<table>
<thead>
<tr>
<th>ITEM</th>
<th>REF NO</th>
<th>LOCATION</th>
<th>RECOMMEND</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>CR/2006/0339/OUT</td>
<td>SITE OF FORMER IFIELD COMMUNITY COLLEGE, LADY MARGARET ROAD, IFIELD, CRAWLEY</td>
<td>PERMIT</td>
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<tr>
<td>003</td>
<td>CR/2007/0012/LBC</td>
<td>44-48 HIGH STREET &amp; 1/2 IFIELD ROAD, WEST GREEN, CRAWLEY</td>
<td>REFUSE</td>
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<tr>
<td>004</td>
<td>CR/2007/0043/FUL</td>
<td>APPLE TREE FARM SITE, IFIELD AVENUE, IFIELD, CRAWLEY</td>
<td>PERMIT</td>
</tr>
<tr>
<td>005</td>
<td>CR/2007/0080/ARM</td>
<td>PLOT 2, THE TUMMEL, RUSPER ROAD, IFIELD, CRAWLEY</td>
<td>APPROVE</td>
</tr>
<tr>
<td>006</td>
<td>CR/2007/0108/FUL</td>
<td>LAND OFF IFIELD GREEN, IFIELD, CRAWLEY</td>
<td>PERMIT</td>
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<tr>
<td>007</td>
<td>CR/2007/0201/LBC</td>
<td>THE GEORGE HOTEL, HIGH STREET, WEST GREEN, CRAWLEY</td>
<td>CONSENT</td>
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<tr>
<td>008</td>
<td>CR/2007/0229/FUL</td>
<td>17 TILGATE PARADE, TILGATE, CRAWLEY</td>
<td>PERMIT</td>
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<tr>
<td>009</td>
<td>CR/2007/0230/ADV</td>
<td>17 TILGATE PARADE, TILGATE, CRAWLEY</td>
<td>CONSENT</td>
</tr>
<tr>
<td>010</td>
<td>CR/2007/0249/CON</td>
<td>MAIDENBOWER JUNIOR SCHOOL, HARVEST ROAD, MAIDENBOWER, CRAWLEY</td>
<td>NO OBJECTION - SUBJECT TO CONDITIONS</td>
</tr>
</tbody>
</table>
REFERENCE NO: CR/2006/0339/OUT

LOCATION: SITE OF FORMER IFIELD COMMUNITY COLLEGE, LADY MARGARET ROAD, IFIELD, CRAWLEY

PROPOSAL: OUTLINE APPLICATION FOR A MIXED DEVELOPMENT COMPRISING 170 DWELLINGS, DOCTORS SURGERY, RESPITE CARE CENTRE AND RESIDENTIAL CARE HOME

TARGET DECISION DATE: 26 July 2006

APPLICANT/AGENT

APPLICANTS NAME: WSCC Property Services,
AGENTS NAME: PPC Ltd,

PLANS & DRAWINGS CONSIDERED:

CONSULTATIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. English Nature</td>
<td>No objection.</td>
</tr>
<tr>
<td>2. BAA Safeguarding</td>
<td>No safeguarding objection subject to conditions regarding landscaping and building heights</td>
</tr>
<tr>
<td>4. Thames Water</td>
<td>No objection in principle</td>
</tr>
<tr>
<td>5. WSCC Transport Services</td>
<td>No highway objection.</td>
</tr>
<tr>
<td>6. Southern Water</td>
<td>No objection</td>
</tr>
<tr>
<td>7. National Air Traffic Services (NATS)</td>
<td>No safeguarding objection</td>
</tr>
<tr>
<td>8. Police</td>
<td>Concerns expressed regarding the footpath link to the school and some of the parking courts.</td>
</tr>
</tbody>
</table>

Consultation expiry date: 21 June 2006

NEIGHBOUR LETTERS SENT:-

The Occupier: 1-43(Odds) Shipley Road; 1-11, 19-40 Selham Close; 9-23(Odds), 12-28(Evens) Lady Margaret Road; 7 & 16 Lady Margaret Walk; 63 & 65 Ifield Drive; 29-32(Odds) Nuthurst Close.

REPLIES RECEIVED:-

9 letters of objection received:
- Overdevelopment of the area – congestion
- Lack of infrastructure
- Flooding issues
- Lack of parking
- Overlooking
• Highway safety and traffic generation concerns

2 letters of objection have been received, submitted on behalf of the North East Sector Applicants.

1. Significant discrepancies in the Addendum to the Transport assessment. Notably
   • The design/analysis of the possible signalized junction at Ifield Drive/Ifield Avenue
   • The proposals for Lady Margaret road which will result – reduced carriageway width on the availability of on-street parking.

2. The dependence of a number of mitigation measures on future public consultation eg. Traffic Regulation Orders.

3. Challenges to the assumed Trip Rates – the Transport Assessment.

2. A second letter has been received, challenging the response of the HoTPs, to the objection in their first letter and seeking amendments and subsequent reconsideration of the Addendum Report.

THE APPLICATION SITE:-

1. The application site comprises 3.9 hectares (9.6 acres) of land at the former Ifield Community College (ICC) site. The site was formerly occupied by the ICC and its associated buildings with access from Lady Margaret Road. These buildings were recently demolished as they had been replaced by new school buildings in the southern part of the campus with a new access from the A23.

2. The site has a long frontage to Lady Margaret Road/Selham Close on its NW boundary and Shipley Road to the south. The eastern Boundary of the site adjoins the ICC playing fields. The location of the site can be characterised as one typical of a residential area. Ifield Parade is approximately 300metres from the site and the site is adjacent to Manor Green College and St Margarets Primary School.

3. The site has been cleared and levelled but there are a number of mature trees on the site particularly adjacent to the boundary with the playing fields, a number of which are protected by TPO’s.

THE PROPOSED DEVELOPMENT:-

4. The application seeks outline planning permission for a mixed development comprising 170 dwellings, a doctors surgery, a respite care centre and a residential care home. The application seeks to determine the layout, number and siting of dwellings and the means of access at this stage.

5. The proposed development comprises the following key elements:
   • 2.51 hectares of land for 170 residential units
   • A 0.48 hectare site for a 70 bed care home for the elderly
   • A 0.26 hectare site for a respite facility for Outreach 3 Way which provides services for adults with learning difficulties.
   • A 0.25 hectare site for a doctors surgery with consulting rooms, pharmacy and clinical space
   • 0.4 hectares of public open space.

6. The application is supported by a Master Plan, indicative layout plan, site programme and massing analysis and design statement. There is also a transport assessment, a drainage strategy report and a biodiversity report.
PLANNING HISTORY:-

None relevant

PLANNING POLICY:-

7. The application site lies within the built-up area where redevelopment for residential purposes is normally acceptable in principle. (PPG3, PPS3 and Policy H5 of the approved Local Plan)

8. As the site is a former school site Local Plan Policies COM11 & 12 are applicable. These policies require the need for the loss of the facilities to be justified and for the alternative development to be compatible with a residential area.

9. Policies GD1 - the normal requirements of all development, GD2 – development and its setting, GD3 – operational requirements, GD5 Landscaping are also relevant.

10. The application site is of a size that the Council’s policies regarding affordable housing (H8 and SPG10) apply.

11. SPG 16 “Parking Standards and Transport Contributions” is also relevant.

12. The Council has published the Submission Draft of the Core Strategy of the Local Development Framework. Policy H2 identifies the application site as one of the “identified sites” contributing to housing policy. Policy H3 reinforces the precedence to be given to brownfield sites such as the application site. Policy H4 seeks to ensure that densities of development are achieved that maximise the efficient use of land compatible with maintaining the character of the area. Policy H5 proposes an increase in the % of affordable housing to be sought from 30% to 40%.

13. The Council published a Development Principles Statement for the towns' Secondary Schools as a result of the Education Review initiated by WSCC. The document for the Ifield Campus stated the following objectives for the land declared to be surplus to requirements:
   - Access should maximise the opportunity to reach facilities by public transport, walking and cycling – safe routes to schools
   - Access should be designed to limit traffic passing through existing residential areas.
   - Access to housing should be from within the existing neighbourhood
   - Buildings should make a positive contribution to the townscape and are compatible with their surroundings.
   - Surplus land should be located and accessed such that it can form an integral part of the adjoining neighbourhood.
   - Surplus land should be used for community or residential uses compatible with their surroundings.
   - Affordable housing of at least 30% should be provided.

14. The development Principle document illustrated 2 options for development of ICC depending upon the chosen location for the new school. Option 2 is relevant and this shows access to the surplus land from Lady Margaret Road and Selham Close.

PLANNING CONSIDERATIONS:-

15. The application site is a brownfield site within the built–up area and its redevelopment in principle for residential and/or community facilities is supported by PG3, PPS3 and Policies H5, COM12 of the approved Local Plan and H2 & H3 of the Submission draft
LDF Core Strategy. In addition a Development Principles document has been produced to guide the development of the site and the school campus as a whole.

16. The main Planning issues are therefore:
   - Site development issues eg.– density, form, mix
   - The form and character of the development and its relationship with the surrounding area
   - Traffic and parking issues.

17. The proposed development is a mix of residential and community uses. The incorporation of a surgery on the site has long been a planning objective and the respite care development and nursing home are valuable social benefits of the scheme. This balance of residential and community development is to be welcomed. The proposed residential development would be at a density of 57 units/hectare. The higher density elements of the scheme tend to be located towards the centre of the site. The submitted information shows a scheme with the following mix of development.
   - 38 x 1 bed flats
   - 78 x 2 bed flats
   - 14 x 2 bed houses
   - 11 x 3 bed flats
   - 23 x 3 bed houses
   - 6 x 4 bed houses

It is considered that this mix of types with an emphasis on smaller house types accords with Local Plan Policy (H6 &7). The submitted layout shows a mix of two and three storey development. The latter is concentrated around the central open space and towards the south eastern corner of the site. Representations have been received regarding the latter. However, there is sufficient space in this corner of the site to accommodate 3 storey development whilst still retaining 30 m separation between proposed and existing development.

18. The Submission Draft of the LDF proposed an increase in the % of affordable housing to be sought from appropriate schemes from 30% to 40%. The policies do allow for variation where houses of viability are covered. Objections to this increase have been received and accordingly the policy change at this stage can be accorded relatively little weight. Nevertheless it is considered that the inclusion of the ‘non-residential’ elements and the extensive off-site highway works would not warrant seeking 40% affordable housing in this case.

19. The submitted layout shows a development of short terraces facing the street, which is characteristic of the area. The proportion of three storey development is perhaps greater than the surrounding area but the site is large enough to accommodate such a form of development. The layout relates well to and respects existing development. Primary access to the site is by means of a single tree-lined road leading to a large central area of open space. The tree-lined road aligns well with the large area of amenity land between Ifield Drive and lady Margaret Road.

20. Vehicular access to the site is from two points on Lady Margaret Road. Parking provision is proposed in a mix of within curtilage facilities and parking courts. Parking provision is proposed at an average of 1.6 spaces/unit. When broken down into the varying house sizes the parking complies with SPG16.

21. The Transport Assessment submitted with the application predicted that the proposed development would generate a total of 200 two way vehicle movements during peak hours and 1700 over a twelve hour period. The net traffic generation would be less than this because of changes in travel patterns caused by the
relocation of the Community College. Peak hour congestion has been recognised as an existing problem in Ifield. The following junctions were identified as problem areas:

- Lady Margaret Road (East)/Ifield Drive
- Lady Margaret Road (West)/Ifield Drive
- Ifield Drive/Ifield Avenue
- Ifield Drive/Overdene Drive
- Overdene Drive/Gossops Drive

Whilst capacity does not appear to be a problem at the two Lady Margaret Road junctions, it is proposed to install new mini roundabouts at these junctions to improve access to Ifield Drive and to help define the limits of a proposed 20mph zone. The remaining three junctions would operate over capacity irrespective of whether this development goes ahead. Accordingly, traffic signal schemes incorporating pedestrian crossing facilities were proposed for the Ifield Drive/Ifield Avenue and Overdene Drive/Gossops Drive junctions and a mini roundabout for the remaining junction of Ifield Drive/Overdene Drive. It is also proposed to create a 20mph zone encompassing the two Lady Margaret Road junctions of Ifield Drive, Lady Margaret Road and the proposed development access roads.

22. Pedestrian access across the site linking Ifield with the new school is maintained and a drop off point created at the heart of the layout. The Police have commented unfavourably about this aspect of the scheme but the link is considered to be valuable and will be well supervised by neighbouring development.

