycle links through Phase 1 leading to the south across Steers Lane into the main part of Forge Wood, including the local centre area, the school and the central parkland (phase 1), and to the east across Balcombe Road to phase 4 of Forge Wood.
- 5.24 As a result the scheme is considered to accord with Policies CH2, CH3 and CH7 of the Crawley Borough Local Plan (2015 – 2030) and the guidance in the Urban Design SPD (2016).

Housing mix and affordable housing

- 5.25 A total of 60 units are proposed, comprising a mix of houses and flats, divided between 36 private market units and 24 affordable dwellings.

- 5.26 Policy H3 relates to housing mix and requires housing developments to provide a mix of dwelling types and sizes to address local housing needs and market demands. Policy H4 sets out the expected levels of affordable within new housing developments. It seeks 40% affordable housing from all new developments, with a minimum of 70% of the affordable housing being affordable rent, or social rent where other forms of subsidy exist, and up to 30% intermediate tenure.
- 5.28 In terms of the 36 **private dwellings**, these equate to 60% of the total units. The mix of the private units is:
11 x 1 bed flats
9 x 2 bed flats
1 x 2 bed maisonette
4 x 3 bed houses
11 x 4 bed houses
- 5.29 In terms of the **affordable units**, of the 60 dwellings proposed, 24 are affordable and therefore the level of provision is 40%. The tenure split of these 24 affordable units is 17 units for affordable rent and 7 units for shared ownership. Thus the affordable housing element complies with the 40% and the 70:30 criteria for the proportion of units and tenure split that is set out in the policy and is therefore acceptable.
- 5.30 The mix of the affordable and shared ownership units provided is:
4 x 1 bed flats (4 affordable rent)
15 x 2 bed flats (8 rent, 7 shared ownership)
4 x 3 bed houses (4 affordable rent)
1 x 4 bed house (1 affordable rent)
- 5.31 The overall mix of units is considered to be acceptable and an improvement from the original submission. The Housing Enabling and Development Officer is satisfied that the proposal achieves 40% affordable housing on a 70/30 tenure split. He is also broadly satisfied with the proposal, as in this instance the private market units are providing most of the one-bed flats, and in respect of the affordable houses, they are all for affordable rent.
- 5.32 The design and detailing of the affordable houses is very similar to the market housing and it is considered the development would appear tenure blind. The difference from the private market houses is that the affordable units do not have garages, but have an undercroft area to the side of the houses for parking, similar to one of the private house designs. Overall, the level and form of detailing between the house types is consistent. The amendments to the layout have looked at the provision of adequate garden space and parking provision for the affordable houses to ensure that the affordable units are assimilated into the overall layout in a sympathetic manner. The large expanses of parking courtyards or frontage parking for the affordable houses have been eliminated from the scheme. Thus the parking for these houses is now completely on-curtilage and so ensures that affordable housing is not an obviously different element of the development.
- 5.33 With regard to the four blocks of flats, two blocks are for private tenure and two are for affordable units. Whilst each flat block has its own specific appearance, which gives variety across the development, they all share the same overall general massing, design, detailing, including brickwork, tiled roofs, tile hanging/weatherboarding and balcony design and parking arrangements.
- 5.34 Overall it is considered that the dwelling mix would be appropriate, providing an adequate mix of dwelling sizes and styles, creating a varied form of development, both for this site and taking into account Phase 1 and the Forge Wood neighbourhood as a whole. The provision of 40% affordable units is a major material consideration to meet the Borough's considerable affordable housing need in the analysis of this scheme and has to be given due weight in the planning balance.

Acceptability of the accommodation proposed for future occupiers

- 5.35 Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, based on the Nationally Described Space Standards. All the proposed units would meet the minimum space standards for 1, 2, 3 and 4 bed flats and houses.

- 5.36 In respect of amenity space and garden sizes guidance in the Urban Design SPD outlines minimum floor area standards for private amenity space. It also states that *'external space standards are of particular importance to affordable housing. Since affordable housing tends to be fully occupied after construction, garden sizes for affordable housing should be met given the likely level of full occupancy'*.

House gardens

- 5.37 With regards to the 20 houses proposed, this application has been the subject of various revisions, each time including further improvements made to the overall layout and specifically to the orientation, sizes and shapes of the gardens. As a result the gardens have significantly improved from the original submission, in that they would now all accord with the Councils Outdoor Space Standards for garden sizes, apart from one unit – plot 3, which is a 4B5P house requiring a garden area of 90 sqm. The plans show this to be slightly under at 89.7sqm, and so is within 10% of the standard required.
- 5.38 Whilst this means that the scheme in regard to the garden sizes for houses is not fully in accordance with the outdoor space standards, it is not considered that this marginal shortfall for one house is such that it would warrant a refusal of the whole scheme in this regard. Any further amendments could mean substantially revising or impacting on the layout as a whole, or without causing harm to other aspects of the development, such as the aesthetic urban environment, public realm and soft landscaping.
- 5.39 In addition, given the public amenity space and landscaping within the site and on Phase 1, including the kickabout area on land immediately adjacent to the west, the close proximity of the central parkland to the south which is in phase 1 of Forge Wood and the sports facilities in Phase 3 and 4 of Forge Wood which are to be on the eastern side of Balcombe Road, it is considered that the development would also benefit significantly from the additional nearby open space, landscaping and associated facilities.

