

**CRAWLEY BOROUGH COUNCIL**  
**PLANNING COMMITTEE - 20 November 2018**  
**REPORT NO: PES/287(c)**

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**REFERENCE NO: CR/2018/0343/FUL**

**LOCATION:** [44 ALBANY ROAD, WEST GREEN, CRAWLEY](#)

**WARD:** West Green

**PROPOSAL:** DEMOLITION OF AN EXISTING BUNGALOW AND ERECTION OF 3 X 2.5 STOREY TERRACED HOUSES WITH ASSOCIATED PARKING.

**TARGET DECISION DATE:** 4 July 2018

**CASE OFFICER:** Mr H. Walke

**APPLICANTS NAME:** Klas Developments LTD

**AGENTS NAME:** Mr Jake McLewee

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**PLANS & DRAWINGS CONSIDERED:**

A 11\_2, STREET SCENE  
A12\_2, EXISTING FLOOR PLAN  
A 13\_2, PROPOSED ROOF AND GARDEN PLAN  
A 14\_2, FLOOR SPACE CALCULATION  
A1\_2, EXISTING ELEVATIONS  
A 2\_2, PROPOSED GROUND FLOOR PLAN  
A 3\_2, PROPOSED FIRST FLOOR PLAN  
A 4\_2, PROPOSED SECOND FLOOR PLAN  
A 5\_2, PROPOSED FRONT ELEVATION  
A 6\_2, PROPOSED EASTERN SIDE ELEVATION  
A 7\_2, PROPOSED WESTERN SIDE ELEVATION  
A 8\_2, PROPOSED REAR ELEVATION  
A 9\_2, BLOCK / LOCATION PLAN  
A 15\_2, PROPOSED SECTION

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

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| 1.  | Network Rail                               | Advice provided  |
| 2.  | WSCC Highways                              | No objection subject to conditions   |
| 3.  | Thames Water                               | No response received   |
| 4.  | Sussex Building Control Partnership        | No response received   |
| 5.  | CBC Drainage Officer                       | No objection subject to condition  |
| 6.  | CBC Housing Enabling & Development Manager | Advice provided  |
| 7.  | Homes & Communities Agency (HCA)           | No response received   |
| 8.  | CBC Environmental Health                   | No response received   |
| 9.  | CBC Refuse & Recycling Team                | Object due to lack of parking and existing difficulties for refuse vehicles accessing Albany Road. |
| 10. | CBC Energy Efficiency & Sustainability     | No objection subject to water efficiency condition   |
| 11. | CBC Urban Design                           | Advice provided  |
| 12. | Ecology Officer                            | No response received   |
| 13. | CBC Housing                                | Advice provided  |

## **NEIGHBOUR NOTIFICATIONS:-**

12, 39, 41, 42, 45, 47, 54 and 104 Albany Road;

## **RESPONSES RECEIVED:-**

Objections have been received from residents within seven properties on Albany Road. The objections raise concerns about design and visual appearance, parking and highways issues, amenity, trees and flooding.

They state that Albany Road has heritage value, blends older housing with more modern New Town schemes and that new development should improve rather than detract from the street's appearance. Three storey buildings would be out of character and proportion, the density is too high and there is no landscaping. The proposed parking would have an adverse visual impact. The existing bungalow breaks up the street frontage, but a terrace would be continuous. The first floor windows are too small and the bays and windows should be of similar size to neighbours. Houses would have unattractive side elevations facing neighbours. Revisions to the scheme are minimal and do not address the objections previously raised. The site would be better used for a pair of semi-detached houses. Three storeys is less suitable for older people. Minimum floor areas are not achieved and there is inadequate means of escape.

Inadequate parking spaces would be provided. Parking is an acute problem, including from hospital employees, with unlawful parking and obstruction occurring. The proposal would worsen this. On street demand will increase and cause road safety problems, including through vehicles reversing out of the proposed parking spaces. The occupants would considerably increase activity and noise in the street. Existing problems with vehicles being unable to pass each other and with access for refuse lorries and other larger vehicles due to existing parking demand. No provision is made for delivery vehicles. Proposed buildings are too far forward. Despite lack of injuries, vehicles have sustained collision damage. Significant increase in traffic movements and car ownership. Inadequate and not easily accessible cycle parking/bin storage proposed. Proposed cycle access to the rear creates a security weakness.

