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LOCATION: GATWICK 23, GATWICK ROAD, NORTHGATE, CRAWLEY
PROPOSAL: CHANGE OF USE FROM OFFICES (B1) TO A CO-EDUCATIONAL SCHOOL (D1) WITH NEW BUILD SPORTS HALL, INCLUDING PARKING, EXTERNAL PLAY AREAS AND LANDSCAPING WORKS

TARGET DECISION DATE: 23 April 2015

CASE OFFICER: Mrs V. Cheesman

APPLICANTS NAME: Crawley Free School Trust
AGENTS NAME: Hunters South Architects

PLANS & DRAWINGS CONSIDERED:
PL002 LOCATION & EXISTING SITE PLAN, PL003 PROPOSED SITE PLAN, PL004 LANDSCAPE MASTERPLAN, PL005 TREE CONSTRAINTS PLAN, PL006 TREE RETENTION PROTECTION PLAN, PL007 LANDSCAPE SECTION PLAN, PL008 EXISTING GF PLAN, PL009 EXISTING FF PLAN, PL010 EXISTING ROOF PLAN, PL011 PROPOSED GF PLAN, PL012 PROPOSED FF PLAN, PL013 PROPOSED ROOF PLAN, PL014 EXISTING ELEVATIONS, PL015 EXISTING ELEVATIONS, PL016 PROPOSED ELEVATIONS, PL017 PROPOSED ELEVATIONS, PL018 PROPOSED SPORTS HALL ELEVATIONS, PL019 GA SECTIONS, PL020 PROPOSED SITE SECTIONS, PL021 STREET SCENE & MATERIAL PROPOSALS, SK022 Rev P03 Pedestrian Movement Strategy, CPMP Rev P6 Car Park Layout

CONSULTEE NOTIFICATIONS & RESPONSES:
1. GAL - Aerodrome Safeguarding no objections subject to conditions and informative.
2. Environment Agency assessed as having a low environmental risk, therefore no comments to make.
3. WSCC – Highways objection due to severe detriment to highway safety and free flow of traffic on the local highway network, does not achieve safe and/or convenient access for pedestrians or cyclists, resulting in a dependence on the use of the private car and does not maximise the use of sustainable transport modes.
4. Police objection on grounds of volume of traffic, impact on local area, causing congestion and impact on street parking, concerns about pedestrian safety through car park area.
5. CBC - Drainage Officer no objection, subject to subsequent submission of details.
6. CBC - Planning Arboricultural Officer no objection
7. CBC - Environmental Health objection on noise grounds due to proximity to airport
8. CBC - Refuse & Recycling Team no objection

NEIGHBOUR NOTIFICATIONS:
The application was publicised by press and site notices.

RESPONSES RECEIVED:
2 responses received from members of the public objecting on grounds of:
- location in an industrial/commercial area,
- level of traffic on the industrial estate,
- dangerous road conditions for children walking to school,
- traffic to/from the school would cause disruption in the rush hour.
REASON FOR REPORTING TO COMMITTEE:-

Major development based on site area of over 1ha.

THE APPLICATION SITE:-

1.1 The application site of 1.2ha is situated on the east side of Gatwick Road, on the south side of Tinsley Lane and to the west of Wheatstone Close. The site comprises the 2 former office buildings, car parking and landscaping, previously known as Gatwick 23.

1.2 Gatwick Free School have occupied the site since September 2014, operating with the benefit of the one year permitted development rights under Part 4 Class C of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). The school is currently operating 3 classes, (2 reception and 1 secondary - yr 7) with the potential for 90 children, although actual numbers of pupils are 54. There are currently 10 full time equivalent members of staff, of which 4 are full time teaching staff. The school has some services that are contracted out and as such there are a further 5 staff visiting per week.

1.3 There are existing accesses along all 3 road frontages and there is a row of preserved trees along the northern boundary with Tinsley Lane North.