Flat balconies and landscaping

- 5.40 In regards to flats, the Council's Urban Design SPD recommends that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. It also states that while balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable.
- 5.41 The scheme proposes private balconies to the flats and private garden areas for the maisonette and one of the coach houses in Block 3. The amended plans for the application now show that the flats across the layout would all accord with the Councils Outdoor Space Standards for amenity space, apart from one unit where the balcony is below the standard size and 3 units where no balconies are proposed.
- 5.42 At the time of writing this report it has not been possible to negotiate any further amendments for these particular units. As further details of the design of the balconies would be needed to show how they would integrate with the building elevations, it is suggested that a condition be imposed requiring full details of the balconies to be submitted, to include their visual appearance, materials and finishes and dimensions. This would allow the applicant to reconsider the balcony provision as part of a condition discharge application, when such aspects can be assessed at this point, to ensure the sizes are appropriate and that the overall design and appearance on the flats buildings is consistent and satisfactory.
- 5.43 It should be noted in this regard that the scheme does provide for landscape areas both around the setting of the flats and within the development itself, plus there is the land to the west which provides the kick about area (permission CR/2020/0543/FUL), with ecological and landscape enhancements on the remainder.
- 5.44 The flats include balconies/patios for the ground floor units. The balconies and the ground floor windows provide active frontages on the elevations, giving natural surveillance to those facades of

the building. However, as this could give rise to security and privacy issues, the submitted details show defensible space and areas of landscaping around these features. The details of these features can be secured by the landscaping condition attached to the outline permission.

- 5.45 Overall when assessing the application as a whole, the significant areas of open space and landscaping within the layout, the landscaping and nearby open space in the vicinity, plus taking into account that amenity space for the houses and flats is set out as guidance not policy (and the lesser weight that this affords), it is considered that the development will have an appropriate level of amenity space overall and officers are of the view that the scheme is acceptable.

Separation distances

- 5.46 The relationships between dwellings have been carefully considered as part of the overall layout and the design of the units. Amended plans have been submitted to improve separation distances wherever possible. The layout and design of the scheme has been influenced by number of factors, including preserved trees, the noise environment, and the shape and orientation of the site and the need to satisfactorily relate to phase 1 to the south. A key objective has been to maximize the orientation of the dwellings, from a noise and daylight/sunlight perspective so that the majority of units to have their primary outlook to the south, with the noisiest facades (north facing) being limited to secondary elevations. This is seen in the layout overall and also in the internal floor plans of the specific units, which aim to incorporate good acoustic design features.
- 5.47 In respect of privacy and overlooking, the Urban Design SPD states a separation distance of at least 21m between rear windows of proposed dwellings for 2 storey development is required unless an appropriate design solution is adopted. For 3 storey the separation distance is 30m.
- 5.48 The 21m separation distance is achieved for all the 2 storey relationships, apart from one instance when the distance is 19m (Plot 15 to plot 27). Despite a number of revisions to the overall layout, it has not been possible to achieve the required distance between these two particular dwellings without a related effect on the layout as a whole, or without causing harm to other aspects of the development, such as the aesthetic of the urban environment, public realm and soft landscaping. However, in this case the specific design of the dwellings at plots 27 – 30 are such that their main first floor outlook is to the south and the rear (north) facing windows serve a landing, bathroom and a bedroom. This bedroom is dual aspect and the rear window is a secondary window, which is proposed to be obscure glazed. This bedroom thus has its main window facing south and so in this regard the arrangements are considered to be satisfactory and specifically addresses this issue.
- 5.49 With regard to the 2 storey to 3 storey, and 3 storey to 3 storey aspects of the scheme, the 30m separation distance would apply however, there are very limited instances of direct habitable room window to window relationships in the layout, as the internal layout of specific units have been designed to protect the privacy of occupiers of the scheme.
- 5.50 In this regard, Plot 1 (3 storey) backs onto Plot 60 (2 storey) with a 13m distance, but the first floor north elevation of Unit 60 is blank and its bedroom windows face south/south west. Similarly Plot 6 (3 storey) backs onto the side elevation of Plot 49 (2 storey) but the first floor north elevation of Unit 49 is blank and its habitable room windows face west and east.
- 5.51 Plots 2 & 3 (3 storey) back onto unit 59 (2 storey), whose first floor windows serve a bathroom, landing and a bedroom. The separation distance at this point is 22m. The main outlook for this unit is to the front (south).
- 5.52 Turning to 3 storey to 3 storey relationships, Plots 4 & 5 (3 storey) back onto Flat Block 3 (3 storey), with a 23 - 27m distance and where the north rear elevation of the flats is formed of stairwell and bathroom windows. Similarly, Plots 7, 8,9 and 10 (3 storey) back onto Flat Block 2 (3 storey), where the distance is 21 – 23m and whose north rear elevation is formed of kitchen, bathroom and corridor windows.
- 5.53 The side elevations of Flat Block 1 and Flat Block 2 (both 3 storey) face each other with the 9m separation distance being formed of the access drive which leads to their rear parking spaces and landscaped amenity areas. The relevant flats on both blocks have living room windows on these

facing elevations, but they are secondary windows as these particular flats have a triple aspect with their main outlook to the front and rear, and rear (east) facing balconies.

- 5.54 To conclude on this issue, having regard to the design and layout of the scheme, the extent and the specific nature of the separation distances between the dwellings within the scheme, including the particular windows involved and the rooms they serve, and the bespoke design and detailing that has been employed to address the concerns of the living environment, including noise, it is considered that these relationships must be viewed as part of the overall planning balance. In this regard, it is considered that the amended scheme provides an acceptable standard of development and amenity space; and the issues of privacy and outlook for future occupiers of the development are satisfactory.