23. The HoTPS objected to the original proposals as further information was required to assess whether the proposed traffic signal junction improvements were achievable in both capacity and safety terms. There was also an issue to be resolved regarding safety audits for the proposed new junctions and mini roundabouts.

24. Following deferral of this application by this Committee on the 7th August, the Highway Consultants appointed by WSCC produced an addendum Transport Assessment for this site. This additional report undertook additional work relating to the availability and capacity of public transport services in Ifield, the traffic generation form the residential element of the development scheme, the traffic signal improvements and safety audits at both the Ifield Drive/Ifield Avenue junctions and the Overdene Drive/Gossops Drive junctions, the installation of real time public transport passenger information and the access links to the development itself from Lady Margaret Road. The report put forward the following measures:

**Public Transport Services:**
- The installation of real time passenger information at 6 existing bus stops in Ifield drive including new or relocated shelters at 4 locations.
- The installation of real time bus information displays in each new household
- Highlighting sustainable transport modes during the marketing of the development.
- A personal travel planning campaign before and after occupation
- Possible public transport ticket subsidies

**Traffic Generation:**
Since the original Transport Assessment was undertaken the likely housing mix has become more firmly established. A further analysis of “trip rates” has been carried out on the likely mix of housing and on the breakdown between market and affordable units. This resulted in significantly lower traffic generation than originally estimated (142 compared to 200 in the peak hours for example). The original data is now suggested as representing a worst case scenario. The safety audits carried out at the various junctions concluded that it would be difficult to construct a traffic light – controlled junction at the Gossips Drive/Overdene Drive junction owing to the
plethora of individual accesses and accordingly it is now proposed to retain the mini roundabout at this junction. The new junction at Ifield drive/Ifield Avenue would work in both safety and capacity terms – particularly at peak times.

Site Access:

Even though the revised traffic generation figures would result in a lower level of traffic on Lady Margaret Road than previously estimated, there would still be a significant increase, even though school traffic flows have been removed. It is proposed to introduce mini roundabouts at both ends of Lady Margaret Road, create a one-way system with all traffic entering via Lady Margaret Road (East). This would enable a reduction in the carriageway width of Lady Margaret road which would reduce traffic speed and enable the provision of lay-bys that could be used by local residents and visitors and possible environmental improvements and the creation of a 20 mph zone.

Ifield Parade:

It is proposed to create a 20mph zone with traffic calming in front of Ifield Parade to improve pedestrian safety.

CONCLUSIONS:-

25. This site is a brownfield site created by the former school buildings which were demolished following the construction of the new school. Approved and emerging local plan policy support the principle of residential/community uses for sites such as this. In addition a Development Principles document was produced following public consultation, to guide the development of the site for residential and community purposes

26. Whilst the majority of the scheme is residential in character, the inclusion of a doctors surgery to replace that in Ifield Drive, a nursing home to replace that in Rusper Road and a new respite facility for Outreach 3 Way are valuable additions to the scheme.

27. The issues for the Committee are therefore the normal site development issues. The application is supported by a form of Master Plan to guide future detailed applications for the site and to fix the location of the other non-residential elements. It is anticipated that applications for the surgery, nursing home and respite centre will be made independently of the residential development. The submitted scheme shows a density and mix of development which will enable good use to be made of the site and in a form that accords with local policy. Parking and transport issues have been addressed and the site will generate vital improvements to existing junctions where congestion is already evident.

28. It will be necessary to conclude a S106 Agreement to cover transport, education and library contributions, off-site highway works and affordable housing

RECOMMENDATION RE: CR/2006/0339/OUT

PERMIT - Subject to the following condition(s):- A Section 106 Agreement covering Transport, Education and Library contributions, and off-site highway improvements.

1. i) Approval of the details of the siting, design and external appearance of the building(s), the means of access thereto and the landscaping of the site (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority.
ii) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. 
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.

2. 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.
REASON: In the interests of amenity and of the environment of the development in accordance with Policy GD5 of the Crawley Borough Local Plan 2000.

3. 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 GD5 of the Crawley Borough Local Plan 2000.

4. No 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 building(s) 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 GD1 of the Crawley Borough Local Plan 2000.

5. The development hereby permitted shall not proceed until details of the proposed surface water (and foul) 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 GD24 of the Crawley Borough Local Plan 2000.

6. The layout of the development shall incorporate provision for (open space / play space / community facilities) and no dwelling shall be occupied until such facilities have been located, laid out and/or constructed in accordance with details approved by the Local Planning Authority and the sites provided for such facilities shall not thereafter be used for any other purpose.
REASON: To secure an adequate standard of environment for the development and to comply with approved Policy RL19 of the Crawley Borough Local Plan 2000.

7. Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved by the Local Planning Authority before development commences. The details provided shall show how the limiting discharge from the whole development shall be limited to 24.51/sec and how storage to protect from a 1 in 100 year storm will be provided.
REASON: To prevent the increased risk of flooding and to improve water quality in accordance with Policies GD23 and GD24 of the Crawley Borough Local Plan 2000.

8. No development shall take place unless and until details of the layout and specification of and construction programme for the roads, footpaths and casual parking areas/the foul and surface water drainage and means of disposal/have been submitted to and approved by the Local Planning Authority. No house building shall be occupied until the
above infrastructure has been provided in accordance with such approved details to the
established highway network.

REASON: To secure satisfactory standards of access and drainage for the proposed
development in accordance with Policy GD3 and T2 of the Crawley Borough Local Plan 2000.

9. The use hereby permitted shall not be carried on / building hereby permitted shall not
be occupied until provision for car parking has been made within the site in accordance
with details to be submitted to and approved by the Local Planning Authority and such
provision shall thereafter be used only for the parking of cars.
REASON: To ensure that adequate and satisfactory provision is made for the parking
of vehicles clear of adjacent highways in accordance with Policy GD3 of the Crawley
Borough Local Plan 2000.

10. No construction/building work shall be carried out on site unless there is available within
the site in accordance with details approved by the Local Planning Authority provision
for the temporary parking of vehicles and the loading and unloading of vehicles
associated with the building or other operations of the site throughout the period of
work required to implement the development hereby permitted.
REASON: In the interests of road safety in accordance with Policy GD34 and T2 of the
Crawley Borough Local Plan 2000.

11. No work shall be carried out on site unless provision is available within the site, in
accordance with plans and details approved by the Local Planning Authority, for all
temporary contractors’ buildings, plant and stacks of materials associated with the
development and such provision shall be retained for these purposes throughout the
period of work on the site.
REASON: To avoid undue congestion on the site and consequent obstruction to access
in accordance with Policy GD34 and T2 of the Crawley Borough Local Plan 2000.

12. Notice(s) shall be erected, and maintained throughout the period of
construction/development, at the site exit indicating to drivers the route agreed by the
Local Planning Authority for traffic leaving the site.
REASON: To encourage traffic to use the most appropriate route in accordance with
Policy T2 of the Crawley Borough Council Local Plan 2000.

13. With the exception of work in connection with the construction of the access road(s) to
serve the proposed development, no work shall be undertaken on the site until the said
access road(s) has/have been constructed in accordance with /the approved/plans/to
be submitted to and approved by the Local Planning Authority.
REASON: In the interests of road safety in accordance with Policy GD34 and T2 of the
Crawley Borough Local Plan 2000.

14. The buildings hereby permitted shall not be occupied/until all access(es) to the site
other than hereby approved have been stopped up permanently and obliterated.
REASON: In the interests of road safety in accordance with Policy T2 of the Crawley
Borough Local Plan 2000.

15. The buildings shall not be occupied/until the road(s) serving the development hereby
permitted has/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

16. The buildings hereby permitted shall not be occupied/until provision has been made
within the site in accordance with details to be submitted to and approved by the Local
Planning Authority to prevent surface water discharging onto the public highway.
17. The access(es) from the site to the public highway shall be designed, laid out and constructed with kerb radii/visibility splays and sight lines in all respects in accordance with plans and details to be submitted to and approved by the Local Planning Authority before any other operation or use authorised by this permission is commenced. REASON: In the interests of road safety and to accord with approved Policy GD3 and T2 of the Crawley Borough Local Plan 2000.

18. Building work shall not commence until details of the space to be laid out for stationing vehicles clear of the public carriageway have been approved by the Local Planning Authority and the building shall not be occupied until such space has been surfaced, drained and completed. The space so approved shall not thereafter be used other than for the parking of vehicles in connection with the development hereby permitted. REASON: In the interests of road safety in accordance with Policies GD3 and T9 of the Crawley Borough Local Plan 2000.

19. Before any development is commenced a scheme for the provision of affordable housing shall be submitted to and approved by the Local Planning Authority. For the purposes of this condition such a scheme is one which:
1. Provides for 30% of the total housing units to be affordable of which 70% shall be social rented accommodation and 30% other forms of tenure such as shared ownership, discount market housing or key worker accommodation
2. Includes details of the type, location and phasing of the provision
3. Secures the involvement of a Registered Social Landlord (RSL) as defined in the Housing Act 1996 or other Affordable Housing Provider having Housing Corporation Preferred Partner status and future management by an RSL or Housing Corporation Accredited Housing Management Organisation.
4. Identifies a specified alternative arrangement that would produce the affordable housing in the event that funding is not secured within 2 years of the development commencing or such subsequent periods related to later phases of development as may be agreed in writing with the Local Planning Authority.
Such affordable Housing shall be provided in accordance with the approved scheme. Not more than 50% of the open market units shall be occupied before the dwellings to be offered as social rented properties have been built and handed over to the RSL or other Affordable Housing provider. No more than 80% of the open market units shall be occupied until the remaining affordable units have been constructed. REASON: To secure the provision of affordable housing in accordance with policy H5 of the CB LDF Submission Core Strategy.

20. The construction of the surface water drainage system shall be carried out in accordance with details submitted to and approved in writing by the Planning Authority before the development commences. To prevent pollution of the water environment in accordance with Policy GD25 of the Crawley Borough Local Plan 2000. (Note: The Environment Agency asks to be consulted on any details submitted in compliance with this condition).

21. No work shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details approved by the Local Planning Authority and such facility shall be retained in working order and operated throughout the period of work on the site to ensure that vehicles do not leave the site carrying earth and mud on their wheels in a quantity which causes a nuisance or hazard on the road system in the locality. REASON: In the interests of road safety in accordance with Policy GD34 and T2 of the Crawley Borough Local Plan 2000.
22. No building forming part of the development hereby permitted shall be occupied unless and until an information pack has been submitted to and approved in writing by the LPA. The packs shall include without limitation the following details:
1) Public Transport Services operating in the vicinity of the development
2) Cycleways and Public Footpaths in the vicinity of the development
3) The availability and location of local facilities and services
REASON: To draw attention to the availability of bus services and facilities and the opportunities to use modes of transport other than the car in accordance with Policy T1 of the LDF Core Strategy.

23. Before the development hereby permitted is commenced a scheme for the implementation of a personal travel planning campaign shall have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.
REASON: To provide sustainable transport in accordance with Policy T1 of the LDF Core Strategy.

24. Before the development hereby permitted is commenced a scheme for the implementation of a site marketing campaign promoting the use of sustainable modes of transportation shall have been submitted to and approved by the LPA. The scheme shall be implemented in accordance with the approved details.
REASON: To promote sustainable transport in accordance with Policy T1 of the LDF Core Strategy.