1.4 The site lies within the Manor Royal Main Employment Area

THE PROPOSED DEVELOPMENT:-

2.1 The application seeks permanent planning permission to operate the free school from September 2015, when the permitted development rights expire. The school would cater for children from reception year through to year 11 and so would be a ‘through school’ taking children from ages 4 - 16. All the buildings on site would be utilised. The school would comprise 2 form entry at primary level, which would be 420 pupils, and 4 form entry at secondary level, giving 600 pupils, making a total of 1020 pupils for the school as a whole. The school would operate at this capacity by 2020. Staffing levels at this point would be 120. The intake per year would be 60 reception children and 120 for year 7 pupils.

2.2 The existing 2 storey open plan offices are to be converted with classrooms and other facilities and the double height central space of each building providing multi-purpose hall facilities. The interconnecting block would be laid out as the new main entrance and dining hall at ground floor level, with a learning resource centre above.

2.3 In addition to the change of use, a number of building operations are proposed, namely the recladding of the building and insertion of additional/replacement windows, the erection of a new entrance feature, the construction of a hard surfaced and fenced Multi Use Games Area (MUGA), the erection of a sports hall building and a linking canopy between the school building and the sports hall.

2.4 The access and car parking arrangements will comprise the following:

- pedestrian access would be from Gatwick Road and Tinsley Lane North
- the main vehicular access into the school is to be from Tinsley Lane North, with egress onto Gatwick Road and would give access to the main car parking areas for staff, visitors and parents
- an additional access point on Wheatstone Close is to be inserted and would facilitate access to a further staff car park area and the substation. It would also provide access to an additional area to be used for parent parking on the MUGA at the start and end of the school day. Egress from this area would be from the existing access point on Wheatstone Close
- Cycle parking is to be provided at the northern part of the site (10 spaces)

PLANNING HISTORY:-

3.1 The building is a Class B1 Office and has been the subject of associated applications for alterations and extensions in the 1980’s.
3.2 More recently, a Notification from the Secretary of State for Education under the Class C2, Part 4 of schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, for use as a state funded school for a single academic year was received on 18th July 2014 (CR/2014/0531/NTF). This is a notification to the Local Planning Authority that the Secretary of State approved the use of the site as a state funded school under these permitted development rights and that it was due to open on 1st September 2014. It grants permission for one academic year, which is defined as running from 1st August and ending with the 31st July. The temporary permission therefore expires on 31st July 2015.

**PLANNING POLICY:**

The National Planning Policy Framework 2012 (NPPF)

4.1 The NPPF has a golden thread running through it which seeks to ensure a presumption in favour of sustainable development. The NPPF states that there are three dimensions to sustainable development and the planning system performs an economic, social and environmental role. These roles are mutually dependent. The Framework requires applications to be determined in accordance with the development plan.

4.2 Relevant sections are:
- paragraph 14 : presumption in favour of sustainable development
- paragraph 17 : core planning principles
- section 1 : building a strong competitive economy,
- section 4 : promoting sustainable transport
- section 8 : promoting healthy communities

4.3 The development plan for the area includes the saved policies of the Crawley Borough Local Plan 2000 and the Crawley Borough Local Development Framework Core Strategy 2008.

Crawley Borough Local Plan 2000

4.4 Policy GD1 seeks to ensure that new development is satisfactory in scale, character and appearance, does not cause unreasonable harm to the amenities and environment of its surroundings and provides a satisfactory environment for all those that use or visit the development. Regard is to be given to any planning guidance published by the LPA.

4.5 Policy GD2 requires development to relate sympathetically to its surroundings and respect the character, quality and special features of its setting.

4.6 Policy GD3 requires development to provide for its operational requirements.

4.7 Policy GD5 requires landscaping to be incorporated as part of development, respecting the character of the area.

4.8 Policy GD17 seeks to protect noise sensitive development from unacceptable levels of road, railway, mixed and aircraft noise.

4.9 Policy GD25 states that the Council will only permit development which can be provided with adequate arrangements for surface water run-off.

4.10 Policy GD34 states that development which requires construction and demolition work will be required to include adequate measures to minimise or avoid the impact of such work on the environment and amenity of neighbouring areas.

4.11 Policy GD36 states that planning obligations may be sought as an appropriate means of securing the provision of that necessary infrastructure and community facilities on or off the site.

