

REFERENCE NO: CR/2017/1060/FUL

LOCATION: [GREENSLEEVES RETIREMENT HOME, 15 - 21 PERRYFIELD ROAD, SOUTHGATE, CRAWLEY](#)
WARD: Southgate
PROPOSAL: ERECTION OF PART TWO STOREY/PART SINGLE STOREY SIDE AND REAR EXTENSIONS, INFILL EXTENSION, PART LOFT CONVERSION TO CREATE 2ND FLOOR INCLUDING RAISED ROOF LEVELS, ADDITION OF DORMERS, NEW WINDOWS AND DOORS (AMENDED DESCRIPTION AND PLANS RECEIVED)

TARGET DECISION DATE: 13 March 2018

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Greensleeves Care Home
AGENTS NAME: Flowitt Architects

PLANS & DRAWINGS CONSIDERED:

3032-03-01, Existing Site Plan
3032-03-02, Existing Ground Floor Plan
3032-03-03, Existing First Floor Plan
3032-03-04, Existing Second Floor Plan
3032-03-05, Existing Elevations
3032-03-06, Existing Roof Plan
3032-04-01, Proposed Site Plan & Location/Block Plan
3032-04-02, Proposed Ground Floor Plan
3032-04-03, Proposed First Floor Plan
3032-04-04, Proposed Second Floor Plan
3032-04-05, Proposed Elevations
3032-04-06, Proposed Roof Plan
3032-04-07, Existing & Proposed Parking Layout

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. GAL - Aerodrome Safeguarding	No objection subject to informative.
2. WSCC - Highways	Following submission of additional information over access & visibility, parking & turning; no objection is raised subject to conditions.
3. National Air Traffic Services (NATS)	No safeguarding objection.
4. Thames Water	No response received.
5. CBC - Environmental Health	No response received.
6. Southern Water Ltd	No objection subject to informative.
7. CBC - FP - Energy Efficiency & Sustainability	No objection subject to conditions.

NEIGHBOUR NOTIFICATIONS:-

6 to 14 Lyndhurst Close;

Perryfield Road

13, 18, 23, 23A;

1 to 15 Parish House;

12 Carman House and 19 Second Floor

RESPONSES RECEIVED:-

Eight representations have been received from the occupiers of nearby properties (2 are from the same address but from different individuals) raising objections to the proposal on the following grounds:

- The proposed building is the only three storey building in the immediate area and this would harm the character of the area and would not be in keeping.
- Overlooking, overshadowing, loss of privacy and light as the proposal would be very obtrusive to the adjoining residents, would install windows and a whole new floor higher than any other of the immediate buildings and would extend the floors as close as possible to the boundary placing the houses of Lyndhurst Close under constant intrusive surveillance from the residents.
- Loss of privacy of the patients whose dignity and privacy must be respected and protected.
- Highway safety, traffic and parking issues appear not to have been seriously considered, as the access road (Perryfield Road) is not in good repair with inadequate street parking, and the additional parking appears inadequate for staff let alone visitors. The proposal of a single disabled parking bay for a building of this nature and extended size seems also inadequate.
- Effect on trees: the proposed extension to the north would abut a collection of mature trees, which are the only screen over 1.8m from Lyndhurst Close at ground and first floor levels. The disturbance and proximity may seriously affect them, leading to their removal. It should be checked if TPOs are in place for the larger trees.
- The 12.09.17 Care Quality Commission inspection of the care home, found that the home in its current format 'Requires Improvement'. It is not easy to understand how creating a larger, more obtrusive building with more patients in, is going to improve any future C.Q.C. rating.
- The proposal will negatively affect the quality of life due to noise and light pollution, dust and overshadowing and will decrease the value of the immediate properties.
- All lighting should be reviewed as part of this application since the current lighting is so intense at night.

Re-consultation of the above-mentioned neighbours regarding the amended plans: 25/05/2018 for 14 days with expiry date: 08/06/2018.