REASON FOR APPROVAL

1. The proposal is not considered to have an unacceptable impact on the character and amenity of the surrounding area with regard to Local Plan Policy H5 `Infilling and Redevelopment`. The proposal is considered acceptable in terms of design and sufficient car parking and garden space would be provided for future occupiers. The recommendation to grant planning permission has been made having regard to the policies and proposals in the adopted Crawley Borough Local Plan 2000 in particular those set out below, and to all relevant material considerations including Supplementary Planning Guidance Notes 3, 4, 6, 10, 16 and 17:
   a. GD1- The Normal Requirement of All Development,
   b. GD2- Development and Its Setting,
   c. GD3- Operational Requirements for a Site,
   d. GD5/6 - Landscaping and Development
   e. GD17/19- Environmental Pollution and Hazards
   f. GD24- The Water Environment
   g. BN20-Landscape
   h. T2 - Transport Infrastructure
   i. T9 - Parking Standards
   j. T27/28 - Walking and Cycling
   k. H5- Infilling and Redevelopment,
   l. H6 - Dwelling Mix
   m. H8 - Subsidised and Low Cost Market Housing
   n. H20 - Private Outdoor Space
   o. H22- Design.
REFERENCE NO: CR/2007/0011/COU

LOCATION: 44-48 HIGH STREET AND 1 & 2 IFIELD ROAD, WEST GREEN, CRAWLEY

PROPOSAL: CHANGE OF USE AND NEW ACCESS TO PROVIDE CLASS B1 BUSINESS USE AT FIRST FLOOR LEVEL. NEW ACCESS DOORWAY WITH CANOPY AND STAIRWAY TO FIRST FLOOR FROM IFIELD ROAD, INSERTION OF NEW WINDOWS FACING IFIELD ROAD, EXTENSION TO PROVIDE LINK ON REAR ELEVATION AND FIRE ESCAPE TO REAR (AMENDED DESCRIPTION, DRAWINGS AND CERTIFICATE B RECEIVED)

TARGET DECISION DATE: 3 July 2007

APPLICANT/AGENT

APPLICANTS NAME: Christopher Gabriel,
AGENTS NAME: Tom Freeborough,

CONSULTATIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Central Crawley Conservation Area Advisory Cttee</td>
<td>Support change of use providing integrity of listed building is maintained.</td>
</tr>
<tr>
<td>2. WSCC - County Architect</td>
<td>Objection - need further information on anticipated level of structural intervention.</td>
</tr>
<tr>
<td>3. Mr J Mills- County Archaeologist</td>
<td>Concern about the introduction of windows into the Ifield Road frontage given the unknown framing in this wall - recommends conditions.</td>
</tr>
<tr>
<td>4. TAG</td>
<td>Consultation expiry date: 22 May 2007</td>
</tr>
</tbody>
</table>

NEIGHBOUR LETTERS SENT:-

The Occupier: 42-50 (evens); 47a, 41-47 (odds); High Street; 1,2,3,4,4a, 5 Ifield Road

REPLIES RECEIVED:-

None.

THE APPLICATION SITE:-

1 The application site is a two storey Grade II listed building located on the southern side of Ifield Road at its junction with the High Street. The building is identified as numbers 1 and 2 Ifield Road and 44,46 and 48 High Street.
2 The building is a 16 Century timber framed house, remodelled in the 18th Century and shops inserted in the middle 19th Century.

3 The site is located within the town centre secondary shopping area and is centrally located within the High Street Conservation Area.

THE PROPOSED DEVELOPMENT:-

4 The proposal is for planning permission for a change of use and new access to provide a B1 use at the first floor, new access doorway with canopy and stairway from Ifield Road, insertion of new windows facing Ifield Road, extension to provide link on rear elevation and fire escape to the rear. The ground floor of the building is used for A1/A2 uses and is divided into 5 units. The first floor above numbers 1 and 2 is accessed via a staircase to the rear in no 48 and as used as A2 offices and storage.

5 The first floor accommodation directly above units 44-48 is vacant and is accessed via a staircase in the rear of no 46 however this appears to have been formerly in residential / storage use. This space is in a severe state of disrepair however the room configuration in this part of the building is largely intact although of a later origin that the original timber frame structure.

6 In support of the application the applicant has provided an archaeological interpretive study which dates the building to the mid/late 16 century (nos 44-48) and late 16C/early 17C (western / rear part of 48 High Street). Alterations took place in the 17C and early 19C when the second floor of 44-48 was removed and the new first floor off-centre petitions (still in situ) were created. The ground floor has been transformed since the early 19C to create 3 shop units and these have been extended at ground floor level to the rear. The units known as 1 and 2 Ifield Road are also of a later date, the previous timber structure having been demolished.

PLANNING HISTORY:-

7 There have been numerous applications for changes of use to the downstairs A1/A2 units for signage, shopfront alterations and minor structural alterations.

- CR/342/90 – Refurbishment repair and redevelopment of retail and office accommodation (Permitted).
- CR/343/90 – Listed building consent for refurbishment, repair and redevelopment to provide retail and office accommodation, new shop and re-roofing existing building (Consent)
- CR/94/0251/COU – Change of use of first floor as ancillary A2 to ground floor – (nos 44-48) - Permitted .
- CR/2001/0432/LBC – remove existing pantiled and plain tiles and recover with hand made clay tiles and renew associated lead work – Consent – implemented.

PLANNING POLICY:-

Crawley Borough Local Plan 2000

8 Policy GD1 deals with the normal requirements of all development, GD2 seeks to ensure development is sympathetic to its surroundings and GD3 seeks to ensure the operational requirements for a site are met.

9 Policy BN11 states that proposals for alterations, extensions and changes of use affecting a listed building or its setting will only be permitted if there is no adverse impact on the building’s architectural or historic interest; the scale, form and internal layout of the building are respected; appropriate materials are used; and, the archaeological implications of the proposals have been fully considered.
10 Policy BN14 encourages the maintenance and continued use of listed buildings and supports proposals that bring a building back into use provided there is no major conflict with other policy objectives. BN17 seeks to ensure the Borough’s archaeological assets are recorded.

11 Policy BN2 seeks to preserve and enhance the character of the Conservation Area and policy BN7 gives advice on the protection of the High Street Conservation Area.

12 Policy EN5 of the Submission Core Strategy also sets out a general presumption for listed buildings and conservation areas to be preserved and where possible enhanced.

National Policy Guidance (PPG15)

13 Planning Policy Guidance Note 15 ‘Planning and the Historic Environment’ – states that there should be a general presumption in favour of listed buildings and that it is a statutory requirement of the local planning authority to “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

14 Paragraph 3.4 states “Applications for listed building consent must be able to justify their proposals. They will need to show why works which affect the character of the listed building are desirable or necessary. They should provide the local planning authority with full information, to enable them to assess the likely impact of their proposals on the special architectural or historic interest of the building and on its setting”.

15 The guidance acknowledges that the best way to secure the upkeep of a listed building is to keep them in active use and that this may result in some degree of adaptation and that the range and acceptability of possible uses is a key consideration. It states that the best use needs to balance the economic viability of a possible use with the effect of any changes that this would entail, the principle aim being to identify the optimum viable use that is compatible with the fabric, interior and setting of the historic building, the best use likely to be the one for which the building was originally designed.

PLANNING CONSIDERATIONS:-

Principle of change of use of 1st floor to offices

16 The principle of the re-use of the upper floor for B1 use is considered acceptable. This use would be appropriate in this town centre location and would contribute to the vitality of the High Street. The proposal would represent a more efficient use and mixed use of the building which in under-utilised at present, however the implications of the proposed use on the historic integrity of the listed building is a key consideration.

17 The amount of office space proposed is relatively limited and while no parking has been provided for the use, it is considered given its sustainable location that occupiers of the offices could park nearby and have good access to public transport.

Impact on the historic integrity and layout of the listed building

18 The proposal is for the creation of a new separate access through the insertion of a door into the Ifield Road frontage. A new stairwell would be provided through the interior of the building removing several structural timbers and the lower part of a chimney dated from early 17C to create an access the first floor. The staircase would be provided in the first floor immediately adjacent to 1 Ifield Road the early 17C part of the building but allowing the existing room layout at first floor level (the earliest part of the building dating from mid/late 16C to remain nos 44-48 High Street) to remain. A
new access to the first floor would be provided via a new first floor flat roof rear extension to provide a corridor / access way to the offices.

19 While the archaeological study submitted indicates the structural works would be to the early 17C part of the building involving the removal of the chimney at ground and first floor level and mezzanine floor of the kitchen chamber, the County Architect considers that these works could be acceptable provided the alterations facilitated the re-use of the upper floor of the building. The removal of these features was considered acceptable in 1990 when planning permission and listed building consent was granted for a similar proposal which involved more extensive alterations to the first floor part of this building, however these proposals were not implemented.

20 The applicant has not satisfactorily demonstrated that the re-use of the upper floor in the older parts of the building in particular in the oldest part (above 44-48 High Street) could be brought back into use without significant structural intervention to the fabric of the building. The archaeological study states the first floor is jettied to the street and that the 1st floor cross-beams, ceiling girders and joists survive above the ground floor shop alterations and the first floor currently allows visibility of the majority of the timber frame. What is not stated is the condition of this frame however it is clear from the condition of the first floor during the site visit that some works would be necessary.

21 The applicant has provided a letter from a structural engineer which anticipated the use of steel supports and beams to support the first floor, this method of structural intervention was considered inappropriate in this timber frame building. Further correspondence was subsequently received stating that if additional support was required this would be to the existing floor structures and from below and that the existing ground floor Victorian alterations may be adequate but this would be subject to further investigation. It also proposed that any structural work would be in THA green oak ‘where possible’ and suggested that the level of any structural work would require further investigation and this could reasonably be agreed and reviewed via condition and through the submission of more detailed information.

22 The Council requested further information on the level of structural intervention anticipated and where this would take place, as without which the suitability of the proposed use cannot be assessed. It is not considered that this information can be secured through a condition as, if further investigative works identifies that the building would require a steel frame to support the floor above this would undermine the structural integrity of the building to an unacceptable degree and the use for this purpose would be inappropriate.

23 With regard to the other aspects of the scheme, the repair and improvement of the internal walls could be dealt with via a condition. The insertion of the new doorway and windows into the Ifield Road frontage is visually acceptable however the exact siting of the windows is of concern to the County Archaeologist but again, could be controlled via condition. The rear extension is of a simple design and the materials and detailing are considered appropriate on this building, details of the fire escape would need to be provided.

CONCLUSIONS:

24 Based on the information provided the Local Planning Authority is not satisfied that the proposed B1 use would be compatible with the fabric of this listed building as the level and nature of structural intervention required to support the first floor is not adequately specified. The proposal therefore conflicts with policies BN11, BN14 and GD1 of the Crawley Borough Local Plan 2000.

REFUSE - For the following reason(s):-

1. Based on the information provided the Local Planning Authority is not satisfied that the proposed B1 use would be compatible with the fabric of this listed building as the level and nature of structural intervention required to support the first floor is not adequately specified. The proposal therefore conflicts with policies BN11, BN14 and GD1 of the Crawley Borough Local Plan 2000.
REFERENCE NO: CR/2007/0012/LBC

LOCATION: 44-48 HIGH STREET & 1/2 IFIELD ROAD, WEST GREEN, CRAWLEY

PROPOSAL: LISTED BUILDING CONSENT FOR CHANGE OF USE AND NEW ACCESS TO PROVIDE CLASS B1 BUSINESS USE AT FIRST FLOOR LEVEL. NEW ACCESS DOORWAY WITH CANOPY AND STAIRWAY TO FIRST FLOOR FROM IFIELD ROAD, INSERTION OF NEW WINDOWS FACING IFIELD ROAD, EXTENSION TO PROVIDE LINK ON REAR ELEVATION AND FIRE ESCAPE TO REAR (AMENDED DESCRIPTION, DRAWINGS AND CERTIFICATE B RECEIVED)

TARGET DECISION DATE: 3 July 2007

APPLICANT/AGENT

APPLICANTS NAME: Christopher Gabriel,
AGENTS NAME: Tom Freeborough,

PLAN & DRAWINGS CONSIDERED:

CONSULTATIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Central Crawley Conservation Area Advisory Cttee Support change of use providing integrity of the listed building is maintained.</td>
</tr>
<tr>
<td>2.</td>
<td>WSCC - County Architect Objection - need further information on the anticipated level of structural intervention.</td>
</tr>
<tr>
<td>3.</td>
<td>Mr J Mills- County Archaeologist Concern regarding the introduction of windows into Ifield Road frontage given the unknown framing in this wall - recommends conditions.</td>
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Consultation expiry date: 22 May 2007

NEIGHBOUR LETTERS SENT:-

The Occupier: 42-50 (evens), 47a, 41-47 (odds) High Street; 1,2,3,4,4a, 5 Ifield Road

REPLIES RECEIVED:-

None.

THE APPLICATION SITE:-

1. The application site is a two storey Grade II listed building located on the southern side of Ifield Road at its junction with the High Street. The building is identified as numbers 1 and 2 Ifield Road and 44,46 and 48 High Street.
The building is a 16 Century timber framed house, remodelled in the 18th Century and shops inserted in the middle 19th Century.

The site is located within the town centre secondary shopping area and is centrally located within the High Street Conservation Area.

**THE PROPOSED DEVELOPMENT:**

4 The proposal is for listed building consent for a change of use and new access to provide a B1 use at the first floor, new access doorway with canopy and stairway from Ifield Road, insertion of new windows facing Ifield Road, extension to provide link on rear elevation and fire escape to the rear. The ground floor of the building is used for A1/A2 uses and is divided into 5 units. The first floor above numbers 1 and 2 is accessed via a staircase to the rear in no 48 and as used as A2 offices and storage.