4.12 Policy T8 requires proposals for public and private car parking to be designed to be compatible with surrounding buildings and should be well landscaped.
4.13 Policy T23 requires development which will generate a large number of visitors or employees to make provision for access by bus. Convenient locations for bus stops should be provided and bus access should be considered as part of the design process.

4.14 Policy T27 requires development which will generate a large number of visitors or employees to make provision for safe access on foot and by bicycle. Developers may be required to contribute to the creation of footpath and cycle routes linked to the development.

4.15 Policy T28 states that all development will be required to provide secure cycle parking facilities to current adopted standards.

Crawley Borough Local Development Framework Core Strategy 2008

4.16 Policy EN5 states that development should be based on a thorough understanding of the context, significance and distinctiveness of the site and surroundings and be of high quality in terms of its urban landscape and architectural design and materials.

4.17 Policy E1 requires 280,000 sq m of net additional employment floorspace in order to meet the employment needs of the town.

4.18 Policy E2 states new employment, development or redevelopment and intensification of existing employment sites should be in sustainable locations which are accessible by public transport. This includes the existing main employment areas. Major employment development should be of a form and type which helps Crawley fulfil its role as a strategic employment location and helps the town diversify its economy. Such proposals should demonstrate what benefits the development would bring to the town.

4.19 Policy E3 seeks to protect all employment sites unless the site is no longer suitable for employment purposes, the loss of a proportion of floorspace would lead to the refurbishment or upgrade on the greater part of the site, the loss would result in significant regeneration or social or environmental benefit, or the site has been adequately marketed or it is allocated for an alternative form of development.

4.20 Policy MC1 seeks to ensure that proposals for the redevelopment and intensification of sites within Manor Royal and County Oak provide complementary employment uses, support the main employment uses and make efficient use of land, incorporating high quality design, sustainable development methods and integrates with sustainable methods of transport.

4.21 Policy T1 seeks to ensure development meets the transport infrastructure needs of the town and encourages sustainable transport patterns.

4.22 Policy T3 requires development to accord with the adopted parking standards.

4.23 Policy ICS1 supports the provision of new community facilities where they add to the range and quality of facilities in the Town and, in locations that are accessible by different modes of transport and to different groups within the local community.

4.24 Policy ICS2 states development contributions or provision on site for infrastructure will be required to meet the justifiable need created by new development.

4.25 Policy ICS3 supports the provision of new educational facilities where they are in locations accessible by all modes of transport.


4.26 The plan has now been subject of an Examination in Public and a consultation on further proposed modifications is under way 1st July – 12th August 2015 with changes proposed to a limited number of policies. The document is in compliance with the NPPF. It is considered that the document now has substantial weight as it moves towards adoption (expected around December 2015).
4.27 Relevant policies include:

Policy SD1: Presumption in favour of Sustainable Development
Policy CH1: Neighbourhood Principle
Policy CH2: Principles of Good Urban Design
Policy CH3: Normal Requirements of All New Development
Policy EC1: Sustainable Economic Growth
Policy EC2: Economic Growth in Main Employment Areas
Policy EC3: Manor Royal
Policy ENV11: Development and Noise
Policy IN3: Development and Requirements for Sustainable Transport
Policy IN4: Car and Cycle Parking Standards
Policy IN5: The location and Provision of New Infrastructure

Supplementary Planning Guidance and Documents:

4.28 Policy GD1 of the Crawley Borough Local Plan 2000 also requires proposals for development to have regard to guidance published by the Council. Those relevant are:

4.29 Planning Obligations and s106 Agreements - Supplementary Planning Document 2008: This document sets out the approach for planning obligations to provide for new and improved infrastructure requirements arising from new development. Annex B contains the adopted parking standards.