Adverse impact upon neighbours through overshadowing, loss of privacy and overlooking of adjoining gardens. Would also overshadow the street. Proposal would add to noise and activity due to intensity of use. Proposal would involve the loss of a 30 year old magnolia tree and also could increase flood risk.

## **REASON FOR REPORTING TO COMMITTEE:-**

Application was called in by Councillor Sudan.

## **THE APPLICATION SITE:-**

- 1.1 The application site currently contains a detached bungalow with attached single garage to the east. The bungalow has a projecting gable with bay window below, with the main part of the dwelling set back. There is a drive offering one car parking space in front of the garage. The remainder of the front garden is grassed/landscaped.
- 1.2 The surrounding area is residential and, although slightly mixed, is predominantly characterised by traditional two storey semi-detached houses and terraces, often with bay windows. The prevailing materials are brick or pebbledash walls, with the roofs originally slate but in many cases now tiled. There is a more recent house opposite the application site and other bungalows and modern houses to the west.
- 1.3 The Crawley to Horsham railway line lies immediately to the rear of the site, with Goffs Park beyond. The rear southern part of the site forms part of the 10 metre railway buffer zone. There are no other identified constraints affecting the site.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 Full planning permission is sought for the demolition of the existing bungalow and the erection of a terrace of three 2½ storey houses incorporating two rear dormers each.
- 2.2 The houses would be brick built with a slate roof. Each would have a ground floor canted bay window and entrance door at the front, with two sash windows at first floor level. There would be a contrasting brick course at first floor level, in an arch over the entrance doors and in quoin detailing on the corners. To the rear, the houses would have folding doors opening onto the garden, two windows at first floor level and two dormers in the roofspace.
- 2.3 One off-street car parking space is shown in each front garden. There would be a cycle and bin store in each rear garden, each with footpath access to the front.

## **PLANNING HISTORY:-**

- 3.1 The application site has the following planning history:

CR/2017/0716/FUL – The demolition of an existing bungalow and the erection of a 3 storey, 8 unit residential building. Withdrawn 4 October 2017.

## **PLANNING POLICY:-**

### National Planning Policy Framework (2018):

- 4.1 The National Planning Policy Framework (NPPF) published in 2018 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
  - Section 2 – Sustainable Development – This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective- to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
  - Section 5 – Delivering a sufficient supply of homes. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
  - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
  - Section 11 – Making effective use of land – this section promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use of possible of previously-developed or 'brownfield' land.
  - Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

### Crawley 2030: The Crawley Borough Local Plan 2015-2030

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

- Policy SD1 (Presumption in favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.

- Policy CH1 (Neighbourhood Principle) states that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) states that all proposals for development in Crawley will be required to respond to and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area, be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) states that development proposals must use land efficiently.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.
- Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H3 (Future Housing Mix) states that all housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand.
- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. For sites of 5 dwellings or less, a commuted sum towards off-site affordable housing provision will be sought.
- Policy ENV1 (Green Infrastructure) seeks to conserve and enhance Crawley's multi-functional green infrastructure network including private gardens.
- Policy ENV2 (Biodiversity) requires proposals to encourage biodiversity and enhance features of nature conservation value within and around development.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy 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) advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport) advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.

- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the Borough Council's car and cycle standards.

#### Supplementary Planning Guidance and Documents

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

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

#### **PLANNING CONSIDERATIONS:-**

5.1 The main issues for consideration are:

- Principle of development
- Design and visual appearance
- Residential amenity
- Transport and parking
- Trees and ecology
- Sustainability
- Other material considerations, including flooding and drainage issues.

#### Principle of development

5.2 The existing and proposed uses of the site are residential, as is the primary use in the surrounding area. The site lies a short distance to the west of Crawley town centre and is within the built-up area boundary.

5.3 The site currently contains a single bungalow. The proposal would provide a total of three houses within the same site, offering a small benefit in terms of housing delivery and helping to meet the town's needs. The proposal represents an intensification of existing residential use in a sustainable location within the built up area and, in principle, is acceptable in planning policy terms.