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*Crawley Borough Local Plan 2000*

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Paragraph 3.5 set out the issues of relevance in the consideration of listed building consent applications. These include the importance of the building, the physical features of the building which justify its inclusion on the list, the buildings setting and contribution to the local street scene, the extent to which the building works would bring substantial benefit to the community.

The guidance acknowledges that the best way to secure the upkeep of a listed building is to keep them in active use and that this may result in some degree of adaptation and that the range and acceptability of possible uses is a key consideration. It states that the best use needs to balance the economic viability of a possible use with the effect of any changes that this would entail, the principle aim being to identify the optimum viable use that is compatible with the fabric, interior and setting of the historic building, the best use likely to be the one for which the building was originally designed.

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LOCATION: APPLE TREE FARM SITE, IFIELD AVENUE, IFIELD, CRAWLEY
PROPOSAL: ERECTION OF SANATAN MANDIR AND COMMUNITY CENTRE WITH ASSOCIATED CAR PARKING

TARGET DECISION DATE: 19 April 2007

APPLICANT/AGENT

APPLICANTS NAME: Gurjar Hindu Union,
AGENTS NAME: Fulcrum Design,

PLANS & DRAWINGS CONSIDERED:

CONSULTATIONS

<table>
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<tr>
<th>Type</th>
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<tr>
<td>1. Natural England</td>
<td>No objections.</td>
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<td>2. BAA Safeguarding</td>
<td>No objections.</td>
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<td>3. Environment Agency</td>
<td>No objections to revised proposals.</td>
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<tr>
<td>4. English Nature</td>
<td>No comment.</td>
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<tr>
<td>5. Thames Water</td>
<td>No objections.</td>
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<tr>
<td>6. Ifield Village Cons. A</td>
<td>Concerns regarding flooding, scale, size, parking, impact on neighbours.</td>
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<tr>
<td>7. Horsham District Council</td>
<td>No objections.</td>
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<td>8. Mole Valley District Council</td>
<td>No reply.</td>
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<tr>
<td>9. WSCC Transport Services</td>
<td>No highway objections.</td>
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Consultation expiry date: 8 February 2007

NEIGHBOUR LETTERS SENT:-

The Occupier: Troutbeck; the Gables Nursing Home; 7, 8, 9 & 10 River Mead; Popes Mead Bowling Club; 57 – 91 (odds); 62 Stafford Road.

REPLIES RECEIVED:-

5 letters of objection received:
- Increased flood risk
- lack of car parking
- highway safety hazard
- buildings too large
- concerns over "community "use
THE APPLICATION SITE:-

1. The application site comprises 1.2 hectares (3 acres) of land to the north of Apple Tree Farm and west of Ifield Avenue, south of its junction with Stafford Road.

2. The site is set back from the Ifield Avenue frontage by a substantial intervening stand of trees. Many of the trees are in excess of 15m in height. To the north of the site is a low density development of residential character adjacent to the River Mole, whilst immediately to the west is a nursing home and a vacant site. To the south west is an area of higher density residential development in Rivermead and Strathmore Road. To the south of the site work is progressing on the erection of 176 houses and flats by Moat/Higgins. The roundabout on Ifield Avenue proposed to serve both that residential development and this site has been constructed and is operational.

3. The site is essentially flat and does not contain any significant trees. There is a hedgerow on the western boundary adjacent to the nursing home and Troutbeck but is of variable quality. The south and south west boundaries are artificial and do not correspond to any existing field boundaries

THE PROPOSED DEVELOPMENT:-

4. This application seeks detailed consent for a Sanatan Mandir and Community centre and associated car parking. This development comprises the following:
   - A Mandir or temple: 230 sqm
   - A Community Centre: 1216 sqm

5. The Mandir would be 12 m high and the Community Centre 7.2 m

6. Surface car parking for 250 cars would be provided with access to the new roundabout on Ifield Avenue

PLANNING HISTORY:-

7. CR/2000/0796/FUL: Application for a Sanatan Mandir and Community Centre and Associated car parking: PERMITTED 05/07/2001


PLANNING POLICY:-

9. The site is allocated in the approved Local Plan 2000 under Policy COM4 for a Community Use. The supporting text (para. 12.19) states:

   “The site at Apple Tree Farm is capable of accommodating a larger community services development. Due to its size, access to a distributor road between neighbourhoods and the fact that it is not entirely surrounded by residential properties, the development of the site offers the opportunity for premises to serve more than just the immediate local neighbourhood. In view of the wide area from which it is likely to draw patronage, substantial and sufficient car parking for this use will need to be provided on the site in order to avoid causing problems for the area.”

10. The Local Plan also contains General Development Policies, including GD1 which requires new development to respect its location, neighbouring development and the natural features of the site. Policy GD3 requires new development to meet its operational requirements eg parking, servicing and access. Policy GD23 relates to sites liable to flood.
11. A Development brief was produced, after public consultation, for the whole of the Apple tree Farm site. The brief sets out the following requirements for this part of the site:
   - Vehicular access to be taken in conjunction with the adjacent housing development from Ifield Avenue;
   - Car parking to be provided, sufficient to meet its reasonably foreseeable needs;
   - Boundaries should be compatible in terms of detailing and materials in respect of adjacent housing;
   - Any car parking to be well landscaped;
   - The scale of development to be broken down by placing single storey elements around the bulkier features.

12. The LDF Core Strategy, which was recently the subject of public examination, also shows the site on its Proposals Map as a Community Services site, where Policy ICS1 supports the provision of new or improved community, sports, arts and leisure facilities. Policy ICS1 states that facilities which serve the needs of the town as a whole should be located within the town centre or if this is not achievable at other locations, preferably on the edge of town which are readily accessible by all modes of transport, particularly public transport. Policies GD1 and GD3 of the Local plan are “saved” policies in the Local development Scheme and will therefore also apply until their replacement by a Development Control Policy Document.

PLANNING CONSIDERATIONS:

13. Planning permission for the proposed development was originally granted in July 2001 but has not been implemented. An application seeking to renew the original permission was refused in August 2006 as the application had not been supported by a Flood Risk Assessment and accordingly had attracted an objection from the Environment Agency. There were no other grounds for refusal.

14. The Environment Agency had not objected to the original application as the site, at that time lay outside the indicative floodplain of the River Mole. However, the map for 2005 showed a large part of the site lying within zones 2 & 3 of the floodplain. Flood zone 3 is a high risk zone where there is a 1% or greater chance of flooding in any given year.

15. Accordingly, following the refusal of planning permission the applicants undertook discussions with the E Agency and submitted a Flood Risk Assessment with the current application. However, this proved not to be to the satisfaction of the Agency and a further Assessment was submitted in April 2007. The E Agency confirmed by letter dated 11th May that they now support the propose development for the following reasons:
   - The proposed SW drainage system has the capacity to attenuate the 1:100 year flood;
   - The building and the attenuation measures are situated outside the 1:100 year flood event;
   - Level for level compensation will be provided in the scheme for lost floodplain;
   - The scheme includes betterment for large return period events.

CONCLUSIONS:

16. The previous application for this site to renew the original permission was refused solely because of the lack of a Flood Risk Assessment or technical information to justify the site’s location in the flood plain of the River Mole. The other aspects of the development: size, scale, massing, location, parking and access were all considered to be acceptable given the terms of the original consent. The applicants have addressed this deficiency in the current application by submitting a Flood Risk
Assessment which following discussion and amendment has been accepted by the Environment Agency who have withdrawn their objection.

17. As the previous ground for refusal has been successfully addressed it is RECOMMENDED the planning permission be granted subject to the following conditions:

**RECOMMENDATION RE: CR/2007/0043/FUL**

PERMIT - Subject to the following condition(s):-

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. 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. Details must comply with advice Note 3 ‘potential Bird hazards from Amenity landscaping & building design available at www.caa.uk/srg/aerodrome
   REASON: In the interests of amenity and of the environment of the development in accordance with Policy GD5 of the Crawley Borough Local Plan 2000.

3. 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 GD5 of the Crawley Borough Local Plan 2000.

4. No 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 building(s) 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 GD1 of the Crawley Borough Local Plan 2000.

5. The building(s) shall not be occupied until the parking spaces & turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking & turning
   REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policy GD3 of the Crawley Borough Local Plan 2000.

6. The/use hereby permitted shall not be carried on/building hereby permitted shall not be occupied/until provision has been made within the site in accordance with details to be submitted to and approved by the Local Planning Authority to prevent surface water discharging onto the public highway.
   REASON: In the interests of road safety in accordance with Policy GD25 and T2 of the Crawley Borough Local Plan 2000.
7. No work shall be carried out on site unless provision is available within the site, in accordance with plans and details approved by the Local Planning Authority, for all temporary contractors' buildings, plant and stacks of materials associated with the development and such provision shall be retained for these purposes throughout the period of work on the site.
REASON: To avoid undue congestion on the site and consequent obstruction to access in accordance with Policy GD34 and T2 of the Crawley Borough Local Plan 2000.

8. No work shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details approved by the Local Planning Authority and such facility shall be retained in working order and operated throughout the period of work on the site to ensure that vehicles do not leave the site carrying earth and mud on their wheels in a quantity which causes a nuisance or hazard on the road system in the locality.
REASON: In the interests of road safety in accordance with Policy GD34 and T2 of the Crawley Borough Local Plan 2000.

9. An archaeological investigation of the site shall be carried out at the expense of the developer in accordance with a specification to be submitted to and agreed by the Local Planning Authority in writing (following the demolition of any existing buildings and) before the commencement of any building works.
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 BN17 of the Crawley Borough Local Plan 2000.

10. The surface water drainage and flood attenuation/compensation measures set out in the approved Flood Risk assessment dated 17th April 2007 shall be implemented before the development hereby permitted is brought into use.
Reason: To prevent the increased risk of flooding in accordance with Policy GD25 of the CBLP 2000.

11. Before the development hereby permitted is brought into use a Travel Planshall be submitted to and approved by the LPA to cover the transport requirements associated with large gatherings such as weddings, funerals and religious festivals
REASON: To reduce the need to travel by car in accordance with Policy T2 of the CBLP 2000.

INFORMATIVE

1. 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. This is explained further in the Civil Aviation Authority's Advice Note 4 `Crane and Construction Issues` available at www.caa.co.uk/srg/aerodrome.
LOCATION: PLOT 2, THE TUMMEL, RUSPER ROAD, IFIELD, CRAWLEY

PROPOSAL: APPROVAL OF RESERVED MATTERS FOR OUTLINE APPLICATION CR/2004/0182/RUP FOR THE ERECTION OF ONE DETACHED HOUSE AND CONSTRUCTION OF VEHICULAR ACCESS TO RUSPER ROAD

TARGET DECISION DATE: 5 April 2007

APPLICANT/AGENT

APPLICANTS NAME: A Harrison,
AGENTS NAME: Jeffrey Emms,

PLANS & DRAWINGS CONSIDERED:

CONSULTATIONS

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<td>No objection.</td>
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<td>3. CBC - Arboricultural Officer</td>
<td>Reply awaited.</td>
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</tbody>
</table>

Consultation expiry date: 1 March 2007

NEIGHBOUR LETTERS SENT:-

The Occupier: The Tummel, Well House, 67 -71 The Millbank

REPLIES RECEIVED:-

One letter of objection received concerned about highway safety and the proposed position of the new driveway. Concerns also raised regarding the possible stream / trees / vegetation as a result of the development and the possibility of flooding to nearby properties. An hours of work condition is also requested.

THE APPLICATION SITE:-

1 The application site is a grassed and fenced plot formerly the eastern portion of the garden to the Tummel, a large detached dwelling situated 18m to the west. The site is bounded to the north by the southern bank of Ifield Mill Stream beyond which the land is open and designated as a Site of Nature Conservation Importance; the site is within the Zone 3 floodplain. To the east of the site is the detached dwelling of Well House, to the west is another fenced portion of garden (known as plot 1) and to the south is Rusper Road.

2 The area is laid as lawn and there are a number of substantial trees along the front of the site including an oak subject to a Tree Preservation Order just beyond the southeast corner of the plot and another protected oak just beyond the northwest
corner of the plot (within plot 1) TPO reference P16.4.26. An access has been created to the site from Rusper Road with the dropping of the kerb, to the west of the access is a mini-roundabout.

THE PROPOSED DEVELOPMENT:-

3 The application seeks Approval of Reserved Matters for outline application CR/2004/0182/RUP for the erection of one detached house and construction of a vehicular access onto Rusper Road. This application seeks to agree all matters outstanding from the outline planning permission relating to layout, design and siting of the buildings, access and landscaping.