Two letters of objection have been received stating that the proposed amendments to the original plans do not go far enough to protect the privacy of the home's residents or that of residents of Lyndhurst Close. They also re-stated all the previous comments in relation to the loss of privacy, impact on trees, current CQC report for Greensleeves 'requires improving', wellbeing of residents due to noise and light, and increase in traffic and pressure on parking. They also raised the following issues:

- There are at least three good sized sheds on site, one of which is used by smokers - perhaps this should be used for storage instead due to its proximity to the living rooms to protect the residents and the residents of Lyndhurst Close from second hand smoke. The shed marked as a cycle shed is currently used as a workshop and questions have been raised if the application were to be approved if this shed be used strictly for cycle storage
- There is a wooden door which opens out onto the parking area which was once marked as a fire exit with green signage, and Building Control should check it.
- No mention of the detrimental effect of the reduction in light to the homes in Lyndhurst Close - particularly where the building will be filled in.
- If planning permission were to be granted, the plans should be overseen by the CQC or similar to remove residents for the duration of the build to ensure their well-being.

REASON FOR REPORTING TO COMMITTEE:-

The number of objections received to a recommendation to permit.

THE APPLICATION SITE:-

- 1.1 The application site relates to a retirement home, located on the northern side of Perryfield Road within the neighbourhood of Southgate. At present, the retirement home is comprised of two separate 2-storey buildings linked through a single storey small extension. The buildings were originally built as large houses. They differ in design with a mix of materials. The building to the east is brick built with two front dormers, bay windows and a hipped roof. The building to the west is finished in brick at ground level and in render and tile hanging at first floor. It has two storey front bays with hipped roofs. The western building has a prominent single storey front flat roofed projection, extending 9.5 metres from the main frontage.
- 1.2 There is forecourt parking to the front of the existing retirement home with 12 designated parking bays and two dropped kerbs. A small section of low boundary wall and hedges break the appearance of the forecourt parking area. The boundary to the east is marked by a 1.8m high timber fence and bushes. There are also metal external stairs to this side. The boundary to the west and rear is marked by a 1.8m high timber fence. The rear garden has several bushes, small trees, three outbuildings and external paved amenity space available for the residents.
- 1.3 To the south are 3 storey detached blocks of flats of varied design. To the north there is a terraced row of two storey houses in Lyndhurst Close backing onto the application site. The immediate area is residential in character with varied design and appearance. Perryfield Road is a controlled parking zone.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of part two and part single storey rear extensions, infill single and two storey extensions, part loft conversion to create a second floor including the raising of the ridge of the building to the west, and addition of front dormers, new windows and doors. The proposal would provide 10 additional bedrooms on the first and second floors along with additional facilities such as new dining and lounge rooms, new disabled WCs, drug store, new treatment room, new kitchen layout etc on the ground floor.
- 2.2 The scheme has been amended since the application was submitted, through reduction of the number of additional bedrooms from 17 to 10, revisions to the design and appearance of the extensions, removal of front dormers, removal of rear dormers and their replacement with rooflights, removal of a front lift shaft, retention of front boundary treatment, removal of a single storey extension to the west and amendments with staggered and stepped single and first floor rear extensions to the east.
- 2.3 The existing single storey flat roof front projection would be demolished along with some single storey elements to the rear and the metal external escape stairs to the east to facilitate the development. The proposed rear extension would have a maximum depth of 11.5m and a total width of 31.5 metres at ground floor, and a maximum depth of 5.7 metres and a total width of 17 metres at first floor, with a further step in from the existing eastern side building line. The ground floor element would incorporate a flat roof measuring 3.2 in height including the parapet with coping stone and cornice. The first floor element would measure 8.7 metres to the ridge and would maintain the existing eaves level at 5.5 metres.
- 2.4 The proposed infill extension would link the two separate buildings on the ground and first floors. At ground level it would be setback by 1.5m from the front elevation of the eastern building and forward of the main western building by 2.4 metres. It would have a flat roof measuring 3.2m in height with two rooflights. A flat roof canopy would be included in front of the single storey element. The first floor would be setback by 5.5m from the front elevation of the eastern building and by 1.5 metres from the western building. It would measure 8.5 metres in height. It would incorporate a loft conversion with two front gable dormers and rear rooflights. It would use darker brickwork and tiles.
- 2.5 The existing roof ridge of the building to the west would be raised by 0.5 metres to accommodate the loft conversion to create a second floor with rear rooflights. Two new ground floor windows and a bay window would be inserted on the western side elevation.