#### Design and visual appearance

5.4 The design of the scheme has been amended since it was originally submitted. The revised design is more traditional, with ground floor canted bay windows, a brick finish with detailing around windows/doors and a pitched slate roof. The use of render has been deleted from the scheme. The revised dormers are smaller and set within the rear roofslopes.

5.5 The surrounding area is residential in character and contains predominantly older terraced houses. The proposed houses would reflect the appearance and scale of the existing housing along Albany Road. The proposed terrace would be set back approximately 1.3 metres further into the site than the projecting gable of the existing bungalow. It would be set back around 2.5 metres from the adjoining houses to the east and west. To the east, Albany Road has a fairly consistent building line

although it becomes more variable from the application site towards the western end of the road. Whilst the terrace would be set back from the building line to the east, it would not be out of character with the area.

- 5.6 Overall, the proposal is considered an appropriate design solution for the site which takes account of its surroundings and the traditional character of Albany Road.

#### Residential Amenity

- 5.7 Policy CH5 of the Crawley Borough Local Plan states that all dwellings must create a safe, comfortable and sustainable living environment, and also sets out the minimum sizes for dwellings which are based on the Nationally Described Space Standards. The proposed houses would be 3 bedroom, five person dwellings and would meet the minimum internal space standards of 93 square metres. They would therefore accord with Policy CH5 of the Local Plan.
- 5.8 The Urban Design SPD seeks 90 square metres of useable external private amenity space for each of the proposed houses. The rear gardens would be south facing, have a length of thirteen metres and extend down towards the railway line. According to the applicant's calculations, the smallest proposed garden, which is slightly narrower due to the pedestrian access to the rear serving the mid-terrace house, would have an area of 77 square metres. The largest rear garden would be 110 square metres. The three houses would each have acceptable private garden areas in keeping with the character of the surrounding area and they are considered acceptable in terms of provision for future occupants.
- 5.9 The scheme has been revised to incorporate secure covered cycle parking and refuse storage within the rear garden areas. Each house would have dedicated pedestrian access to the rear to facilitate refuse/recycling collections and the use of bicycles. The proposed layout is considered acceptable in this respect.
- 5.10 The proposed houses would create acceptable living accommodation for future residents.
- 5.11 The windows of the proposed houses would face north and south, with no windows proposed in either side gable. The rear wall would broadly align with neighbouring houses. The side gable walls would be 7.5 metres from No. 54 and 8 metres from the side of No. 42. Whilst No. 54 has its entrance and two windows on the side elevation, its main windows face to the front and rear. The relationship between the proposed houses and Nos. 42 and 54 would be typical of residential areas and fairly generous in terms of the gaps between the side elevations. It is not considered that the proposal would harm the amenity enjoyed by residents of the adjoining houses.

#### Transport and parking

- 5.12 The proposal incorporates three off-street car parking spaces to be accessed by two vehicular crossovers. The site currently has a vehicular crossover towards the eastern end of the front boundary. At the request of the Local Highway Authority, further information has been provided to demonstrate that the parking spaces would have dimensions of 6.0 metres by 2.4 metres, to allow for the entrance doors to the houses.
- 5.13 One off street car parking space would be provided for each house in its front garden area. Neighbours have raised significant concerns about inadequate parking provision being proposed and about on-street parking and manoeuvring issues in Albany Road. Concern is raised that the proposed off-street spaces would exacerbate road safety issues when vehicles are reversing out and that vehicles have difficulty passing each other on the road. The Council's Refuse and Recycling team has also raised concerns about the level of off-street car parking proposed. They highlight existing problems for refuse vehicles in accessing the road and feel that the development would exacerbate these. They recommend increased car parking on site or a reduction in the number of houses proposed.
- 5.14 It is apparent from comments received and from the case officer's site visit that Albany Road suffers some on-street parking problems, particularly towards its eastern end, as only a few properties have off-street parking provision. It lies just outside the West Green Controlled Parking Zone and may suffer overspill parking demand as a result. It is also located on the western edge of the town centre.

In addition, cars tend to be parked on both sides of Albany Road, often partially on the kerb. The road is relatively narrow and the parking situation undoubtedly presents difficulties for larger vehicles in accessing the road.