PLANNING HISTORY:-

4 The site has a long planning history with a dwelling originally granted planning permission in outline for this plot and part of plot 1 back in 1979 (RS/33/79). Two plots were subsequently formed with slightly different planning histories. The history for plot 2 is set out below:

- CR/418/90 – Outline permission for detached house – Permitted
- CR/93/0390/RUP – Renewal of CR/418/90 - Permitted
- CR/96/0276/RUP – Renewal of CR/93/0390/RUP - Permitted
- CR/99/0294/RUP – Renewal of CR/96/0276/RUP - Permitted
- CR/2001/0369/RUP – Renewal of CR/99/0294/RUP - Permitted
- CR/2005/0569/FUL – Full application for erection of detached dwelling and garage - Withdrawn
- CR/2006/0222/ARM – Approval of reserved matters for CR/2004/0182/RUP - Withdrawn

PLANNING POLICY:-

5 Since planning permission was first granted for this plot, the relevant planning policy documents and advice have changed substantially. The relevant policy documents are the adopted Crawley Borough Local Plan 2000 and Structure Plan 2001-2016 and the advice in the Planning Policy Guidance Notes/Planning Policy Statements. The emerging policies of the Submission Core Strategy are also of relevance. It is a statutory requirement that applications are to be determined in accordance with the development plan, unless material considerations indicate otherwise.

West Sussex Structure Plan 2001-2016

6 Policy ERA4 states that development should not be permitted in areas at risk or potential risk of fluvial flooding, or where it would increase the risk of flooding elsewhere.

Crawley Borough Local Plan 2000

7 Policy GD1 expects development to be of a satisfactory standard of design and layout, which does not cause unreasonable harm to the amenities of the environment and provide a satisfactory environment for those who will occupy, use of or visit the development. Policy GD2 requires development to relate sympathetically to its surroundings and respect the character and quality of its setting. Policy GD3 requires development to provide for its operational requirements (including parking). Policy GD5 requires proposals for development to retain as many existing trees as possible. Policy GD6 states that the layout should provide adequate scope for trees to grow and mature. Policy BN20 seeks to resist development which would adversely affect trees.
8 Policy GD23 states that the Borough Council will not normally permit new development in areas at risk from flooding.

9 Policy H5 allows redevelopment within the built up area provided that it can be successfully integrated into the local area. Policy H20 expects suitable outdoor space to be provided in new housing development according to the type and size of accommodation. Policy H22 seeks good design, including the relationship with adjoining properties according to the characteristics of the side and surroundings.

10 Policy T2 seeks to resist development, which would significantly increase hazards for road users and T9 requires development to meet its demand for access including parking to required standards.

Submission Core Strategy

11 Policies S1 and S2 emphasise the need for sustainable development in terms of location, design and construction.

12 Policy H3 seeks to ensure development is appropriately located and amongst other things is not subject to major physical or environmental constraints.

National Guidance

13 Planning Policy Guidance PPS3 ‘Housing’ seeks to maximise the re-use of previously developed land within urban areas for housing. Whilst the land itself is not previously developed, it was once part of the curtilage of The Tummel and within the definition of previously developed land.

14 Planning Policy Statement 25 ‘Development and Flood Risk’ is a material consideration as the site is within the Zone 3 floodplain (that is the land has a greater than 1 in 100 year annual probability of river flooding). It is considered the advice in Paragraph 8 is of particular relevance which advises when determining applications local authorities need to ensure all new development is appropriately flood resilient and resistant, including safe access and escape routes where required and that any residual risk can be safely managed.

PLANNING CONSIDERATIONS:-

Principle of residential use on this plot

15 This application is for reserved matters pursuant to the renewal of an outline application renewed in 2004 for the development of one residential dwelling on this plot. The application being considered is not for planning permission as such but for agreement of the development details ‘reserved matters’ of this permission. The plot has planning permission for one residential unit.

16 The key issues in this case therefore are whether the design of the dwelling proposed is acceptable in terms of its access, layout, siting, appearance, landscaping and its impact on its surroundings in particular the flood risk for, and resulting from, the development.

Flooding Issues

17 The Environment Agency were consulted on this reserved matters application and raise objection to the proposal as the site cannot afford residents a safe permanent route of access and escape to land lying entirely outside the flood plain and that any loss of floodplain will be compensated for on site on a level-for level basis.
While the Environment Agency object to this application, it should be noted that the ecological grounds of objection which were raised on the previous reserved matters application CR/2006/0222/ARM have been removed. The ecological concerns related to an inadequate buffer zone along the watercourse which should remain undisturbed and open, deemed necessary for ecology and drainage. This current application has sought to address as far as is practicable the concerns raised by the Environment Agency with the earlier proposal.

It has been established that the remaining concerns of the Environment Agency can not be addressed by any form of residential development on this site as firstly, the site is entirely within the Zone 3 floodplain (as is Rusper Road in the immediate vicinity). Secondly, due to the size of the site, the loss of floodplain cannot be compensated for on site and that the only way that this can be mitigated would be through the provision of under floor voids (which have been proposed by the applicant) although not recommended by the Environment Agency as experience has shown that these can become blocked over time.

The applicant has provided an adequate buffer zone along the watercourse and conditions can be imposed to safeguard the landscaping of this area to prevent obstruction to drainage and damage to the ecological value of the watercourse. The provision of under floor voids would allow the finished floor level of the building to remain above the predicted flood water level allowing the flow of any flood water under the building and could be conditioned to remain open and unimpeded thereby reducing the impact of the building on the floodplain. It is therefore considered that the applicant has demonstrated as far as is practicable that the design of the proposed dwelling is such that it minimises the flood risk to future occupants and to the surrounding area.

Design and appearance of the dwelling and impact on the surrounding area

The proposed detached dwelling would be broadly rectangular in form and provide accommodation on two levels. The building is of chalet bungalow style but would have the height of a 2 storey dwelling due to the design incorporating the under floor voids. The ridge height of the building would be 0.2m higher than the neighbouring Well House and 0.3m lower than The Tummel. The general scale of the building in the street is considered acceptable. The dwelling would be similar in terms of style to that of the neighbouring property The Tummel with hipped roofs and timber detailing which replicate many of the features and the style of the existing property. The proposed design of the dwelling is considered to be sympathetic with its surroundings.

The dwelling would have 4 bedrooms and in terms of its size complies with SPG3 in respect of the floorspace standards, can provide adequate parking, turn on site and sufficient rear amenity space. The use of the rear amenity space would be restricted by the proximity of the building to Ifield Mill Stream and the need to keep the river buffer zone free of built development however future occupiers of the house would enjoy an open outlook and a more usable area of garden immediately adjacent to the house.

The comments of the arboricultural Officer are awaited. In order to provide the required buffer zone to the stream the proposed dwelling has been moved closer to the protected oak tree to the front of the site and would be within the root protection area for this tree and may affect its future viability. Tree protection conditions are recommended and if lost there would be a requirement for a replacement.
Impact on neighbouring properties

24 The neighbours most likely to be directly affected by the proposal are those living in the two storey detached property to the east of the application site, known as Well House. It is considered that the proposal would not be detrimental in terms of outlook, although the proposal would be clearly visible from the first floor side window set above the existing double garage. The proposal would not result in any loss of privacy as no windows are proposed in the side elevation facing Well House.

Access

25 The Head of Transport Services at West Sussex County Council has raised no highway objections to the proposal. The development can provide parking and turn on site in accordance with the parking standards set out in SPG16 (2-3 spaces) and policies GD3, T2 and T9.

CONCLUSIONS:-

26 The application is for Approval of Reserved Matters for the earlier residential planning permission. The principle of the use for a residential dwelling is intact.

27 While planning policies seek to prevent development in areas of flood risk, the planning history for this site and its location within an already built up area relevant considerations.

28 Although the advice from the Environment Agency is a material consideration, the Council is not bound by this advice and have discretion to form its own opinion. In this case, the basis for the Environment Agency's objection goes back to the very principle of the development which as a matter of fact has outline planning permission.

29 It is considered that the applicant has designed the proposal with the comments of the Environment Agency in mind and has, as far as is practicable sought to mitigate these concerns (this is the third revised design for this plot). Given the scale of the scheme which is for a single unit, the measures proposed by the applicant and all other planning considerations it is recommended the reserved matters be approved subject to conditions.


APPROVE - Subject to the following condition(s):-

1. The development hereby permitted shall be carried out strictly in accordance with the terms and conditions of CR/2004/0182/RUP dated 11th May 2004. Reason: To control the development in detail in the interest of amenity and to accord with Policies GD1, GD2, GD3, GD5, T2, T9 and H5 of the Crawley Borough Local Plan 2000.

2. 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 building 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 Policies GD1, GD2 and GD23 of the Crawley Borough Local Plan 2000.
3. No work for the implementation of the development hereby permitted shall be undertaken on the site on Saturdays, Sundays or Public Holidays or at any other time except between the hours of 8 a.m. and 6 p.m. on Mondays to Fridays.
REASON: To safeguard the amenities of nearby residents in accordance with Policy GD34 of the Crawley Borough Local Plan 2000.

4. Under-floor voids with openings and associated grilles 1 metre wide, every 5 metres shall be constructed in any buildings in accordance with details to be submitted to and agreed in writing by the Local Planning Authority and shall be maintained in accordance with the approved details.
REASON: To ensure that free passage of flood water through the under-floor voids of the building is provided for in accordance with Policy GD23 of the Crawley Borough Local Plan 2000.

5. Any walls or fencing constructed within or around the site shall be designed to be permeable to flood water in accordance with details submitted to and agreed by the Local Planning Authority.
REASON: To prevent obstruction to the flow and storage of floodwater, with a consequent increased risk of flooding in accordance with Policies GD23 and GD25 of the Crawley Borough Local Plan 2000.

6. An 6 metre buffer zone shall be maintained along Ifield Mill Stream maintained in its natural state. This buffer zone shall be measured from the top of the bank and shall remain free of structures, hard standing and fences.
REASON: To maintain the character and ecology of the watercourses and provide undisturbed refuges for wildlife using the river corridor.

7. There shall be no storage of materials within 6metres of the Ifield Mill Stream. This must be suitably marked and protected during development, ideally with fencing erected on the landward side of the buffer zone, and there shall be no access during development within this area. There shall be no fires, dumping or tracking of machinery within this area.
REASON: To reduce the impact of the proposed development on wildlife habitats upstream and downstream, including bankside habitats and to prevent solid materials from entering the watercourses and causing pollution.

8. No development shall commence until details of the trenches or pipe runs for services and drains, their siting, depth and position within any root protection areas have been submitted to and agreed by the Local Planning Authority. These services shall not be cut or laid within 5 metres of the bole of any existing tree to be retained on this or adjoining land without the prior written agreement of the Local Planning Authority.
REASON: To protect tree roots from damage likely to cause the loss of the tree in accordance with policies GD5 and GD34 of the Crawley Borough Local Plan 2000.

9. No development, including site works of any description, shall commence unless and until all the existing oak tree to be retained on the site has been protected by a fence to be approved and agreed in writing by the Local Planning Authority. Within the fenced area the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left un-severed.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy GD5 and GD34 of the adopted Crawley Borough Local Plan 2000.

10. The building shall not be occupied until the road(s) serving the development hereby permitted 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 GD3 and GD25 of the Crawley Borough Local Plan 2000.

REASON FOR APPROVAL

1. The proposal is considered appropriate to its location in terms of scale, design and siting. It would not affect the amenities of the neighbouring properties or have an adverse impact on the character of the street scene. The proposal is considered to accord with the Crawley Borough Local Plan 2000 and all relevant material considerations including:

a. GD1 - The Normal Requirements of All Development;
b. GD2 - Development and its Setting;
c. GD5/GD6 - Landscaping;
d. GD23 - Flooding.
e. H5 - Infill Housing Development.
CRAWLEY BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE - 4 June 2007
REPORT NO: PS. 298

REFERENCE NO: CR/2007/0108/FUL

LOCATION: LAND OFF IFIELD GREEN, IFIELD, CRAWLEY
PROPOSAL: DEMOLITION OF REDUNDANT DEERSWOOD SCHOOL BUILDING AND ERECTION OF 27 X TWO BEDROOM FLATS IN TWO BLOCKS OF 11 & 16 UNITS

TARGET DECISION DATE: 24 May 2007

APPLICANT/AGENT

APPLICANTS NAME: Southern Housing Group,
AGENTS NAME: RH Partnership Architects,

PLANS & DRAWINGS CONSIDERED:

CONSULTATIONS

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Consultation expiry date: 15 March 2007

NEIGHBOUR LETTERS SENT:-

The Occupier: 2-24 (evens) Old Manor Close; 78-104 (evens) Warren Drive; 1-25 (odd) Ifield Green.