4.30 Manor Royal Design Guide and Public Realm Strategy – Supplementary Planning Documents 2013 – these recognise that improvements are required to the public realm through enhancing important private frontages and gateway sites. The SPD identifies where such improvements are needed, having regard to the location of sites, and setting out where the use of design principles, or the provision of structural landscaping, could provide improvement to both the private and public realms. The SPD also provides general design principles for the whole area. The key issues relate to:

- adequate parking provision (and servicing) not impacting negatively on surrounding road network.
- Improvements of the enhancement of the curtilage of the site and including public realm, signage and any security features.
- Green and open space provision on site
- Incorporation of signage into the design of the building and its surrounds
- Sustainable transport provision
- 10m landscaping frontage along Gatwick Road

PLANNING CONSIDERATIONS:-

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

- the principle of the school use in this main employment area
- highway safety, access, and parking considerations
- the operational needs of the development
- design/appearance of the alterations and new works
- quality of the environment for occupiers of the school
- future uses of the site
- impact on landscaping and trees
- s106 requirements

The principle of the school use in this main employment area

5.2 The development plan policies that apply to this site aim to ensure that Crawley can meet the economic growth needs of the town as a strategic employment location. The policies direct employment uses to specific locations and protects existing employment uses in these locations.
There are also policies aimed at improving accessibility for all to a wider range of community services, including education.

5.3 In terms of economic policies, Manor Royal is identified as the key business location for Crawley, being at the heart of the Gatwick Diamond. Development should thus respect the character and function of this locality.

5.4 Employment generating uses are thus encouraged and should be of a form and type which helps Crawley to fulfil its role as a strategic employment location in the sub-region and by helping the town to diversify its economy. In addition, development should demonstrate appropriate means of access and integrate sustainable methods of transport. These are outlined in Core Strategy policies E1, E2, E3 and MC1.

5.5 These aims are also reflected in the emerging 2030 Local Plan policies EC1 and EC2, with the Manor Royal policy EC3 allowing uses not within the B use class if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district.

5.6 With regard to community facilities policies, Core Strategy Policy ICS3 and the emerging 2030 Local Plan policy IN5 support the provision of new educational facilities provided they are located in the most sustainable locations, and accessible by a variety of means of transport.

5.7 The school is not a B Class Use and thus in principle could be regarded as contrary to the employment protection policies. However, it does provide employment, (although its main use is the provision of education services) and it is stated that the ethos of the school is to build upon the links with the business community. Prior to the school’s occupation, the office building had been empty since 2009 so the opening of the school has resulted in this vacant site being brought back into use. In addition, the school advises that a significant number of parents are employed in Manor Royal and so there is an element of joined traffic movements. Furthermore, the school offers to open its facilities out of hours to the wider community, including the sports facilities.

5.8 Further considerations are the need for additional school places in Crawley to meet the requirements of the current and future populations, both at primary and secondary level, together with central government aims to promote state funded (free) schools, as evidenced by the permitted development rights afforded to such uses.

5.9 In conclusion on this issue, it is thus considered that in general terms the operation of an educational establishment within the main employment area of Manor Royal could be acceptable in principle and at a broad level could be in accordance with the overarching aims of policies E1, E2, E3 and MC1 of the Core Strategy and EC1, EC2 and EC3 of the emerging 2030 Local Plan.

5.10 However, it is necessary to look in detail at the specifics of this proposal, in particular the associated traffic and sustainability implications of this school use, together with the overall scale and operational needs of the development, which have implications for the function of Manor Royal, and these are assessed in more depth below.

Highway safety/access/parking and sustainability considerations

5.11 The application site is located in Manor Royal, to the east of Gatwick Road, which is a busy highway with significant volumes of traffic. In addition, Tinsley Lane North and Wheatstone Close are heavily trafficked and extensively used for on street parking, which is, in the main, associated with the surrounding businesses and industrial uses that make up Manor Royal.

5.12 The site is not in a residential area or neighbourhood and so there is no immediate pupil catchment area serving this school. Consequently pupils live some distance from the site, indeed it is understood that a significant number of secondary school pupils travel from the Horley area.

5.13 In these circumstances, the majority of trips to the school site would be by car, with a limited number of trips by bus and no trips on foot or by train. The submitted Travel Plan states that 80% of primary
pupils would travel by car, 15% would car share and 5% would travel by bus. Secondary school pupils are shown as 45% using car, 50% bus and 5% cycle.