- 5.15 Whilst these concerns are noted and there are clearly some parking and manoeuvring issues in the road, this situation is existing. The consideration for this application is whether the scheme would, in its own right, have a significant impact upon any existing problems. However, it is not for this proposal to address or solve existing parking and manoeuvring issues.
- 5.16 The Local Highway Authority has raised no objection to the scheme. The proposal would replace one bungalow with three houses. Three off-street parking spaces would be provided. The Council's car parking standards seek 2-3 spaces per house, which would give a total of 6-9 spaces. There is a shortfall against the parking standards, although this is an edge of town centre site and lies in a sustainable location where a lower level of parking can be acceptable. Following comment on the earlier scheme by the Local Highway Authority, improved visibility splays were achieved and these have been retained for the current proposal. The scheme would achieve the sightlines required, even for speeding vehicles travelling at 37 mph within this 30 mph road. In safety terms, the Local Highway Authority considers the visibility splays to be acceptable, subject to a condition on maintenance of planting height within the visibility splay.
- 5.17 Whilst there is a shortfall against the parking standards, the site lies very close to the town centre and other facilities. Potential residents would be aware of the parking provision before purchasing a property and it is considered that the level of parking proposed would be acceptable to serve the development itself. The proposal could make some limited additional demands upon on-street parking demand, but it cannot be expected to address existing parking and manoeuvring problems. No objection has been raised by the Local Highway Authority and officers do not consider that the parking provision would justify refusal of this small scale scheme.

#### Trees and ecology

- 5.18 There is an existing magnolia tree within the rear garden and the neighbours have commented positively upon its visual and screening impact. The revised scheme allows for retention of the tree. The proposal also includes two new trees within the rear gardens and, in doing so, complies with the Green Infrastructure SPD requirement for one new tree per additional new house. Subject to tree protection during construction and a condition to ensure implementation of the landscaping scheme, the proposal is considered acceptable in trees terms.

#### Sustainability

- 5.19 The applicant has submitted an Energy Statement, which demonstrates that the scheme will achieve a 5% saving over Building Regulations CO2 emissions levels and a saving of around 18% in energy use. The Sustainability Officer is satisfied that the proposed measures satisfactorily address policy CH6 in energy terms. The Sustainability Statement indicates that consideration is being given to meeting the 'optional' tighter Building Regulations part G requirement of limiting water consumption to 110 litres per person per day. This can be secured by condition. Overall, the applicant has demonstrated an acceptable approach to sustainability in line with Local Plan policy CH6.

#### Drainage and flooding

- 5.20 The applicant has submitted a Drainage Strategy Document. The Drainage Engineer confirms that the principles of the approach suggested are acceptable. Further details are required regarding surface water drainage and potential flooding, but these can be secured by condition.

#### Railway issues

- 5.21 The site backs onto the Crawley to Horsham railway line. Network Rail has provided detailed comments on the application addressing issues such as fencing, drainage, plant and materials, scaffolding, piling and other issues. The proposed houses would be situated around 14 metres from the railway boundary. Whilst clearly the railway is a sensitive area, given the distance involved, there is no reason to believe that the development would create operational or safety issues for the railway. No objection is raised, but Network Rail recommends that the applicant contacts its Asset Protection team to gain approval of the detailed works. This can be addressed by an informative and clearly any permission would not override the rights of the railway owners and operators.

## Affordable housing

- 5.22 Crawley Borough Local Plan Policy H4 states that 40% affordable housing will be required from all residential developments. The policy accepts that on-site provision may not always be achievable on small developments of 5 dwellings or less and, on this basis, the council will accept an off-site financial contribution. The applicant submitted a viability assessment with the application. Following review by an independent assessor, agreement has been reached with the applicant to make a contribution of £10,000 towards off-site provision of affordable housing. Whilst this is below the figure that would normally be sought in accordance with Policy H4 and the Council's SPD, officers and the Council's independent assessor consider that a reduced level of contribution has been justified by the applicant. The agreed figure strikes an appropriate balance between addressing Policy H4 and ensuring the deliverability of the proposed scheme.
- 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 is creating new residential units. The charge will be calculated and a CIL Liability Notice will be issued following a grant of permission.