REPLIES RECEIVED:-

12 letters of objection and two petitions against the development received signed by 23 & 32 residents:

- Loss of former School Building
- Excessive density
- Insufficient parking
- Loss of outlook/privacy
- 3 & 4 storey development would be out of keeping
- Conflict with Development Brief

THE APPLICATION SITE:-

1. The application site comprises two parcels of land either side of the new access to the Nursing Home. Together the site comprise approximately 3000 sq m. (0.3 ha)

2. The application site is largely flat and a significant proportion already has a hard surface. The older part of the former Deerswood Upper School building remains on site, albeit boarded up to prevent trespass. This latter building is an attractive 2 storey Edwardian building but is not a Listed Building. The western, northern and southern boundaries of the site are lined with attractive mature Oaks.
3. To the east of the site is the recently completed Nursing Home, which is a large 2 storey building. To the north of the site is Old Manor Close which comprises short terraces of 1.5 storey houses in short terraces. To the south of the site is a garage block and further south a series of 2 storey semi-detached houses in Warren Drive. To the west of the site on the opposite side of Ifield Green is the recently completed development on the former Ifield First, Deerswood Lower School site. The houses facing Ifield Green are 2 storey detached and semi-detached houses.

THE PROPOSED DEVELOPMENT:

4. The application seeks detailed planning permission for the demolition of the Deerswood School Building and the erection of 27 two bedroom flats in 2 blocks of 11 & 16 Units. It is proposed that the block containing 11 units would constitute the affordable element (40%)

5. Access to the development is proposed to be taken form the existing access that serves the Nursing Home.

6. The building to the north of the access and to the rear of Old Manor Close would contain 11 x 2 bedroom flats in a part 3 and part 4 storey building. The building would be set back a minimum of 22 metres from the Ifield Green frontage and would be a minimum of 13 metres from the northern boundary with Old Manor Close, whose houses in turn have average garden depths of 12/13 metres. The building would be 2.5 metres from the boundary with the Nursing home site and 20 metres from the Nursing Home itself. Access to the west and north of the site provides parking for 21 car parking spaces, including 2 disabled bays.

7. The building to the south of the proposed access would contain 16 X 2 bedroom flats in a 4 storey building. This building would be set back a minimum of 20 metres from the Ifield Green frontage and 7 metres from the southern boundary. The building would be 1m from the boundary with the Nursing Home site and 19 metres from the Nursing Home. Access from the central access to the site together with amendments to the alignment of that road will create 19 spaces including 2 disabled bays.

8. The two buildings would be 21 metres apart.

PLANNING HISTORY:

9. None relevant

PLANNING POLICY:

National Policy PPS3:

10. PPS3 “Housing” states that, in general, in deciding planning applications LPA’s should have regard to:
    - Achieving high quality housing
    - Achieving good mix reflecting the accommodation needs of various groups
    - The suitability and sustainability of a site
    - Using land effectively and efficiently
    - Ensuring the development is in line with housing objectives.

West Sussex Structure Plan 2001-2016:

11. Structure Pan Policy LOC1 emphasises the importance of securing development on Previously Developed Land (PDL)
Local Plan 2000:

12. Policy H5 of the local plan states a presumption in favour of redevelopment within the built-up area providing the development respects its surroundings.

13. Policies H6 and H7 encourage a mix of development and the provision of smaller units.

14. Policy H8 sets the requirement for affordable housing

15. The Council has produced a number of Supplementary Guidance Notes relating to residential development of which the following are relevant:
   • SPG 3 Standards for new housing development
   • SPG4 Standards for private outdoor space
   • SPG6 Trees
   • SPG16 Parking standards and transport contributions.

LDF Core Strategy:

16. Until the report of the Inspector who held the examination into the Core Strategy is received the weight to be given to LDF policies is limited. However, the following policies are relevant:
   • H3 This policy reflects the priority to be given to PDL in sustainable locations, provided there are no major physical or environmental constraints.
   • H4 seeks to maximise the efficient use of land, with densities below 30/hectare only in exceptional circumstances.
   • H5 seeks the provision of 40% affordable housing and;
   • H6, a mix of dwelling types and sizes.

17. A Development Brief was produced for this site and the remainder of the Upper School site in January 2002. The Brief set the following development guidelines:
   • Open space (0.22hectares) towards the rear of the site incorporating tree groups G1 & G2 of the TPO
   • Community use would be acceptable
   • Residential use would be acceptable of which 25% should be affordable and a minimum of 65% smaller units
   • Encouragement is given for the retention of the old school building and its conversion into flats or small dwellings.

In terms of the scale and layout of development the Brief set the following guidelines:
   • The majority of dwellings to be 2 storeys at a density of 35-40 dwellings/hectare
   • Along the Ifield Green frontage, 2 storeys with a third storey in the roof and similar in terms of height and bulk to the old building. Scope could exist at prominent points in the layout such as junctions and corner plots for variation in the form of specifically designed multi-aspect buildings, particularly adjacent to the Ifield Green junction.
   • Development to be set back from the Ifield Green frontage
   • All protected trees to be retained
   • Buildings to be in short terraces along common building lines

PLANNING CONSIDERATIONS:-

18. The site lies within the built-up area, in an established residential area and constitutes Previously Developed Land. There is therefore no objection in principle with redevelopment of the site for residential purposes.
In the context of the development Plan, the LDF and the Development Brief the main issues are considered to be:

1. The scale and form of development
2. The relationship with neighbouring property
3. Access and parking

1. The Scale and Form of Development:

The former Upper Deerswood School site comprises in effect 4 parcels of land. The largest single parcel is that now occupied by the new nursing home, the second by the open space around the retained groups of trees, the third that comprising the application site and the 4th a smaller parcel of land in the north east corner of the site adjacent to Old Manor Close.

Many of the respondents have objected to the loss of the former school building. The Development Brief was ambiguous in its comment regarding this building; stating both a requirement and an aspiration for its retention. The building is not listed but it is an attractive Edwardian building. In the view of both the County Conservation Architect and the Council’s Urban Designer, the building has no architectural or historic merit. It is therefore considered that it would not be sustainable to require its retention as a constraint upon development.

The proposal represents an average density of development over the two parcels of land of 90 units/hectare or if allowance is made for part of the access road 76/hectare. This is above the density range advocated for the Upper Deerswood site as a whole but is comparable with recent developments at Worth Park Avenue and Three Bridges Road and reflects the current desire to maximise effective use of land, provided there is no detriment to the locality. The parcels of land which make up the application are also quite small which emphasises the density figure.

The proposed development ranges in height from 3 storeys to 4 storeys. The northern block would be part 3 and part 4 storeys, whereas the southern block would be purely 4 storeys. The brief states that the majority of the site as a whole should be two storeys with possibly an element of 3 storeys along the Ifield green frontage. In addition the brief, which was not dealing with a specific layout did envisage that there may be scope for variation around the entrance to the site. It is considered that, on balance, the proposed height of the development is acceptable in layout and street scene terms. The Nursing Home to the rear of this application site is 2 storeys in height and will meet the requirements of the brief not only that the majority of the site will be 2 storeys but the 2 storey element is at the most sensitive part of the whole site behind the majority of properties in Warren drive and Old Manor Close. The proposed buildings are set well back from the Ifield Green frontage to mitigate the impact on the streetscene, which will continue to be dominated by the large mature trees. The Council’s Urban Designer has commented that the proposed development would frame the view to the central feature of the Nursing Home, emphasising its importance, effectively creating a Gateway feature. It is proposed to set the northerly block into the ground such that the 3 storey element would be lower than the existing old school building and the 4 storey element not significantly higher (approx. 2 m)

2. The Relationship with Neighbouring property

The proposed northern block reduces to 3 storeys towards the existing properties in Old Manor Close and as indicated above would also be set into current ground level. The three storey wing would also not be as deep as the 4 storey element, again to reduce its impact. The building would be 13.7 m from the northern boundary and 27m from the nearest houses. This separation is considered to be acceptable. There was an issue with balconies on the upper levels but these have been removed. The southern block would be closer to the southern boundary (8 m) but this is not as critical as the adjacent land contains an access and a garage court. The nearest residential properties are 37 metres away. This degree of separation is considered to be acceptable. The dwellings on the western side of
Ifield Green are 30 m away and are separated from the new development by two significant lines of trees.

3. Access and Parking issues:

Access to the proposed development would be by means of the recently constructed access which serve the Nursing Home. Parking provision would be made at an average of 1.5 spaces per dwelling which accords with SPG16 and PPG13. The HoTPS at Chichester has not raised any highway objections to this proposal subject to a transport contribution.

**CONCLUSIONS:-**

This site is the remaining frontage land left following the closure and partial demolition of the Upper Deerswood School. A large Nursing Home has been built on the central portion of the site and open space left around preserved trees towards the rear of the site. This proposal involves the demolition of the remaining school building and its replacement by two blocks of 11 & 16 flats. The Old School building is an attractive but unlisted building and considered unworthy of listing.

The proposal is an intensive form of development but the impact of the scale of development will be mitigated by the space around the buildings and particularly the set back from Ifield Green to enable retention of the large frontage trees. The development would be set into existing ground levels and reduced in height and width to respect the amenity of those properties to the north of the site. To the south of the site the nearest residential properties are separated from the development by an access and garage court.

The applicants have confirmed that the scheme will provide 40% of the flats as affordable units.

**RECOMMENDATION RE: CR/2007/0108/FUL**

PERMIT - Subject to the conclusion of a Section 106 Agreement regarding transport contributions and affordable housing

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 materials and finishes of the conservatory dwarf wall shall match in colour and texture those of the existing building(s).
   **REASON:** In the interests of amenity in accordance with Policies GD1 of the Crawley Borough Local Plan 2000.

3. 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.
   **REASON:** In the interests of amenity and of the environment of the development in accordance with Policy GD5 of the Crawley Borough Local Plan 2000.

4. 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 GD5 of the Crawley Borough Local Plan 2000.

5. The building(s) shall not be occupied until the parking spaces / turning facilities / and garages shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking / turning / and garaging of vehicles.

REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policy GD3 of the Crawley Borough Local Plan 2000.

6. The building hereby permitted shall not be occupied until provision has been made within the site in accordance with details to be submitted to and approved by the Local Planning Authority to prevent surface water discharging onto the public highway.

REASON: In the interests of road safety in accordance with Policy GD25 and T2 of the Crawley Borough Local Plan 2000.

7. The building shall not be occupied/until the road(s) serving the development hereby permitted 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 GD3 and GD25 of the Crawley Borough Local Plan 2000.

8. The building hereby permitted shall not be occupied until all access(es) to the site other than hereby approved have been stopped up permanently and obliterated.

REASON: In the interests of road safety in accordance with Policy T2 of the Crawley Borough Local Plan 2000.

9. No construction/building work shall be carried out on site unless there is available within the site in accordance with details approved by the Local Planning Authority provision for the temporary parking of vehicles and the loading and unloading of vehicles associated with the building or other operations of the site throughout the period of work required to implement the development hereby permitted.

REASON: In the interests of road safety in accordance with Policy GD34 and T2 of the Crawley Borough Local Plan 2000.

10. No work shall be carried out on site unless provision is available within the site, in accordance with plans and details approved by the Local Planning Authority, for all temporary contractors' buildings, plant and stacks of materials associated with the development and such provision shall be retained for these purposes throughout the period of work on the site.

REASON: To avoid undue congestion on the site and consequent obstruction to access in accordance with Policy GD34 and T2 of the Crawley Borough Local Plan 2000.

11. No work shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details approved by the Local Planning Authority and such facility shall be retained in working order and operated throughout the period of work on the site to ensure that vehicles do not leave the site carrying earth and mud on their wheels in a quantity which causes a nuisance or hazard on the road system in the locality.

REASON: In the interests of road safety in accordance with Policy GD34 and T2 of the Crawley Borough Local Plan 2000.

12. No external radio or T.V. aerial shall be erected or affixed on any individual residential property or flat.

REASON: In the interests of the visual amenities in accordance with policy GD1 of the Crawley Borough Local Plan 2000.
13. The development hereby permitted shall not proceed until details of the proposed surface water (and foul) 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 GD24 of the Crawley Borough Local Plan 2000.

14. 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 building 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 Policies GD1 and GD2 of the Crawley Borough Local Plan 2000.