PLANNING HISTORY:-

- 3.1 CR/1997/0032/FUL – Demolition of 21 Perryfield Road and erection of 2 storey extension to existing residential care home to provide 16 beds for elderly mentally infirm including landscaping and ancillary parking – Permitted (the address of the site was 19/21 Perryfield Road).
- 3.2 CR/1993/0590/FUL – Conversion of roof space to form living quarters for the proprietors of the home for the elderly – Permitted (the address of the site was 15/17 Perryfield Road).
- 3.3 CR/1993/0540/FUL – Proposed ground floor extension to form new dining room/day room for nursing home and covered link to No 19 Perryfield road – Permitted (the address of the site was 15-17 Perryfield Road).
- 3.4 CR/1991/0021/FUL – Extension to one existing garage be used as offices – Permitted (the address of the site was 19 Perryfield Road).
- 3.5 CR/846/1988 – Change of use from guest house to dual-registered nursing home and rest home – Permitted (the address of the site was 15-17 Perryfield Road).
- 3.6 CR/607/1988 - Erection of single storey extension – Refused and dismissed on appeal (the address of the site was 19 Perryfield Road).
- 3.7 CR/160/1987 – Change of use to guest house – Permitted (the address of the site was 15/17 Perryfield Road).
- 3.8 CR/459/1987– Rear extension to provide private accommodation – The application was withdrawn by the applicant (the address of the site was 19 Perryfield Road).
- 3.9 CR/364/1984 – Change of use from private guest house to rest home for the elderly – Permitted (the address of the site was 19 Perryfield Road).
- 3.10 CR/237/1969 - Change of use from private dwelling house to guest house – Refused (the address of the site was 19 Perryfield Road).

PLANNING POLICY:-

4.1 National Planning Policy Framework (2012) (NPPF)

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

- Paragraph 14 – Presumption in favour of sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- Paragraph 17 – Core planning principles. Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- Section 7 – Requiring good design. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

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

The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.

- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.
- Policy CH6: Tree Planting and Replacement Standards. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs, taking a pro-active approach to identifying suitable sites for housing development and working to overcome constraints wherever possible, whilst ensuring against detrimental town-cramming or unacceptable impacts on the planned character of the existing neighbourhoods or on residential amenity.
- Policy ENV6: Sustainable Design and Construction. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements. Proposals for new non-domestic buildings should achieve BREEAM Excellent (for water and energy credits) where technically and financially viable.
- Policy ENV9: Tackling Water Stress. Crawley is situated within an area of serious water stress, and development should, therefore, plan positively to minimise its impact on water resources and promote water efficiency.
- Policy IN1: Infrastructure Provision. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council’s car and cycle parking standards. These standards are contained within the Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) or any subsequent similar document.

Supplementary Planning Documents (adopted October 2016)

The Supplementary Planning Documents are non-statutory documents which supplement the policies of the Local Plan and are applicable to this application. In particular:

Urban Design SPD 2016:

- 4.3 The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It contains guidelines on the standards the Council expects for the public design and the design of extensions, and sets out further guidance on minimum rear window to window distances (21 metres for two storeys and 30 metres for three storeys or more). It also includes the Crawley Borough Minimum Parking Standards.