Impact on the amenities of the occupants of neighbouring properties

- 5.55 The closest nearby dwellings are those in Radford Road, to the north and the dwellings under construction in phase 1 to the south.
- 5.56 The rear gardens of the Radford Road properties back onto the northern boundary of the site. They have relatively long rear gardens, with the closest house having a garden length of 60m. The trees along the northern boundary would be retained and enhanced with further planting. The front elevations of the new houses in this part of the site would be set back some 18/20m from this boundary with the access road intervening.
- 5.57 It is acknowledged that there would be a change in the context for these existing properties, with the new development to the south of them, but given, their separation from the site and the detail of the proposed layout, it is not considered that the development would give rise to issues of material loss of privacy, overbearing impact or other unneighbourly impacts, and would therefore comply with Policy CH3.
- 5.58 With regard to the relationship to the dwellings permitted in phase 1 of the development, these two phases are separated by landscaped areas, through which the 5m wide cycle path would run. The flats in Blocks 1 and 2 would have a gap of some 20 – 48m to Block 1 and 4 in Phase 1, which would also include the access drive to these units and their respective parking areas. Similarly for plots 30 and 31 to Block 5 in Phase 1 with a separation distance of 27- 31m, and plots 27 and 28 to Block 6 in Phase 1 with a separation distance of 15 – 1m, this area incorporates the cul de sac to these houses (which is also the cycleway at this point) and areas of landscaping. The flats in Block 6 in Phase 1 are also dual aspect, with balconies facing east. Finally in regard to Block 4 in this phase to Block 6 in Phase 1, the separation distance is 25m and contains the car parking area for Block 4 and landscaping.
- 5.59 Given this context with the intervening road, cycle path and landscaping it is considered that this approach is acceptable and the relationship between the units would be satisfactory and would in accordance with Policy CH3.

Highways, access and parking, and operational requirements

- 5.60 The site access is a continuation of the sole access point from Steers Lane that was approved to serve Phase 1. It runs north from the boundary with Phase 1 to a T-junction at the northerly extent of the site . The road then gives access to the western and eastern parts of the site , with the eastern arm wrapping round to the south and back to the west to form a cul de sac along the boundary with Phase 1. The key features are:
- Access road into the site with footway on eastern and western sides
 - Access road on northern boundary with footway on southern side of road
 - Shared footway/cycle way running west to east from Phase 1 to through to Balcombe Road
 - Path around kick about area
 - Path through central green space, with connection with Phase 1
- 5.61 With regards to parking provision parking spaces within the development are in accordance with the adopted standards and located to be readily accessible to the units they serve. The requirements are 1.2 spaces for a 1 bed dwelling, 1.5 spaces per 2 bed dwelling and 2-3 spaces for 3+ bed units. For

the houses the parking provision proposed is in the form of garages or surface parking either to the front or side of the dwellings. Parking for the flats is in the form of either undercroft spaces at the ground floor level of the building or surface spaces in a courtyard arrangement in the immediate surrounds of the flats, with landscaping. Overall 106 spaces are required and 112 are shown to be provided. No details of electric vehicle charging points have been supplied to date with this application, but this can be secured by condition.

- 5.62 WSCC have commented that the access arrangements and the amended layout is acceptable and in accordance with the guidance in Manual for Streets, with carriageway and footway widths now at the appropriate dimensions. The proposed use of shared surfaces in certain areas is considered appropriate, including the east- west active travel corridor. Comments have been made in relation to the surfacing materials and detailing, and signage for the cycle route but these and other detailed construction matters will all be dealt with as part of the highway adoption agreement process. Conditions are recommended regarding the access, parking, construction management plan and a travel plan
- 5.63 Cycle parking for the houses is provided for in the garages or a storage shed in the rear gardens. The flat blocks have integral cycle stores. The Cycle Forum had commented on the number of cycle spaces per flat block, which needs slight adjustments to comply with the standards. Also, visitor parking is required. As the cycle storage provision does need further refinement a condition is recommended so that this can be satisfactorily resolved. The Cycle Forum have also commented on the need for signage to promote cycling and a s106 Agreement for a Travel Plan to ensure cycle, walking and wheeling paths from Phase 1 and Phase 2 are effectively linked to the wider network.
- 5.64 With regard to refuse and recycling arrangements, CBC Refuse & Recycling Team had objected to the layout in relation to the communal bin collection arrangements for the houses and have commented on the detailed arrangements regarding the bin stores for the flats. Amended plans have been received in this regard showing that the houses would have refuse storage facilities within curtilages, and that the individual houses would have the usual kerbside collection point. Revised bin stores for the flats are also shown. The CBC Refuse & Recycling Team have been reconsulted and an update will be given at the Committee meeting.
- 5.65 Overall, the scheme is considered acceptable in transport and highways terms. The car parking provision is considered to be satisfactory; and the cycle parking provision and the refuse and recycling facilities can be resolved through conditions.