## **CONCLUSIONS:-**

- 6.1 The proposal would make a small contribution towards meeting Crawley's housing needs and would have an appropriate design and materials to fit comfortably in the Albany Road streetscene. The houses and gardens would be acceptable in terms of amenity for future residents. Despite the shortfall in on-site parking provision, the scheme is considered acceptable by the Local Highway Authority and, given its small scale, would not significantly exacerbate parking and manoeuvring problems in Albany Road. The scheme is acceptable in terms of trees, sustainability and drainage and would have no significant impact upon the railway. The applicant has agreed to make a financial contribution towards off-site provision of affordable housing.
- 6.2 As a result the proposal is considered to accord with the policies and objectives outlined in the Crawley Borough Local Plan (2015-2030), the Supplementary Planning Guidance notes and the NPPF (2018). It is therefore recommended to grant planning permission subject to the conclusion of a Section 106 Agreement to secure a financial contribution towards the provision of off-site affordable housing.

## **RECOMMENDATION RE: CR/2018/0343/FUL**

PERMIT, subject to the completion of a Section 106 agreement to secure a £10,000 contribution towards the off-site provision of affordable housing and subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The residential units shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that they shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.  
REASON: In the interests of tackling water stress in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.
4. No above ground development shall take place until details of the proposed surface water drainage and means of disposal in accordance with the principles set out in the Drainage Strategy Document have been submitted to and approved in writing by the Local Planning Authority. No house 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 and does not cause potential flooding concerns in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

5. No above ground development shall take place unless detailed plans and particulars of the land levels and the finished floor levels of the dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The houses 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.

6. No above ground development shall be carried out unless and until a schedule of materials and finishes, and samples of such materials and finishes, to be used for external walls and roofs of the development hereby approved have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the agreed details.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

7. No part of the development shall be first occupied until such time as the eastern vehicular access has been constructed to a width of at least 3 metres and the western vehicular access has been constructed to a width of at least 4.8 metres in accordance with the plans hereby approved.

REASON: In the interests of road safety in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

8. No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with the plans hereby approved. These spaces shall thereafter be retained at all times for their designated use.

REASON: To provide car parking spaces for the use in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the car parking standards within the Urban Design Supplementary Planning Document.

9. No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plans.

REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030.

10. No part of the development shall be first occupied until the refuse/recycling stores have been provided in accordance with the approved plans.

REASON: To provide appropriate storage facilities for refuse/recycling in the interests of amenity and in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

11. 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.

12. The existing magnolia tree shall be retained/protected in a manner to be agreed with the Local Planning Authority before the development commences for the duration of the development and shall not be damaged, destroyed, uprooted, felled, lopped or topped during that period without the previous written consent of the Local Planning Authority. Any tree removed without such consent or dying or being severely damaged or becoming seriously diseased during that period, shall be replaced in the

following planting season with trees of such size and species as may be agreed with the Local Planning Authority.

REASON: To ensure the retention of vegetation important to the visual amenity and for the environment of the development in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030 and the Green Infrastructure Supplementary Planning Document.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), no windows or other openings shall be formed in either side elevation of the terrace hereby approved without the prior permission of the Local Planning Authority on an application in that behalf.  
REASON: To protect the amenities of adjoining residential properties in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

#### INFORMATIVE(S)

1. The water efficiency standard required under condition 2 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1
2. Network Rail strongly recommends the developer contacts Network Rail Asset Protection London South East at [AssetProtectionsussex@networkrail.co.uk](mailto:AssetProtectionsussex@networkrail.co.uk) prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at [www.networkrail.co.uk/aspx/1538.aspx](http://www.networkrail.co.uk/aspx/1538.aspx).
3. The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted.  
Additional information about the licence application process can be found at the following web page: [https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossoversfor-driveways-licence/](https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/)  
Online applications can be made at the link below, alternatively please call 01243 642105.  
<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossoversfor-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>
4. 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.

5. 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](http://www.crawley.gov.uk/cil), email [development.control@crawley.gov.uk](mailto:development.control@crawley.gov.uk) or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:

- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
- A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
- Any event occurred during the ‘clawback period’ for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a ‘disqualifying event’. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

## 1. NPPF Statement

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 members, consultees, respondents and the 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.



## ArcGIS Web Map

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Crawley, West Sussex,  
RH10 1UZ  
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