5.14 In sustainability terms this is not ideal and differs significantly from the usual arrangements in Crawley where schools are sited in appropriate locations to serve the local neighbourhoods and pupil catchment areas, allowing pupils the option of walking to school.

5.15 Given the heavy reliance on the private car, contrary to national planning advice, the policies in the Core Strategy and emerging Local Plan, which all focus on sustainable development to serve local communities, it is essential to ensure that the development would be satisfactory from a highway safety point of view, in terms of the access, impact on the road network and the car parking arrangements. It is also necessary to consider whether any other arrangements or initiatives can realistically be used to effect a modal shift away from car use.

5.16 In this instance, these concerns have been the subject of extensive discussions between the applicants and their agents, and CBC officers and WSCC as highway authority.

5.17 It is important to note that the traffic forecasts and parking demands have been based on assumptions made in the Transport Assessment, which is taken from the current school population. However, there is uncertainty about the travel origin of pupils, and future modal choice when the school is operating at capacity, especially as currently the school is operating with 54 pupils.

Access and impact on road network

5.18 As originally submitted the scheme proposed that the access into the site would be from Gatwick Road, with a one way through route across the front of the site and the exit being onto Tinsley Lane North.

5.19 Following objections from WSCC and the Police about the potential for traffic to queue as cars attempt to enter the site and either wait for a parking space or drop off pupils, as this would obstruct the flow of traffic along Gatwick Road, amended plans have been submitted showing revised access and parking arrangements.

5.20 The current proposal is that the main access would be taken from Tinsley Lane North and vehicles exit onto Gatwick Road. WSCC comment that there would be a significant increase in eastbound movements from the school traffic which will conflict with westbound movements generated by the occupiers of other nearby premises. The width of the road is reduced due to on-street parking on the southern side of Tinsley Lane North.

5.21 Access would also be gained from Wheatstone Close, for staff car parking and for additional set down/pick up parking. The width of this road is also reduced due to on-street parking. The road also provides access to the Metrobus depot and so this route is in regular use by large vehicles with very limited possibility for passing.

5.22 WSCC are concerned that westbound vehicles that are trying to exit onto Gatwick Road will be blocked by east bound school traffic. This has the potential to result in traffic queuing back along Tinsley Lane North and onto Gatwick Road. Traffic can use Cobham Way, but there is on-street parking here restricting two way flow. Given the nature of the routes and the volume of school traffic there is the real potential for routes to become blocked.

5.23 In order to lessen the impact of the additional traffic on the highway network at peak times, and to spread the volume of traffic, a staggered timetable has been suggested by the school. Core hours would be 8.30am – 3.30pm for the primary school and 8.30am – 4.30pm for the secondary school. This is then augmented with an earlier start for a breakfast club and a later finish of 4.30pm (primary) / 5.30pm (secondary) for after school clubs and 6.00pm finish for child care. These measures would be required when the school is occupied by 120 pupils in the primary school and 240 pupils in the secondary school, which is just over ⅓ of the total projected capacity and which would be reached in the 2nd year of operation, if the intake levels were to be at their maximum of 60 reception pupils and 120 year 7 pupils per year.
5.24 WSCC advise that there is uncertainty with regard to the take up of breakfast and after school clubs. They may assist in spreading parking demands, but there would be a degree of overlap as some parents arrive whilst other depart. Also at the PM pick up period parking demand will accumulate as parents arrive early to secure a space, and so there would not be such a turnover of spaces as there will be in the morning period. If it were decided that this timetable would be sufficient to set aside the concerns about volumes of traffic, then such an arrangement would need to be secured via a condition or s106 legal agreement.

5.25 In terms of bus travel, there are 2 bus stops in the immediate vicinity of the application site, one on either side of Gatwick Road, serving 7 routes. The stop on the eastern side of Gatwick Road (southbound) is 60m away from the pedestrian entrance to the school. The northern bound stop is some 75m away on the other (west) side of Gatwick Road and so would involve pupils crossing the road. A pedestrian crossing would thus be required. The details of the crossing have been subject to a safety audit, which are satisfactory and the crossing would need to be secured by way of s106 legal agreement.