Sustainability

- 5.66 Policies ENV6 (Sustainable Design & Construction), ENV 7 (District Energy Networks) and ENV9 (Tackling Water Stress) of the Crawley Borough Local Plan and the Planning and Climate Change SPD are relevant to this proposal.
- 5.67 The proposal is supported by a revised Energy Statement and a Sustainability Statement which identifies and responds to the Local Plan policies identified above. The energy strategy is as follows:
- Fabric efficiency standards for each dwelling meeting the enhanced Building Regulations standard in Part L 2021
 - Space heating and hot water to be supplied by individual gas boilers;
 - Ventilation provided by mechanical extract ventilation (MEV);
 - Roof-mounted solar PV with a total capacity of 36.7kWp is proposed.
- 5.68 The combination of measures, which show improved fabric efficiency and an increased amount of solar PV, would be compliant with the updated 2021 Building Regulations. Overall the measures would result in a 7% reduction in carbon dioxide emissions over the Building Regulations Part L 2021 baseline. It should be noted that as a Part L 2021 baseline represents on average a 31% improvement over Part L 2013, a 7% improvement over Part L 2021 represents a high standard of sustainable construction.
- 5.69 In terms of potential options for district or communal energy as set out in policy ENV7 the Energy Statement sets out that there is no feasible available connection to an existing district energy network

within the vicinity of the site and that the size and density of the proposed development are not sufficient to support a communal network for the site. PV panels are proposed as an alternative and are considered to represent an acceptable approach for this site. The deployment of solar PV as a form of low/zero carbon energy does not significantly constrain the layout of the site, so should not be in conflict with the general layout proposed. A condition is recommended to secure precise details of the design, appearance and location of the PV panels.

- 5.70 The response to Policy ENV9 (Water Stress) is set out in the Sustainability Statement. This sets out that the development will target a water efficiency standard of 90 litres/person/day. This would be achieved through flow control devices and water efficient fixtures and fittings. The precise fittings are still to be finalised but an illustrative specification for implementing this is set out which achieves 89.4 litres/person/day for internal use, with 94.4 l/p/d when allowance is made for external use. This would comply with relevant Local Plan requirements. All of the houses would be provided with water butts. These water efficiency measures can be secured by condition.
- 5.71 In summary, the proposed measures are considered to represent an acceptable response to the sustainability policy requirements, subject to their being secured by appropriate conditions.

Drainage

- 5.72 The site is deemed to be at a low risk of surface water flooding and the drainage strategy for the development includes the use of a Sustainable Drainage System (SuDS), including a swale and geo-cellular storage in order to control the surface water from this development. This approach complies with policy ENV8.
- 5.73 The CBC Drainage Officer has no objections to the drainage details that have been submitted, including the detailed design of the drainage measures, including connection to the existing drainage ditch. He requires conditions to cover details of the surface water management during the construction phase, and comments that a post construction certification is required to confirm that the works have been constructed as stated and detailed in the Drainage statement. This should be by a third party, which must not be the consultant responsible for the design of the drainage strategy. Other conditions would be regarding the future management and maintenance of the drainage features. The connection to the existing drainage ditch would require a separate application to the Council for land drainage consent.

Impact on ecology, protected trees and proposed landscaping

- 5.74 There are protected trees along the boundaries of the site and there is a belt of preserved trees and other vegetation that runs across the centre of the site from north to south (ref TPO No. 09/2017). The eastern part of the site also contains a number of younger more immature trees, including self-seeded silver birch, and other shrubs/undergrowth whilst the western part of the site has less trees and is more of an open grassed field. The Balcombe Road frontage is designated as Structural Landscaping (Policy CH7).
- 5.75 The development of the site would necessitate the removal of the younger self-seeded trees within the site. This is considered acceptable as the site is a housing allocation in the Local Plan. However it is important that the remaining trees are retained and the site as a whole is proposed to be enhanced with additional trees. The removal of the trees and the associated habitat is to be mitigated in part by new planting and other measures on the site and to ensure there is a net gain in biodiversity as required by the NPPF.
- 5.76 The Ecology Officer supports the conclusions of the updated ecology appraisal and that protected and Priority species can be adequately conserved for this development. In regard to the revised Biodiversity Net Gain report, this has addressed previous queries regarding the condition of the woodland and numbers of trees to be planted and ensures that a 10% measurable biodiversity net gain can be demonstrated. This is included in the revised landscape proposals and is to be secured via conditions and the s106 Agreement.
- 5.77 The Council's Arboricultural Officer was previously concerned with the original layout that the trees along the northern boundary would be within the gardens of houses, dominating the amenity space

and limiting light to these properties and giving rise to nuisance issues. He also raised issues regarding the close proximity of the houses to the central belt of trees and their overbearing impact. Following the revised layout, with the access road now running adjacent to the northern boundary, he confirms that this has solved the issue of the northern boundary trees impacting on rear gardens and overall the separation between the trees and dwellings is better across the site. A condition is required to ensure the construction works are carried out in accordance with the submitted Arboricultural Impact Assessment, Method Statement and the Tree Protection Plan.

- 5.78 With regard to landscaping, the proposals include tree planting along the internal roads, within parking courts and between parking bays to soften the built form. Additional native tree, hedge and shrub planting is proposed across the site, including along the site boundaries and within open spaces to provide enhanced biodiversity and connectivity. Full details of the planting and the boundary treatment are to be secured via the landscaping and ecology conditions and s106 requirements.

Open space and recreation provision

- 5.79 Policy ENV5 and the Green Infrastructure SPD relates to open space and recreation provision. The facilities required for this development are play space, amenity green space, outdoor sports space, natural green space, and allotments.
- 5.80 In this regard the Open Space Strategy that has been submitted has calculated the correct quantum of facilities in each category as required by the SPD. Some facilities are to be provided on site and others via a contribution for off site provision.
- 5.81 The play facilities in Phase 1 are located within the north-south green corridor including the belt of preserved trees and vegetation that runs across the centre of the site. These facilities comprise an informal trim trail and a nature/adventure walk rather than the more usual formal children's play area. Phase 2 also requires additional play facilities, and it is considered that these should be a continuation of those in Phase 1 and of a similar nature.
- 5.82 Amenity green space is shown within the central tree belt along the cycle route and along the northern boundary. Natural green space is incorporated into the landscaping proposals along the eastern boundary, parts of the northern boundary and around the kick about area.
- 5.83 In respect of outdoor sports space, the main area is the kick about area that is required to be provided pursuant to Phase 1. With regard to the additional provision required for these additional dwellings, it is considered that a contribution is appropriate towards off-site facilities. Similarly, for allotments it is proposed that these are provided as a financial contribution towards Borough-wide facilities.
- 5.84 The S106 legal agreement can secure both the provision of the on-site facilities (and their management and maintenance arrangements) and the financial contributions.