Green Infrastructure SPD 2016:

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

Planning and Climate Change SPD 2016:

- 4.5 This SPD includes further guidance on sustainability policies within the Local Plan (Policies ENV6, ENV9 etc).

Crawley Community Infrastructure Levy Charging Schedule 2016

- 4.6 The Crawley CIL Charging Schedule is in effect from 17th of August 2016 and is also relevant to this application as the proposal would create more than 100 sqm of new-build floorspace.

Developer Contributions Guidance Note (published July 2016)

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

PLANNING CONSIDERATIONS:-

- 5.1 The main planning issues in the determination of this application are:
- Principle of development
 - The design & appearance of the proposal and its impact on the building, street scene & wider area
 - The impact on neighbouring properties and amenities
 - The acceptability of the proposed development for future residents
 - Parking and Highway safety
 - Impact on trees, landscaping and boundary treatment
 - Sustainability
 - Provision of Infrastructure Contributions

Principle of development

- 5.2 The proposal would create 10 additional care home bedrooms to serve the existing retirement home. It would also provide additional facilities such as treatment, hair salon/nail bar etc. that would be available for existing and future residents. The proposed development in general would provide additional accommodation to meet the housing needs of older people in accordance with the objectives of the NPPF and the Local Policy H1 and is therefore acceptable in this instance.

The design & appearance of the proposal and its impact on on the building, street scene & wider area

- 5.3 The existing retirement home is comprised of two separate 2-storey buildings which have a different design and appearance with mix of materials and roof designs. During the course of the determination of the application, amended plans have been received removing all the front dormers and front lift shaft, reducing the depth of rear extensions, and replacing the rear dormers with rooflights. Officers had concerns that these front alterations and rear dormers added to the already complicated design of the buildings, would have resulted in a cluttered appearance and a detrimental impact on the neighbouring amenities, the street scene and the existing buildings.
- 5.4 The prominent existing single storey front flat roofed projection would be demolished, which is considered a significant improvement to the existing appearance of the retirement home. The main elements of the proposed development that would be visible within the streetscene are the raising of the ridge height by 0.5m of the existing building to the west and the infill part single/part two storey extensions. The applicant submitted front elevations showing the existing ridge line of the retirement home building to the east, and the adjoining properties to the east and west. It is considered that the raising of the ridge would be relatively modest and would blend well with the existing ridge heights of the immediate streetscene. The infill extension has been designed to have a slightly projecting flat roofed single storey element and a recessed two storey element with two front dormers. The use of darker brickwork and tiles is proposed for this element of the proposal. The use of darker materials in the recess would help the two buildings to still read as separate buildings in the streetscene. The proposed dormers would have a similar gable roof design as the existing front dormers, but these would be in a smaller scale to achieve the subservience needed in accordance with the Urban Design SPD.

- 5.5 To the front forecourt area, the existing low boundary wall and hedges would be retained and new flower beds are proposed within the site in front of the amended parking layout. The proposal is not considered to alter the existing situation to the front forecourt and the new flower beds are considered acceptable in visual terms.
- 5.6 Regarding the part single/part two storey rear extensions, these would be screened by the existing buildings and are not considered to have a detrimental impact on the streetscene. The proposed rear extensions as amended would appear as a subservient element to the existing buildings and would blend well by virtue of matching external materials.
- 5.7 Overall, the revised proposal is considered to be a significant improvement on the originally submitted scheme. The size, height and scale of the proposed extensions and alterations are considered appropriate to the existing large buildings and the surrounding area. The proposal is therefore considered to accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