5.26 Furthermore, WSCC advise that it has not been demonstrated that there is adequate bus capacity to accommodate the potential demand generated by the school, especially as existing services will be well used by other customers at peak times.

**Parking**

5.27 Parking standards are set out in the Planning Obligations and s106 Obligations SPD. Schools are to be assessed individually within the context of a travel plan using 1 space per 2 staff as a guide. In this case as well as provision for staff, it is also considered that provision on-site needs to be made for parent parking, especially given the projected modal split, with no trips on foot, the relative remoteness of the school from pupils homes and the lack of readily available on-street parking.

5.28 Following concerns raised about these issues and the number of car parking spaces, their layout and use, the car parking provision has been revised. The plans now show pedestrian routes through the school grounds to the pupil entrances into the buildings and zones identified where parking only is permitted and where set down/pick up can and cannot take place along the access route.

5.29 The main car parking spaces are shown to the front of the site of which 13 are for staff and 46 would be for parents of primary school children to park. In addition set down/ pick up for secondary pupils can occur along certain parts of the access route, which would run from Tinsley Lane North through to Gatwick Road, with pupils being required to exit from the right side of the vehicle.

5.30 The scheme has also been revised to include parking reached via a new access point off Wheatstone Close. 10 staff spaces are proposed and 48 additional spaces on the existing hard surfaced area, including the new MUGA area, with egress via the existing access point. This will introduce a one way system on this part of the site and the parent spaces would be available at the beginning and end of the day. These measures would be required when the school is occupied by 120 pupils in the primary school and 240 pupils in the secondary school, which is just over ⅓ of the total projected capacity. This which would be reached in the 2nd year of operation, if the intake levels were to be at their maximum of 60 reception pupils and 120 year 7 pupils per year.

5.31 WSCC advise that even with the additional parking provision, there would still be a shortfall in parking. The parking surveys indicate that there is limited on-street parking availability and a number of these spaces are not conveniently located to the school or especially apparent to those parents requiring a short term space and would require parents and pupils to walk through part of the adjacent industrial estate.

5.32 In addition, it should be noted that parking demands may vary from day to day depending on the weather and the season, and more significantly when considering the unknown travel habits of future pupils. There is little flexibility for on-street parking to meet any overflow demands.

5.33 Whilst the car parking arrangements, with the additional provision is noted, given the restricted layout of the site and the character of the surrounding highway network, particularly in terms of
volumes of traffic and lack of available on-street parking spaces, the car parking arrangements would need to be actively managed to ensure that they work effectively and safely.

5.34 These matters have also been discussed with the School and revised Travel Plans and Car Park Management plans have been submitted. These indicate that measures would be introduced to aim to change home to school travel patterns, reduce car travel, reduce congestion and improve road safety conditions and pupil safety within the school grounds.

5.35 These overall aims of the documents are acknowledged but there is concern that the aspirations of the plans may not be achievable and difficult to introduce and implement in practice.

5.36 In particular the management scheme indicates that a significant number of staff, acting as marshals would be required to manage the use of the car parks, to ensure that capacity is available on the school site itself and warn drivers on the approaches to the entrances if spaces are not available and to direct vehicles to the overflow spaces on Wheatstone Close or to other parking elsewhere in the vicinity. They would also supervise pupils leaving vehicles and approaching the school entrances, ensure that the pupils use the footways within the school grounds that lead through the parking areas, that vehicles leave space for others to manoeuvre into and out of the parking bays, that pupils do not alight in restricted areas, to manage entry into and through the overflow area and to prevent reversing movements in Wheatstone Close. It also requires a detailed regime for parents to adhere to.

5.37 Also it is not clear where the parents of primary school children would wait to collect their children, particularly as at the front of the site the primary school entrance is flanked by car parking and there is no readily definable area at the front where this could occur. The MUGA would not be available as now it is to be used for parent parking and would have the egress route onto Wheatstone Close running through it, and it is located to the rear of the school, away from the front entrance to the primary school.