Gatwick Airport safeguarding

- 5.85 Gatwick Airport Safeguarding (GAL) and NATS have both commented on the application. NATS have no objection. GAL are satisfied with the landscaping details in respect of bird strike and require a condition regarding further details of the PV panels in relation to the safe operation of the Airport. Their comments about bird boxes can be covered via a condition regarding an Ecological Enhancement Plan. They have also required a Cranes Informative.

Air quality

- 5.86 An Air Quality Assessment and an Air Quality Damage Costs Calculation report have been submitted as part of the application documents. The Air Quality Officer has advised that the assessment found that during the construction phase there was the potential for dust and particulate impacts. However, with mitigation measures in place, through the implementation of a Construction and Environmental Management Plan, these impacts would not be significant.
- 5.87 With regard to the operational phase, she comments that the Air Quality Damage Costs Calculation report indicates the damage costs associated with the additional 335 AADT (Annual Average Daily

Traffic) vehicle movements generated by the proposed development to be £18,047. She advises that a detailed package of mitigation measures to this value should therefore be submitted in order to identify those measures (in addition to minimum policy requirements) needed to offset the operational air quality impact of the proposed development. The mitigation package is subsequently to be agreed by the local planning authority and secured through a planning condition or Section 106 agreement.

- 5.88 The report refers to mitigation measures such to cycle stores and electric vehicle charging infrastructure, and mentions the potential for a car club, car sharing scheme, electric bikes and improved cycle paths.
- 5.89 At the time of writing this report, a full package of measures is being prepared and it is anticipated that an update can be given at the Committee meeting to confirm those that can be secured as part of the on-site measures and those which require a contribution, such as cycling provision in the wider area.

CIL, S106 requirements and infrastructure contributions

- 5.90 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 came into effect on 17th August 2016 and is relevant to this application. The charge for residential within the borough-wide zone is £100 per sqm subject to indexation. Should this application be granted, an Informative can be attached to the decision notice to inform that the private market housing on this development constitutes CIL liable development which is a mandatory charge on development.
- 5.91 In respect of site specific requirements for a development, these can either be provided on-site or by way of a commuted sum and would be secured by a legal agreement. Phase 1 of the development was subject to a s106 agreement and it is considered that a similar agreement is required for this phase, particularly to ensure consistency between the phases.
- 5.92 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. As required by the Green Infrastructure SPD, for this development 60 new trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. In addition, 594 replacement trees are required for the 375 trees to be removed as part of the development, based on the formula in the SPD.
- 5.93 Given the scale of the development and the site layout there are constraints of the level of replacement tree planting that is achievable on the site and at this stage the plans indicate that around 445 trees could be planted on the site itself. The precise detail, including the final confirmed number of specimens, will be part of the landscaping scheme required by condition and the legal agreement. At this point the precise shortfall in the number of trees that can be provided on the application site (and hence the corresponding contributions payment) will be known. The formula for calculating the appropriate payment for new trees is to be included in the s106 agreement as the basis of the commuted sum that would be payable. In this case it would be 60 units plus the number of existing trees that are to be removed as part of the development minus the number of trees to be provided as part of the development x £700.
- 5.94 Policy ENV5 relates to open space provision and, in accordance with the Green Infrastructure SPD methodology, the relevant on-site provision has been incorporated into the layout where possible and the remainder are to be a financial contribution to be secured in the legal agreement.
- 5.95 Thus in respect of the site specific requirements a s106 Agreement is required to secure the following:
- Affordable Housing – 40% onsite provision in accordance with an agreed mix and 70:30 tenure split
 - Open Space and Landscaping - onsite provision – play space, amenity green space and natural green space, plus the subsequent management and maintenance of these facilities
 - Open Space – £42,619.50 contributions comprising:
 - outdoor sports space £36,382.50 contribution
 - allotments £6,237 contribution)

- Landscape and Ecological Management and Maintenance Plans
- Tree Mitigation - on-site provision and contribution
- SuDS Management and Maintenance Plans
- Bird Hazard Management Plan
- Residential Management Company
- Highway Works
- Management and Maintenance of highway infrastructure – those to be offered for adoption and those to remain private
- Air Quality Mitigation (to be confirmed)

CONCLUSIONS:-

- 6.1 The development of this site for residential purposes is acceptable in principle, as it is an allocated site in the current Local Plan and given the latest aircraft noise contours. This scheme would enable the delivery of much needed units in the Town and in particular the provision of affordable housing in line with policy H4 is welcomed to meet Borough's housing need.
- 6.2 The scheme has been amended through the course of the consideration of this application, through revisions to the layout, the use of a bespoke design and layout for the houses and flats to specifically address noise issues, location of the affordable units, increased separation distances and garden sizes, revisions to the parking arrangements, improved paths and routes to enhance connectivity and revisions to the landscaping proposals. Thus the scheme has been refined and specific design solutions have been put forward to address concerns and it is considered that the proposals as now submitted would provide a high quality living environment and, overall, a high standard of development that is sympathetic to the character of the area and complies with Local Plan policies.
- 6.3 Whilst there are some aspects that have not been completely resolved, it is necessary to weigh the social, environmental and economic impact of the proposal to come to a conclusion on this planning application. The proposal would provide a significant number of new affordable residential units in a sustainable location within the Forge Wood neighbourhood and meet the general objectives of the NPPF.
- 6.4 It is therefore recommended that planning permission is granted subject to the completion of the S106 legal agreement and subject to conditions.