The impact on neighbouring properties and amenities

- 5.8 The properties potentially most affected by the proposal are No.23 Perryfield Road to the west, No.13 Perryfield Road to the east and Nos 6- 11 Lyndhurst Close to the rear of the proposal.
- 5.9 The amendments to the proposal removed the originally proposed single storey element adjoining No.23 Perryfield Road. As such it is considered that the proposal would not significantly alter the existing relationship with No.23. There would be three new ground floor windows to this side with No.23, but there is a 1m gap on the shared boundary with a 1.8m high fence and as such these amendments are not considered to give rise to any issues of privacy or overlooking.
- 5.10 No.13 Perryfield Road to the east is a semi-detached dwelling with a two storey rear projection. It is 1m from the shared boundary, which is marked by a 1.8m high fence and bushes. This property has ground and first floor rear windows that are already set back from the rear wall of the retirement home to the west, next to the existing external metal stairs. These windows serve a living room on the ground floor and a bedroom on the first floor. The retirement home's rear wall are set away from the side and No.13's rear windows by 4.2 metres at its closest part.
- 5.11 The proposal would undoubtedly change the outlook of No.13 from the rear garden and windows significantly. The proposal, including the existing building, would have a maximum ground floor rear projection of 16.3m from No.13's closest ground floor window and would also remove the external metal escape stairs. Following amendments, the new ground floor element would be staggered to this side of boundary and then would be stepped in further away from No.13's rear window and would have a 6.5m gap. At present, there are several trees within No.13 close to the boundary that already cause overshadowing to the ground floor window and the addition of a new 7.3m deep single storey rear extension is not considered to alter the existing relationship in a significant detrimental way. It should be noted that the living room is also served by another ground floor window.
- 5.12 The proposal would remove the bulky external metal staircase close to No.13 Perryfield Road and on the first floor would add a 5.7m deep first floor rear extension. The total projection of the first floor rear element, including the existing building, from No.13's first floor rear bedroom window would be 10.5m. This property would therefore experience an impact from this proposed development. Following amendments, this rear extension would have a 5.5m gap to No.13. The removal of the bulky element of the external metal staircase would help to reduce the impact of the proposal on No.13's first floor rear window. As shown on the submitted first floor plan, this bedroom window is already screened by the existing first floor rear projection of the retirement home and the proposal would be staggered and stepped in further away from this window. It is considered that, given the removal of the bulky external staircase and the existing first floor rear projection, the impact of the proposal on the amenities of No.13 Perryfield Road would, on balance, be acceptable.
- 5.13 There have been a number of objections from Lyndhurst Road residents on the grounds of loss of privacy, overlooking and loss of light. The proposed scheme would undoubtedly result in a significant increase in size of the building and a potential for perceived increase in overlooking. The

proposal includes part single/part two storey rear extensions, raising of the ridge of the building to the west and a loft conversion to create a second floor. The proposed single storey rear extension would have a flat roof and would leave a 8m gap to the rear boundary, and a 16m gap from rear ground floor wall to wall. The boundary is marked by a 1.8m high fence. This distance is considered sufficient given the existence of the boundary fence. The proposed first floor rear extension would have a 21m gap from first floor rear wall to wall with Nos.9-11 Lyndhurst Close and a 22.5m gap to Nos 6-8 Lyndhurst Close. The Urban Design SPD seeks distances of 21 metres between windows for two storey development and 30 metres for three or more storey proposals. The proposed separation distance is considered acceptable to ensure that no detrimental impact would occur in terms of overlooking and loss of privacy. Regarding the loft conversion, the scheme originally proposed to insert several dormers to the whole width of the rear elevation which would have caused a detrimental impact in terms of loss of privacy or overlooking. The applicant amended the scheme with some rooflights only to the building to the east. Whilst the separation distance from this part of the building to neighbouring properties immediately to the rear would be 25m (less than 30m recommended in Urban Design SPD), the introduction of rooflights would help to reduce any impact on overlooking or loss of privacy. It should be noted that these rooflights would only serve staff room, ensuite and as secondary light sources to the proposed bedrooms.