5.38 It is considered that this high level of supervision and detailed measures are indicative of the problems that would be involved in managing such a high level of car demand on this restricted site in this densely developed area. The car parking arrangements should really be self-regulatory in terms of provision of the correct numbers of spaces to meet the demand and the associated layout for car and pedestrians. Any additional supervision required should be at a minimal level or provided on an occasional basis at times of very high demand. These intensive arrangements, which would be needed twice daily, are such that they are not considered to satisfactorily address the access and parking concerns raised in relation to this application, are not sustainable and could not be reasonably secured by a condition and would not be enforceable.

5.39 WSCC comment that the parking demands and lack of on-street parking are a significant highway consideration with the potential for the operation of the school to result in obstructive or unsafe parking within the surrounding area. This may include Gatwick Road despite the presence of no waiting at any time restrictions.

Other traffic and parking measures

5.40 The applicants have also suggested that a parking management scheme be introduced for the roads in the vicinity of the site. However, this would have to be the subject of separate procedures via a Traffic Regulation Order, which would need to follow its own statutory consultation procedures and is a function of WSCC as highway authority. The outcome of such a process is unknown at this stage and whilst it could improve the environmental situation in terms of volumes of on-street parking and keeping accesses and junctions clear, it would not provide any specific on-street spaces or allocated capacity for school users.

5.41 It has also been suggested by the applicants that a formal one-way system be introduced in a westbound direction on Tinsley Lane North, with traffic being distributed to the north via Cobham Way. Again, this would be need to be implemented via a Traffic Regulation Order, the outcome of which is unknown.
5.42 It is not considered that either of these measures would be sufficient to set aside the significant highway safety and parking concerns regarding this application.

5.43 The site has an area of 1.2 ha with the offices having a building footprint of 6400 sqm with an existing 185 spaces for car parking. The previous employment (office) use of the land operated with these buildings, the associated access and car parking arrangements, which for an office use in this location was satisfactory.

5.44 However, a school’s needs are different to the previous employment use and the characteristic of a good development is that it can satisfactorily incorporate and accommodate the operational needs of that particular user. In particular, schools have specific access and parking requirements for pupils, parents, staff and deliveries, as assessed above. Furthermore, schools need to provide suitable outdoor space and provide for play and sports activities.

5.45 At the front of the site there is a small reception play area. To the rear, the existing car parking area would be redeveloped to provide a MUGA and the erection of the new sports hall. A small primary play area is also to be provided. Other than these play/sports provisions on site, PE lessons would take place off site at K2, Southgate Playing Fields and Horley Rugby Club.

5.46 In respect to the play facilities, the Design and Access statement outlines that the site has been assessed against the Department for Education’s ‘Area Guidelines for Mainstream Schools Building – Bulletin 103 (June 2014). This advises that the gross site area for an all-through school for 1020 pupils would be form 4.4ha to 5.5ha, however without the soft play PE requirements of 3.5ha, the site range is 0.9ha to 2.0 ha.

5.47 The applicants state that the site, having an area of 1.2ha is within that later range, as soft PE requirements are to be provided off site.

5.48 In terms of the external formal play facilities that are to be provided, these comprise a protected play area for Reception classes and one for years 1 & 2. The applicants also state that the 2 main halls within the school would provide multi use space and can be used for ‘social forums’ to supplement the external play areas. The applicant also comments that ‘it is not unusual for Free Schools to occupy buildings and sites which cannot comply with the full range of indoor and outdoor facilities under current government guidance without the aid of off-site facilities. …the buildings, with the addition of the new sports hall, provide the full range of internal facilities… and with the ability to have off-site soft PE, a range of external facilities can be provide to meet current guidelines’.

5.49 These comments are noted, but the lack of informal outside play/seating areas is of concern and the fact that soft PE lessons would need to be provided off-site, adds to the unsatisfactory nature of the scheme. It is a further indication of the mismatch between the scale of the development proposed and the physical site area and its characteristics. Whilst a sports hall is proposed, which would provide for some PE lessons, this would then take up space on the site that could either be set to outside play (formal or informal), or be landscaped grounds or to be retained as a hard surface to provide parking.