RECOMMENDATION RE: CR/2022/0055/FUL:-

To delegate the decision to the Head of Economy and Planning to conclude the s106 legal agreement and thereafter to grant planning permission subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No development shall take place, including any ground works, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:-
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - details of the area(s) subject to construction activity,
 - details of cranes and other tall construction equipment (including details of obstacle lighting)
 - the parking of vehicles by site operatives and visitors,

- the loading and unloading of plant, materials and waste,
- the height and areas for the storage of plant, equipment and materials used in construction of the development,
- details of temporary lighting
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.
- details of a dust and smoke management plan
- surface water construction management plan
- control and disposal of putrescible waste to prevent attraction of birds
- site restoration
- protection and mitigation measures for wildlife and habitat

REASON: In the interests of highway safety, the amenities of the area, to ensure that construction work and equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) or cause interference with communication, navigational aids & surveillance equipment and endanger the safe operation of Gatwick Airport and to accord with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030. the interests of highway safety, the amenities of the area and to accord with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

REASON FOR PRE-COMMENCEMENT CONDITION: The potential impacts upon highways and amenity from activity will arise from the occupation of the site by contractors and the plan therefore needs to be agreed and in place before commencement.

4. No development shall take place until the applicant, or their agent, or successors in title, has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

REASON: The site is of archaeological significance and it is important that it is recorded by excavation before it is destroyed by development in accordance with Policy CH12 of the Crawley Borough Local Plan 2015-2030.

REASON FOR PRE-COMMENCEMENT: This condition is required to be pre-commencement as the site is of archaeological significance and it is important that it is recorded by excavation before it is destroyed by development

5. No development or site works of any description, including setting up works or storage of materials, plant or equipment, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected in accordance with the details set out in the Arboricultural Impact Assessment report, the Arboricultural Method Statement and the Tree Protection Plan. The development shall be implemented in accordance with the approved details and within the protected areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.

REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policies CH3 and CH7 of the Crawley Borough Local Plan 2015 - 2030.

REASON FOR PRE-COMMENCEMENT CONDITION: Potential damage to trees could occur from site activity before development commences and therefore the agreed measures need to be in place before commencement of development.

6. A No development above slab level shall take place unless and until a scheme for acoustics, ventilation and thermal comfort (including overheating) has been submitted to and agreed in writing by the Local Planning Authority.

For the purposes of this condition the scheme shall include:

- (i) Identifying the level of noise exposure for each dwelling and the means by which the noise level within any (unoccupied) domestic living room or bedroom, with windows open for normal ventilation, shall not exceed 35 dB(A) Leq 16hr (between 07:00 and 23:00) and no more than 30 dB(A) Leq 8hr (between 23:00 and 07:00); and

(ii) The means by which the noise level within any (unoccupied) domestic bedroom, with windows open, shall not normally exceed 42 dB(A) LAFmax between 23:00 and 07:00.

(iii) The means by which a road traffic noise level in any external amenity area shall not normally exceed 50dB LAeq,16hr. Where this standard cannot be achieved despite all potential mitigation being carried out, a level of no more than 55dB LAeq,16hr will be acceptable for the whole or a proportion of the private amenity area, the details of which are to be agreed with the LPA.

(iv) Where the standards in (i) or (ii) or both cannot be achieved with windows open, the scheme must show how those standards will be met with windows closed and the means by which adequate ventilation and, where appropriate, cooling will be provided.

(v) As a result of the increase in façade insulation the resistance to the passage of airborne sound of the partitions between any attached dwellings shall be at least 55 DnT,w + Ctr dB unless otherwise agreed with the Local Planning Authority in writing.

(vi) In any design, good acoustic design shall be employed to prevent noise exposure. The hierarchy of good acoustic design shall be applied in descending order and may include any combination of the following:

- separating by distance
- reducing noise at source or relocating the source
- incorporation of barriers to break noise transmission pathways
- using the site layout and design to reduce noise propagation across the site
- using orientation of the buildings to reduce noise exposure of noise sensitive rooms
- Using façade design eg façade barriers, balconies and winter gardens to minimise exposure to noise
- Reliance on the building envelope to mitigate noise to acceptable levels.

(vii) In designing to achieve reasonable thermal comfort and prevent overheating then regard shall be had to the cooling hierarchy:

- Minimise internal heat generation through energy efficient design;
- Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls;
- Design to enable passive ventilation (e.g. cross ventilation);
- Provide mechanical ventilation;
- Provide active cooling (ensuring they are the lowest carbon options).

B. No dwelling hereby permitted shall be occupied until the approved scheme has been implemented in respect of that dwelling.

C. The scheme must be implemented in full and maintained for the lifetime of the buildings. Any amendments to the scheme or alterations to it must be agreed in writing with the Local Planning Authority in advance.

D. After completion and prior to occupation, a study involving the measurement of the effectiveness of the scheme, shall be undertaken not less than one month after completion. The survey shall identify the level of compliance with the scheme. A written report of the findings, identifying the level of compliance shall be submitted to the LPA within one month of the survey completion. No part of the development can be occupied where compliance has not been achieved in full.