- 5.14 It should be noted that the residents to the rear of development commented on some issues that are not planning matters such as noise during construction, dust and light pollution and the rating from the Care Quality Commission.
- 5.15 The relationship of all the windows within the proposed scheme would comply with the separation distances from existing dwellings set out in the Urban Design SPD and would not cause overlooking or loss of privacy. There are a number of areas in which relationships to adjoining properties have been improved since the application was submitted and the concerns expressed by a number of neighbours are understood and noted. The proposal would undoubtedly change the outlook for No.13 from the rear garden and windows, and would result in a significant increase in size of the building and a potential for perceived increase in overlooking to the properties to the rear. However, the proposed development is considered on balance acceptable regarding the impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

The acceptability of the proposed development for future residents

- 5.16 As well as trying to address the impact of the scheme upon neighbours, officers have also sought amendments to the internal relationships within the scheme. Potential overlooking between proposed units has been addressed by relocating windows and the applicant provided rooflights and side or front dormers for the proposed bedrooms. Officers also raised concerns about the existence of a rooflight only to serve a bedroom on the second floor and the outlook for the future residents of that room. This bedroom was converted to staff room with only a rooflight, which is considered acceptable. The Council does not have any identified space standards for the size of bedrooms or external amenity space for a C2 residential institutions use.

Parking and Highway safety

- 5.17 The scheme has been amended and now proposes 10 additional bedrooms (originally the proposal was for 17 additional bedrooms) resulting in 44 bedrooms in total. WSCC Highways have been consulted and sought additional information on access, visibility, parking and turning on site. The applicant submitted a revised scheme showing that the existing dropped kerbs would be retained and the revised parking layout would now provide 16 parking spaces. WSCC Highways do not consider that the extensions to the existing care home, and amended parking and access arrangements would result in a 'severe' detrimental impact to the safe operation of the road network and also commented that: *'alteration to the existing Traffic Regulation Order (TRO) would also be required to include new area of double yellow lines to protect the amended access – the applicant has indicated that they would be liable for the cost of these changes and details of the extent of these works can be secured via condition.'*

- 5.18 The Council's Urban Design SPD regarding the parking standards requires a minimum of 1 space per 20 residents, 1 visitor space per 8 residents and 1 staff space per 5 residents. With 44 residents, the minimum parking standards would require 17 car parking spaces to be provided. The revised parking layout shows that 16 parking spaces would be provided, including one disabled car parking space. WSSC Highways commented: '*The sustainable location of the site could encourage staff and visitors to commute by more sustainable modes of transport such as by foot, train or bicycle. Also, the nearby road network is protected by double yellow lines in locations where additional on-street parking could be deemed detrimental to highway safety. Dedicated permit holder parking bays are present along Perryfield Road.*' In addition, it should be noted that a cycle store would be provided within the rear garden. Despite the expressed concerns from the adjoining occupiers, the shortage of 1 parking space in this location and given the proposed cycle store for staff parking is considered acceptable.
- 5.19 Overall, the scheme is considered acceptable in transport and highways terms, subject to conditions for provision of cycle and car parking and waiting restrictions.

Impact on trees, landscaping and boundary treatment

- 5.20 There are some small trees within the application site that would be retained as shown on the proposed site plan and this is considered acceptable as they provide screening and protect the amenities both for the future residents and for the neighbouring occupiers to the rear. Some of the existing hedges within the middle of the existing rear garden would be removed to facilitate the development. No.13 Perryfield Road to the east has some trees close to the shared boundary and some of the branches overhang the application site. The proposed extensions to the rear would be staggered to this side of boundary and then stepped, and as the agent clarified if needed there would be minimal trimming to vegetation/branches overhanging the boundary, which is considered acceptable.
- 5.21 Regarding the proposed landscaping and boundary treatment, the proposed site plan and parking layout show the retention of the trees to the rear and the front boundary wall along with the bushes and the proposal of some new flower beds to the front and rear. This proposed soft and hard landscaping scheme is considered acceptable and would accord with Policies CH3 and CH6, subject to the appropriate conditions.