REASON FOR APPROVAL

1. The proposal is considered appropriate to its location in terms of scale, design and siting. It would not affect the amenities of the neighbouring properties or have an adverse impact on the character of the street scene. The proposal is considered to accord with the Crawley Borough Local Plan 2000 and all relevant material considerations including:

   a. GD1 - The Normal Requirements of All Development;
   b. GD2 - Development and its Setting;
   c. H5 – Infilling & Redevelopment;
   d. H6/H7/H8 – Housing;
   e. SPG numbers 3, 4, 6 and 16.
REFERENCE NO: CR/2007/0201/LBC

LOCATION: THE GEORGE HOTEL, HIGH STREET, WEST GREEN, CRAWLEY
PROPOSAL: LISTED BUILDING CONSENT FOR THE CHANGE OF WOODEN SASH WINDOWS TO UPVC DOUBLE GLAZED SASH WINDOWS

TARGET DECISION DATE: 25 May 2007

APPLICANT/AGENT

APPLICANTS NAME: Nilesh Patel,
AGENTS NAME: ______________________________________________________

PLANS & DRAWINGS CONSIDERED:

CONSULTATIONS

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<tr>
<th>Type</th>
<th>Comments</th>
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<tr>
<td>1. WSCC - County Architect</td>
<td>No objection.</td>
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<tr>
<td>2. Central Crawley Conservation Area Advisory Cttee</td>
<td>Objection.</td>
</tr>
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</table>

Consultation expiry date: 20 April 2007

NEIGHBOUR LETTERS SENT:-

The Occupier: 50 & 60 High street; 1 Grand Parade; 53-61 (odds) High street; The white Hart PH; 1, 2, 3, 4, 5, 5A, 6-9 Ifield Road; Southern Counties Garage; Shaw House.

REPLIES RECEIVED:-

One letter of representation has been received objecting to the proposal unless the windows are carefully designed.

THE APPLICATION SITE:-

1. The application site is situated on the west side of the High Street with additional frontages onto Ifield Road to the south and Peglar Way to the west. The main buildings are located close to the High Street frontage and the car-park area is located at the rear adjacent to Ifield Road and Peglar Way. The proposal specifically relates to the replacement of a number of the windows in the rear, more modern elements of the hotel.
THE PROPOSED DEVELOPMENT:-

2. This application for Listed Building Consent to replace 63 windows on the more modern rear sections of the building. The windows to be replaced would be visible from the rear access and service areas of the building.

3. Twenty eight of the windows to be replaced are located on the elements of the building erected in the 1960s whilst the remainder of the windows to be replaced are situated in the 1950s part of the building.

4. 62 of the windows to be replaced are currently white painted timber framed vertical sliding sash windows whilst the remaining window is a casement. Individual details of the gazing pattern for each of the windows have been provided as well as joinery details.

PLANNING HISTORY:-

5. The George Hotel has a long and complicated planning and listed building history. The relevant applications to this particular Listed Building Application are:

- CR/266/54 – In 1964 planning permission was granted for alterations and extensions to the hotel. Thirty four of the windows proposed to be replaced are situated within this section of the building.

- CR/45/60 – In 1960 planning permission was granted for alterations including the erection of a three storey flat roof rear extension. Twenty eight of the windows to be replaced would be in this section of the building.

PLANNING POLICY:-

6. The development plan for the area includes the West Sussex Structure Plan 2001-2016 and the Crawley Borough Local Plan 2000. Policy CH5 of the Structure Plan seeks to protect and enhance the special architectural or/and the historic interest of listed buildings and their settings, and Policy BN11 of the Crawley Borough Local Plan 2000 states that proposals which affect a listed building will only be permitted if there is no adverse impact on the building’s historic or architectural interest, appropriate materials are used and the scale and form of the building is respected, including doors and windows.

PLANNING CONSIDERATIONS:-

7. The main issue in this case is the effect of the proposal on the special historic and architectural interest of The George Hotel.

8. The timber framed windows to be replaced are all located in the newer sections of the building erected in the 1950s and 1960s and the windows that would therefore be affected are not considered to be significant for the historic and architectural character and integrity of the historic elements of the listed building primarily located along the High Street boundary of the site.

9. Existing window openings would be utilised and the replacement windows would not result in any alterations to the existing fabric of the buildings. The windows are also considered to have been designed with glazing bars and framing details to appear similar to the existing windows, and although the replacement of the existing single glazed windows would be noticeable when close to the building, the form of the windows and the similarity of the glazing bars in the existing windows would not result in an adverse impact on the character of the building.
10. Notwithstanding that the Central Crawley Conservation Committee have objected to the proposals, the County Architect has not objected, and it is therefore considered that the proposed new windows would not be detrimental to the character or appearance of this listed building, and the proposal would accord with Policies and BN11 of the Crawley Borough Local Plan 2000 and CH5 of the West Sussex Structure Plan 2001-2016.

CONCLUSIONS:-

11. For the reasons given above and having regard to all matters raised it is recommend that the application should be granted consent subject to conditions.

RECOMMENDATION RE: CR/2007/0201/LBC

CONSENT - Subject to the following condition(s):-

1. The works for which Listed Building Consent is hereby granted must be begun not later than the expiration of three years beginning with the date of this consent.

2. At all times during the progress of the work hereby approved, adequate measures shall be taken to protect the remaining part of the Listed Building from collapse and/or structural damage.
   REASON: To preserve the character of the locality in accordance with Policy BN11 of the Crawley Borough Local Plan 2000.

3. Upon completion of the work for which Listed Building Consent is hereby granted, any damage caused to the fabric of the building shall be made good to the satisfaction of the Local Planning Authority.
   REASON: To preserve the special character of the building for the future in accordance with Policy BN11 of the Crawley Borough Local Plan 2000.

4. The windows hereby granted consent shall be constructed of and finished in accordance with the submitted details as specified in document 1 dated 15 March 2007.
   Reason: To preserve the special character of the building for the future in accordance with Policy BN11 of the Crawley Borough Local Plan 2000.
REFERENCE NO: CR/2007/0229/FUL

LOCATION: 17 TILGATE PARADE, TILGATE, CRAWLEY
PROPOSAL: INSTALLATION OF AUTOMATED TELLER MACHINE IN SHOP FRONT

TARGET DECISION DATE: 8 June 2007

APPLICANT/AGENT

APPLICANTS NAME: Bank Machine Ltd.,
AGENTS NAME: Mrs. Jean Bailey,

PLANS & DRAWINGS CONSIDERED:
CTS0027 Sign Details, CBC0001 Sign Photograph, CBC0002 Shopfront Photograph, CBC0003 Shopfront Photograph, CBC0004 Window Photograph, CBC0005 Parade Photograph, CBC0006 Location Plan, N6723 Existing Elevation & Floor Plan, N6723 Proposed Elevation & Floor Plan

CONSULTATIONS

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<tr>
<th>Type</th>
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<tbody>
<tr>
<td>1. TAG</td>
<td>requested that the receipt bin be relocated to improve accessibility.</td>
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<tr>
<td>2. CBC - P &amp; PS</td>
<td>No objection.</td>
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</tbody>
</table>

Consultation expiry date: 7 May 2007

NEIGHBOUR LETTERS SENT:-
The Occupier: 16,16A,17A,18A Tilgate, 176,178,182,184 Ashdown Drive

REPLIES RECEIVED:-
No objection.

THE APPLICATION SITE:-

1. The application premises are situated at the eastern end of the neighbourhood parade in Tilgate which is situated on the north side of Ashdown Drive on the eastern side of its junction with Tilgate Way. There are a variety of units within the parade. Hot food takeaway, restaurants, newsagents, grocery store etc, with residential properties occupying the upper levels.

THE PROPOSED DEVELOPMENT:-

2. Permission is sought to alter the existing shopfront that fronts onto the parade to facilitate the installation of an ATM machine, associated signage and mounting of a receipt/litter bin. This would result in the removal of the existing window located to the right of the central double entrance door. The area measures 2000mm x 2400mm.
PLANNING HISTORY:-


PLANNING POLICY:-

4. Within the adopted Crawley Borough Local Plan 2000 the following policies are considered relevant. Policy GD1 seeks to ensure that proposals are of an appropriate scale and form and that proposals are in keeping with the character and appearance of the surrounding area. Policy GD2 states that planning permission will not be granted for a development if it does not relate sympathetically to its surroundings. Policy GD10 seeks that development takes into consideration that suitable access is provided for people with disabilities or restricted personal mobility. Policy GD27 applies to shop fronts and requires a high standard of design that allows access for all members of the community.

5. Also of relevance are Supplementary Planning Guidance Notes SPG7 - “Shop fronts” and SPG9 - “Access”.

PLANNING CONSIDERATIONS:-

6. The key issues in the determination of this application are the impact of the proposal to the amenities of the surrounding area and whether the proposal would provide suitable access to those with disabilities and restricted mobility.

   The impact of the proposal on the amenities of the surrounding area

7. The proposed shop front is considered to be an acceptable alteration and the resulting shop unit would retain a significant element of window display area and would not detract from the wider retail character of Tilgate Parade or create an inappropriate form of development. The proposal is not considered to have an adverse impact upon visual amenities and accord with policies GD1, GD2 and GD27 and guidance within SPG7 - “Shop fronts”.

   Suitable access to those with disabilities and restricted mobility

8. The proposal has been revised to accommodate recommendations from the Crawley Town Access Group by relocating the receipt bin so that wheelchair access would not be impeded. In addition the proposal is sited on a level with the pavement and is considered to provide suitable access for those with disabilities or restricted mobility. The proposal therefore complies with policies GD1, GD10 and GD27 of the Local Plan 2000 and guidance within SPG9 - “Access”.


PERMIT - Subject to the following condition(s):-

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. No development shall be carried out unless and until a schedule of materials 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 GD1 of the Crawley Borough Local Plan 2000.
INFORMATIVE

1. The applicant is reminded that prior to the commencement of any alterations, the lessee, under the terms of the lease must apply in writing to the Council as landlord for landlord's consent

REASON FOR APPROVAL

1. The decision to grant planning permission has been taken having regard to the policies and proposals in the adopted Crawley Borough Council Local Plan 2000 set out below, and to all relevant material considerations, including Supplementary Planning Guidance Note Seven `Shop Fronts`.

a. GD1 - The Normal Requirements of All development;
b. GD10 - The Needs of People with Disabilities;
c. GD28 - Shop Fronts, Advertisements, Signs and Hoardings.
CRAWLEY BOROUGH COUNCIL  
DEVELOPMENT CONTROL COMMITTEE - 4 June 2007  
REPORT NO: PS. 298  
ITEM NO: 009

REFERENCE NO: CR/2007/0230/ADV

LOCATION: 17 TILGATE PARADE, TILGATE, CRAWLEY  
PROPOSAL: ERECTION OF ATM INTERNALLY ILLUMINATED SIGN

TARGET DECISION DATE: 8 June 2007

APPLICANT/AGENT

APPLICANTS NAME: Bank Machines Ltd.,  
AGENTS NAME: Mrs. Jean Bailey,

PLANS & DRAWINGS CONSIDERED:

CTS0027 Sign Details, CBC0001 Sign Photograph, CBC0002 Shopfront Photograph,  
CBC0003 Shopfront Photograph, CBC0004 Window Photograph, CBC0005 Parade Photograph, CBC0006 Location Plan, N6723 Existing Elevation & Plan, Proposed Elevation & Plan

CONSULTATIONS

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<td>CBC - P &amp; PS</td>
<td>No objection.</td>
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Consultation expiry date: 7 May 2007

NEIGHBOUR LETTERS SENT:-

The Occupier: 16,16A,17A,18A Tilgate, 176,178,182,184 Ashdown Drive

REPLIES RECEIVED:-

No objection.

THE APPLICATION SITE:-

1. The application premises is situated at the eastern end of the neighbourhood parade in Tilgate which is situated on the north side of Ashdown Drive on the eastern side of its junction with Tilgate Way. There are a variety of units within the parade. Hot food takeaway, restaurants, newsagents, grocery store etc, with residential properties occupying the upper levels.

THE PROPOSED DEVELOPMENT:-

2. Advertisement consent is sought for the erection of one internally illuminated measuring 646mm x 400mm and sited on the front of the shop unit facing the main Parade frontage. It would be situated at a height of 1600mm. The sign would comprise of dark blue and red lettering on a predominantly green background. The sign would be illuminated by means of a 18w fluorescent tube.
PLANNING HISTORY:-

3. Application CR/2007/0229/FUL submitted with this application seeks consent for the alteration of part of the shopfront to accommodate an ATM machine.