E. Any and all acoustic reports submitted in relation to the scheme shall include characterisation of uncertainty and shall demonstrate the adoption of good practice to minimise uncertainty.

REASON: To safeguard the amenities of future residents in the proposed flats in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

7. Before any work for the implementation of this permission commences, detailed plans and particulars of the land levels and the finished floor levels of the dwellings shall be submitted to and approved in writing by the Local Planning Authority, and the dwellings shall be constructed in accordance with the approved levels.

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

REASON FOR PRE-COMMENCEMENT CONDITION: to ensure the development will be in accordance with the approved details

8. Prior to the commencement of the development in relation to the pumping station, details of its design, appearance, materials and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. The development is to be implemented in accordance with the approved details.

REASON: To enable the Local Planning Authority to control the development in detail to ensure a satisfactory visual appearance in the interests of amenity and in accordance with policy CH3 of the Crawley Borough Local Plan 2015 – 2030.

9. No part of the development shall be occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
REASON: To secure satisfactory standards of access for the proposed development in accordance with policy CH3 of the Crawley Borough Local Plan 2105 - 2030
10. No individual dwelling shall be occupied until the vehicle parking serving that dwelling has been constructed in accordance with the approved plans. Once provided the spaces shall thereafter be retained for their designated use.
REASON: To provide adequate on-site car parking and turning space for the development and to accord with policy CH3 of the Crawley Borough Local Plan 2015 - 2030
11. No dwelling shall be occupied until plans and details showing the location of electric vehicle charging points have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall thereafter be occupied until it is provided with EV charging in accordance with the approved plans and details.
REASON: To provide EV charging and encourage the use of low emission vehicles in accordance with policies CH3 and IN1 and ENV12 of the Crawley Borough Local Plan 2015 - 2030
12. Notwithstanding the submitted details and prior to above ground level works for the dwellings which they are to serve, details of the cycle parking for residents and visitors for the dwellings shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities for the dwellings shall be constructed in accordance with the approved details and be operational prior to the occupation of the dwellings for which they are intended to serve and thereafter be retained for their designated use.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and to ensure the operational requirements of the development are met in accordance with Policies CH3, IN3 and IN4 of the Crawley Borough Local Plan 2015 -2030.
13. No part of the development shall be occupied until such time as a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the County Highway Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document.
REASON: To encourage and promote sustainable transport and to accord with policies CH3, IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030
14. No development above slab level shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls, glazing and roofs of the proposed buildings and for external hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030
15. Notwithstanding the submitted details and prior to above ground level works for the residential flats to which they relate, details of the balconies shall be submitted to and approved in writing by the Local Planning Authority. The details shall include their visual appearance, materials and finishes and dimensions. Thereafter the balconies for the flats shall be constructed in accordance with the approved details prior to the first occupation of the unit which they are intended to serve.
REASON: To safeguard the appearance of the development and ensure the operational requirements of the development are met in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

16. Prior to the occupation of the dwelling to which they relate, the following windows shall be glazed with obscured glass as shown on the approved plans:
HOUSES
Plots xxx (to be added)
FLATS
Block xxx Plots xxx (to be added)
These windows shall thereafter be permanently maintained in accordance with the agreed details.
REASON: To protect the amenities and privacy of future occupiers in accordance with policy CH3 of the Crawley Borough Local Plan 2015 -2030
17. Prior to their installation on the flats to which they relate, details of rainwater goods, external extract grilles, pipes shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail to ensure a satisfactory visual appearance in the interests of amenity and in accordance with policy CH3 of the Crawley Borough Local Plan 2015 – 2030.
18. The development hereby permitted shall not proceed until details of the proposed surface water drainage and means of disposal have been submitted to and approved by the Local Planning Authority and no building shall be occupied until all drainage works have been carried out in accordance with such details as approved by the Local Planning Authority.
REASON: To ensure that the proposed development is satisfactorily drained in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
REASON FOR PRE-COMMENCEMENT CONDITION: The drainage measures including maintenance details will form an integral part of the development and therefore need to be addressed at an early stage.
19. No development shall take place until there has been submitted to, and approved by, the Local Planning Authority a soft and hard landscaping scheme, including details of retained trees, boundary treatments, any earthworks, grassed areas and the species, number and spacing of trees and shrubs to be planted. All planting, seeding or turfing comprised in the approved details of soft landscaping shall be carried out in the first planting and seeding season 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 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. All hard landscaping comprised in the approved details of landscaping shall be carried out before the completion of the development or first occupation, whichever is the sooner.
REASON: In the interests of the amenity and of the environment of the development, and to avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site, in accordance with policy CH3 and CH7 of the Crawley Borough Local Plan 2015 - 2030.
REASON FOR PRE-COMMENCEMENT CONDITION: The landscaping proposals will form an integral part of the development and therefore need to be addressed at an early stage.
20. The development shall not be occupied until the measures detailed in the submitted Energy Statement dated November 2022 have been implemented, or otherwise in accordance with details which have first been submitted to and agreed in writing by the Local Planning Authority.
REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning & Climate Change Supplementary Planning Document.
21. No solar panels or renewables which may be required pursuant to the discharge of condition 20 on this permission shall be installed on the dwelling to which they relate unless and until full details of their design, appearance and location have been submitted to and agreed by the Local Planning Authority in writing. No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with

the agreed details prior to the first occupation of the unit which they are intended to serve and thereafter retained.

REASON: To control the design of the development in detail and to ensure it does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues in accordance with CH3 of the Crawley Borough Local Plan 2015 - 2030

22. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that they shall achieve a water efficiency standard consistent with the submitted Sustainability Statement dated November 2022 by consuming not more than 95 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 policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030 and the Planning & Climate Change Supplementary Planning Document.