Sustainability

- 5.22 The proposal has not been accompanied by a Sustainability Statement. The Energy Efficiency & Sustainability Officer commented that the lack of a sustainability statement is of a concern, given the amount of floorspace being added and the fact that the building would have a significantly increased demand for heating/hot water. However, he advised that this could be conditioned along with the water consumption demands to comply with the relevant Policies ENV6 and ENV9.

Provision of Infrastructure Contributions

- 5.23 Policy IN1 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will seek to implement a Community Infrastructure Levy (CIL). The Crawley CIL Charging Schedule is in effect from 17th of August 2016 and is also relevant to this application since the proposal would create more than 100 sqm of new-build floorspace. However, the CIL rate for this C2 use is £0 per sqm so no payment would be necessary.

CONCLUSIONS:-

- 6.1 The proposed development would provide 10 additional bedrooms resulting in a total of 44 bedrooms for the existing retirement care home (Use Class C2). This would help to address some of the local housing needs of an ageing population and would be in accordance with the relevant Policy H1 of the Local Plan. The design of the proposed extensions and alterations to the existing retirement home has been significantly improved during the course of the application and the proposal is now considered acceptable in design terms.

- 6.2 Adjoining neighbours would clearly notice the significantly extended retirement home buildings, but the applicant has addressed the Council's window to window distances in respect of overlooking and loss of privacy and the proposal is considered acceptable in this regard. The impact on No.13's first floor rear window, given the removal of the bulky external staircase and the existing first floor rear projection, would be on balance acceptable. Parking and transport arrangements, sustainability and landscaping can all be satisfactorily addressed by planning conditions. On balance therefore and taking account of all material considerations, officers recommend approval of the application subject to the conditions listed below.

RECOMMENDATION RE: CR/2017/1060/FUL

PERMIT – Subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No above ground development 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 and roofs of the proposed development have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The development shall not be occupied until the parking spaces, manoeuvring and turning facilities shown on the submitted plans have been provided and constructed. The spaces and facilities so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD.
5. Notwithstanding the approved drawings, no part of the development shall be occupied until full details of the covered and secure cycle parking spaces shown on the approved drawings and access to/from these spaces have been submitted to and approved in writing by the Local Planning Authority. The cycle parking spaces shall be maintained as such thereafter.
REASON: To encourage sustainable travel options and in accordance with Policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
6. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);and

- details of public engagement both prior to and during construction works.

REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

7. No development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. The tree protection measures shall be implemented prior to the commencement of the works and the landscaping.
REASON: In the interests of amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
8. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
9. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a Sustainability Statement detailing measures by which the development proposes to address the sustainability objectives concerning climate change mitigation and adaptation set out in Local Plan policy ENV6. The scheme shall be carried out in accordance with the approved details.
REASON: In the interests of environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030.
10. Prior to the installation of new toilets, sinks and other water consuming components with the building, details of their water consumption levels shall be submitted to and approved in writing by the Local Planning Authority. The components shall subsequently be installed in accordance with the approved details.
REASON: To help address water stress in Crawley in the interests of sustainability and in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
11. The development shall not be occupied until the existing single storey front projection and the external metal escape stairs have been removed as shown on the submitted approved plans.
REASON: In the interests of visual and residential amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

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:
 - Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the

person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
3. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk
4. The applicant is advised that the Local Planning Authority considers that the details submitted to comply with condition 10 of this consent should, where feasible, demonstrate that the water consumption levels of new components fitted within the building should achieve the performance levels under column 3 of the following table:
http://www.breeam.com/ndrefurb2014manual/content/08_water/wat01_rfrb.htm#Water_efficient_consumption_levels_by_component_type
5. The applicant is strongly advised to contact WSCC Highways (01243 642105) for the provision or extension of waiting restrictions through a Traffic Regulation Order, or revision to an existing order, to secure the provision of no waiting at anytime restrictions.
6. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

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

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

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

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

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

1. NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with 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 to address identified issues during the course of the application.

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



ArcGIS Web Map

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



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