PLANNING POLICY:-

4. Planning policies GD1, GD2 and GD28 of the Crawley Borough Local Plan 2000 are relevant to this application together with the guidance contained in Supplementary planning Guidance (SPG) Note 8 ‘Signs and Advertisements’.

PLANNING CONSIDERATIONS:-

5. The main considerations in determining this application relate to whether the proposed sign would create a danger or hazard to public safety and whether they would have a detrimental impact on the amenity of their surroundings.

6. Tilgate Parade is set back from Ashdown Drive and has a large car parking area in front of the shops. The proposed sign will therefore not create any danger to vehicle traffic using the main public highways and as such are acceptable in terms of highway safety.

7. The sign would also not detract from the amenity of the surrounding area. It is of a non intermittent nature and is considered compatible with the general design of the shop front and the wider parade with similar examples of illuminated signage found within the surrounding area.

CONCLUSIONS:-

8. For the reasons outlined above, the proposed sign is considered acceptable and would not create a danger to public safety or detract from the amenities of the surrounding area.

RECOMMENDATION RE: CR/2007/0230/ADV

CONSENT - Subject to the following condition(s):-

1. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
2. No advertisement shall be sited or displayed so as to:
   (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
   (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
   (c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
3. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.
4. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.
5. Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

REASONS: (1) to (5) - To comply with Schedule 2 of the Town & Country Planning (Control of Advertisements) Regulations 2007.
2. The illumination of the proposed sign shall be of a non-intermittent type. 
REASONS: In the interests of the visual amenities of the locality. In the interests of road safety and in accordance with Policies GD1 and GD28 of the Crawley Borough Local Plan 2000.

INFORMATIVE

1. The applicant is reminded that prior to the commencement of any alterations, the lessee, must apply in writing to the Council as landlord for landlord’s consent
REFERENCE NO: CR/2007/0249/CON

LOCATION: MAIDENBOWER JUNIOR SCHOOL, HARVEST ROAD, MAIDENBOWER, CRAWLEY

PROPOSAL: CONSULTATION FROM WEST SUSSEX COUNTY COUNCIL FOR INSTALLATION OF 6.0 KW WIND TURBINE AND 15M HIGH MAST

TARGET DECISION DATE: 12 June 2007

APPLICANT/AGENT

APPLICANTS NAME: Director of Children & Young Peoples Services,
AGENTS NAME: County Planning Officer,

PLANS & DRAWINGS CONSIDERED:

PN 01041/01 Site Location Plan, PN 01041/02 Block Plan

CONSULTATIONS

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<tr>
<td>CBC - Env. Health Division</td>
<td>No objection.</td>
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Consultation expiry date: 17 May 2007

NEIGHBOUR LETTERS SENT:

The Occupier: Maidenbower First School; Community & Day Care Centre; Maidenbower Baptist Church; 1-27 (odds); 2-26 (evens) Cramer Walk; 5 & 6 Tyne Close; 6, 8, 9 & 14 Nelson Close; 2-8 (evens); 1-9 (odds) Festival Court; 1, 2, 27 & 28 Delfont Close; 18, 19, 20, 21 & 1 Benjamin Road; 1, 2, 3, 4, 38, 39 & 40 Shaftesbury Road; 1 & 9 Evans Close; 5, 6, 7, 8, 9 & 7a Parker Close; 1 Sheldon Close.

It should be noted that West Sussex County Council have consulted the external consultees, including NATS, directly.

REPLIES RECEIVED:

Four representations have been received objecting to the proposal on the following grounds:

- The proposal would be an eyesore, and would be out of character in residential Maidenbower;
- Noise pollution will adversely impact upon neighbours;
- Noise pollution will adversely impact upon wildlife;
- The proposal would decrease the value of nearby houses;

One representation has also been received in support of the application.
THE APPLICATION SITE:-

1. The application site is located on a grassed area adjacent to the car-parking areas serving Maidenbower Middle School, (which is to the south and east), and Maidenbower Infants School (which is to the west). The proposal would be situated in the centre of the schools complex.

2. There are mature deciduous trees situated around Gatwick stream which runs outside of, but along-side the north-east and north-west boundaries of the schools grounds. The boundary along Maidenbower Drive, to the south east, comprises mature hedging up to approximately 3m in height which grows alongside and between a 3m high chain link fence. The Harvest Road boundary is mostly open and there are direct views of the proposed site through the school car-parks and main access.

THE PROPOSED DEVELOPMENT:-

3. This consultation from West Sussex County Council, comprises a planning application for permission to erect a wind turbine on a 15m high tower. The maximum height of the overall structure including the rotor blades would be 17.75m. The turbine head and rotors would be finished in matt black and the tower would be of a galvanised steel. All other plant would be contained in the plant room of the Middle School. The 6kw turbine would produce between 9,000-19,400 kWh per year and would be connected to the National Grid.

PLANNING HISTORY:-

4. There is no relevant planning history.

PLANNING POLICY:-

National Planning Policy Context

5. PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system by: making suitable land available for development in line with economic, social and environmental objectives to improve people’s quality of life;

- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

6. PPS22 – Renewable Energy, published in August 2004 sets out the governments policies for renewable energy in regard of the preparation of local development documents and planning decisions. It states that Local Planning Authorities should adhere to a number of key principles in their approach to renewable energies these are as follows:

“(i) Renewable energy developments should be capable of being accommodated throughout England in locations where the technology is viable and environmental, economic, and social impacts can be addressed satisfactorily.
(ii) Regional spatial strategies and local development documents should contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources. Regional planning bodies and local planning authorities should recognise the full range of renewable energy sources, their differing characteristics, locational requirements and the potential for exploiting them subject to appropriate environmental safeguards.

(iii) At the local level, planning authorities should set out the criteria that will be applied in assessing applications for planning permission for renewable energy projects. Planning policies that rule out or place constraints on the development of all, or specific types of, renewable energy technologies should not be included in regional spatial strategies or local development documents without sufficient reasoned justification. The Government may intervene in the plan making process where it considers that the constraints being proposed by local authorities are too great or have been poorly justified.

(iv) The wider environmental and economic benefits of all proposals for renewable energy projects, whatever their scale, are material considerations that should be given significant weight in determining whether proposals should be granted planning permission.

(v) Regional planning bodies and local planning authorities should not make assumptions about the technical and commercial feasibility of renewable energy projects (eg identifying generalised locations for development based on mean wind speeds). Technological change can mean that sites currently excluded as locations for particular types of renewable energy development may in future be suitable.

(vi) Small-scale projects can provide a limited but valuable contribution to overall outputs of renewable energy and to meeting energy needs both locally and nationally. Planning authorities should not therefore reject planning applications simply because the level of output is small.

(vii) Local planning authorities, regional stakeholders and Local Strategic Partnerships should foster community involvement in renewable energy projects and seek to promote knowledge of and greater acceptance by the public of prospective renewable energy developments that are appropriately located. Developers of renewable energy projects should engage in active consultation and discussion with local communities at an early stage in the planning process, and before any planning application is formally submitted.

(viii) Development proposals should demonstrate any environmental, economic and social benefits as well as how any environmental and social impacts have been minimised through careful consideration of location, scale, design and other measures.

West Sussex Structure Plan 2001-2016

7. Policy ERA7 specifically applies to energy generation and supply and seeks to secure more renewable energy sources provided they are economically and environmentally acceptable.

8. Policy LOC1 seeks to locate new development within towns and villages particularly through the re-use of previously developed land. Accordingly it states that within built-up area boundaries, development should be permitted provided the impact on the character of the area and the environment… is acceptable.

9. CH1 expects development to maintain or enhance the character, distinctiveness and sense of place of settlements.
10. ERA5 seeks to protect the quality of air, soil and water, including the impacts of noise.

_Crawley Borough Local Plan 2000._

11. Although PPS22 and the West Sussex Structure Plan 2001-2016 both post date the Crawley Borough Local Plan 2000, policy GD14, which encourages the utilisation and development of renewable energy resources, is still considered to follow the principles and general thrust of the current guidance issued at the National and Structure Plan levels and is therefore still a relevant consideration.

12. The following general policies are also relevant: GD1 sets out the requirements for all developments, whilst GD2 relates to the impact of Development and its Setting. GD7 relates to issues of landscaping and development. GD3 requires that development is able to meet its own operational requirements and GD20 considers the impact that proposals would have in terms of pollution levels and hazards, including noise issues.

**PLANNING CONSIDERATIONS:-**

13. The main issues to be considered in the determination of this application are whether the principle of this form of development is acceptable and the impact on:

- The visual amenities of the street scene and the wider character of the area;
- Noise Pollution;

14. The proposal would help to reduce the CO2 emissions generated by the school, and the provision of a display within the school and the successful siting of the turbine would demonstrate to the wider community and the pupils attending the school, the potential benefits to be derived from renewable energy. Notwithstanding that the out-put from the turbine would be relatively modest, it would contribute at times of low energy use in the school back into the national grid. It is therefore considered that in principle, this development would assist the economically by reducing the electricity the school will have to buy in, whilst helping to meet wider national policy aims to increase the contribution out-puts from renewable sources. Therefore subject to the acceptability of the proposal in terms of its visual impact, noise pollution and neighbour amenity, the impact on wildlife and also specifically the potential impact on the Gatwick Aerodrome Safeguarded area, the principle of this development should be acceptable.

The impact on the visual amenities of the street scene and the wider character of the area;

15. The turbine would be 17.75m tall to the top of the rotor blades. This would be significantly above the level of the adjacent school buildings. To the north and west of the site, the mature trees around the Gatwick Stream provide a good screen, particularly in summer. In addition the hedge along the Maidenbower Drive boundary to the south also provides a screen particularly from the ground floor level. There would however be some direct views of the site from Maidenbower Drive to the east and from Harvest Road to the west. The two schools would however, also provide some screening and backdrop of the proposal, although the turbine head would be likely to be seen above the roofs of both buildings.

16. Whilst the proposed turbine would therefore be visible in the surrounding area due to its height, at 5.5m in diameter across the rotors, the turbine is not considered to be of an overall size and scale that would make it visually dominant. Given that it would be situated 90m from Harvest Road to the west, 170m from Maidenbower Drive to the south and east, and at least 85m from the footpath running along the side of the Gatwick Stream, and would be set within the existing school buildings, it is not considered that it would be prominent to an extent which would cause harm to either the wider generally
residential character of the area or the visual amenities of the surrounding street scenes. Accordingly, the proposal is considered environmentally acceptable and would comply with national policy, structure plan policy and Local Plan Policies GD1, GD2, GD7 and GD14 in this regard.

Noise Pollution;

17. The Head of Environmental Services has commented on the noise report submitted, that at 5m/s wind speed (11mph) the noise level would be 45dBA at 10m from the turbine, and therefore at 100m, (which is the approximate distance to the nearest residents), the noise level would be approximately 25dBA. This would be below the background noise level for the area and should not therefore be audible.

18. With greater wind speeds, the noise level of the turbine will increase and at 20m/s (45mph) the noise level of the turbine at 10m from the turbine would be 65 dBA. This would result in a noise level of about 45dBA at the nearest residents. It is however considered at this higher wind level that the background noise of the wind will also be much higher, especially around the trees as are situated along the Gatwick Stream, and it is unlikely the higher noise from the wind turbine would be audible above the correspondingly increase background noise.

19. It is also noted that as the turbine does not have a gear-box, there would not be a problem with low frequency noise often associated with this feature on larger turbines.

20. The Head of Environmental Services therefore does not consider that the noise from the turbine would be audible during the day, whilst at night it would not be audible inside nearby houses. There would not be an affect on the amenity of nearby residents and there is therefore no objection to the application on these grounds.

Other Matters

21. It is acknowledged that other matters such as the impact on wildlife and the safeguarding of Gatwick Airports Radar coverage are important considerations in the determination of this application, however, West Sussex County Council will undertake external consultations directly with the relevant bodies regarding these matters.

CONCLUSIONS:

22. This application relates to a County Matter the decision on which will be taken by West Sussex County Council. This Authority is being consulted.

23. The turbine would be situated in the centre of the school complex, and although it would be significantly taller than the nearby school buildings, it would be screened from view from around the site. The supporting information submitted with the application confirms that the proposal would not cause significant noise pollution which would harm the amenities of neighbours.

24. It is considered that the siting of the proposed development would therefore accord with the criteria in PPS22 for small scale renewable energy sources, and the turbine would be acceptable in regard of the relevant Development Plan policies.

It is Recommended that West Sussex County Council is informed that Crawley Borough Council has no objection to the proposed development but would wish to see the following conditions applied.

NO OBJECTION - Subject to:-

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. No 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, 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 GD1 of the Crawley Borough Local Plan 2000.