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or Orders amending or revoking the same, no development within Class A, Class B, Class C and Class E of Part 1 of Schedule 2 to that Order shall be carried out without the prior permission of the Local Planning Authority on an application in that behalf.

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

24. No development above slab level shall take place unless and until a scheme to provide combined television reception facilities and superfast broadband for the dwellings 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 and the approved facilities shall be made available to each individual unit prior to that unit being occupied.

REASON: In the interests of visual amenity, 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.

25. No flats shall be occupied until full details of refuse and recycling storage facilities for that flat have been submitted to and approved in writing by the Local Planning Authority. The agreed refuse and recycling storage facilities shall be fully implemented prior to occupation of that flat and subsequently maintained for the use of its residents.

REASON: To ensure the operational requirements of the site can be met in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document (2016).

26. Prior to the commencement of the development details showing the proposed location of the required fire hydrants shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any dwelling/unit forming part of the proposed development, the required fire hydrants shall be installed in the approved location to BS 750 standards or stored water supply and shall be connected to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting. The fire hydrants shall thereafter be retained and maintained as part of the development.

REASON: to meet the operational needs of the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030

REASON FOR PRE-COMMENCEMENT CONDITION: the provision of fire hydrants is an integral part of the development and will therefore need to be addressed at an early stage

INFORMATIVES

1. 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.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email: Igwcranes@gatwickairport.com. Details of the crane process can be found in CAP1096 'Guidance to Crane Operators on Aviation Lighting and Notification' available at www.caa.co.uk.
3. The water efficiency standard required under condition XX is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
4. The applicant's attention is drawn to the consultation response for Thames Water dated 24th March 2022 regarding Surface Water Drainage:

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167 & 168 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

5. The applicant's attention is drawn to the consultation response from Sussex Police dated 17th September 2020 regarding Secured by Design issues.

1. NPPF Statement

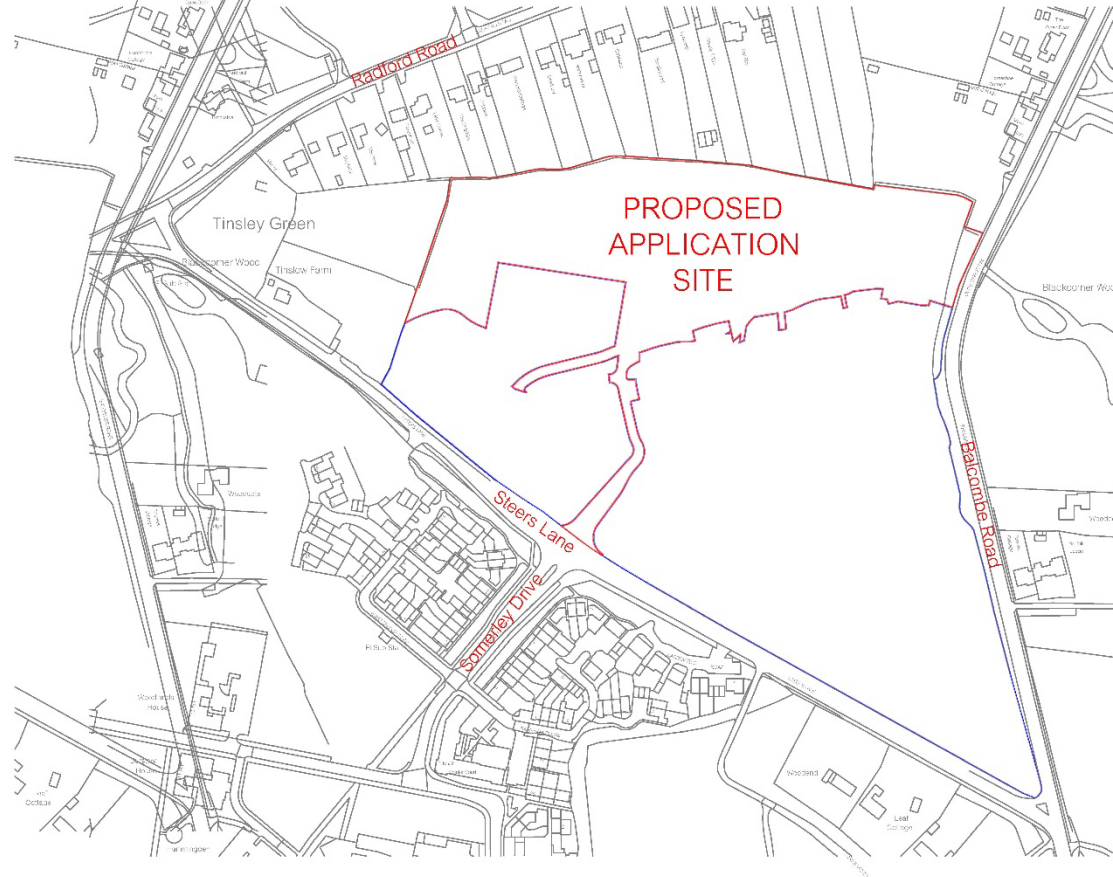
In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

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

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



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 Do not scale other than for Local Authority Planning by 1000%



150m 100m 50m

1:2500

50m

100m

150m

location plan



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D 20/22/25 04
 A 1/22/25 04
 rev scale by details

Location Plan

072010-BEL-SL-06

21/12/2021 created
 1:2500 by AS/creating
 MUKA/creating

B 10/2020