5.50 The PE lessons that would take place off site would need to be serviced by coaches/minibuses to take the pupils to those locations. There is no specific on-site coach/bus provision proposals, such as a bus lane or designated bay, but the submitted details state that coaches would wait in the internal access road at the front of the site. This would need to occur after the start of the school day, when the access and adjacent parking spaces would be in full use by parents dropping off their children. It also requires a level of supervision, with 3 members of staff being identified as being required – 2 to escort pupils on pedestrian routes to the vehicle and another to supervise boarding/alighting at the coach point.

5.51 In these circumstances it is considered that the application as presented constitutes an overdevelopment of the site and does not provide adequate or satisfactory outdoor space for pupils.
Design/ appearance of the alterations and new works

5.52 The external alterations to the property comprise new windows and glazing together with recladding of the walls. The proposed materials would be polyester powder coated (ppc) aluminium insulated panels with continuous ppc aluminium ribbon window units. The Design and Access Statement advises that the Free School’s vision is for the building to have a ‘Business and Enterprise’ aesthetic, as opposed to a more traditional school building appearance. However, the cladding panels would match the school’s logo colours which is three grades of blue/grey.

5.53 The new windows are to be slightly higher than the existing windows to maximise the daylighting of the teaching spaces. At roof level, the originally sloped glazed parapet panel is to be replaced with a solid panel to provide more definition to the roof line. The entrances to the former offices would become pupil entrances for the primary and secondary ages and would utilise full height glazed curtain walling. New brise soleil are to be provided to the south elevation.

5.54 The main entrance to the school would be located in a central position on the front elevation, in the interconnecting building between the 2 main buildings. The existing solid panels would be removed and replaced with full height glazing to the north (front) elevation and a combination of glazing and panels to the south façade. At the front a staircase is also to be relocated and a curved screen of semi-opaque polycarbonate will wrap around this to form a new entrance feature.

5.55 A new sports hall building on the site is proposed to be situated to the rear, in the existing car park area, adjacent to the southern boundary with the commercial properties in Sterling Park. The form would follow that of the existing buildings with a horizontal parapet and an exposed structure, and horizontal cladding, in colours to match the main school building. A link structure from the central block to the new sports hall is proposed and would be a tensile fabric canopy structure.

5.56 It is acknowledged that the building and the proposed alterations would not be that usually associated with school premises, but on balance, given the previous office use and form of the building and the commercial/industrial surroundings of the site, it is considered that the visual appearance of the scheme is acceptable, and would provide an improvement over that of the current condition of the building.

Quality of the environment for the school

5.57 The site lies in an existing industrial/commercial area, which is subject to noise from surrounding uses, the existing roads and aircraft from Gatwick Airport. The predicted 66dB contour runs along the southern boundary of the site and the predicted 69dB contour runs just north of Tinsley Lane on the northern boundary of the site. The eastern end of the proposed second runway would terminate on what is now James Watt Way, which is only about 350m to the north of this site. The contours are the latest published contours by the CAA (ERCD0308) and are the accepted contours for the proposed wide-spaced second runway. Even though the proposed runway has not been finally agreed, it has been accepted by the Planning Inspectorate to assume it is likely to go ahead when considering sound insulation for new noise sensitive premises.

5.58 It should be noted that in considering the North East Sector development, the school element of that neighbourhood was considered acceptable. That location was within a lower noise contour and the scheme is to be subject to safeguards to provide for a suitable noise environment for the pupils. It is considered that for consistency the same approach should be followed with this scheme and that, due to the noise environment, suitable noise mitigation measures would be required. The application as submitted does not demonstrate that these noise issues can be satisfactorily addressed by way of suitable mitigation measures and therefore the application is considered to be unacceptable in this regard.

Future uses of the site and impact on Manor Royal

5.59 Development Plan policies whilst allowing for changes away from B class uses in Manor Royal in appropriate circumstances, seek to ensure that future uses and development of sites and the wider area in the longer term is not prejudiced by any current proposals.
In this regard there is concern that the proposals not only include a change of use of the building, but also there is a large element of new build. The erection of the sports hall building would take up land currently laid out as a car park, which would affect any potential future reuse of the building for office or other B1 purposes, as the level of car parking would be significantly reduced.

It is also considered that the issues arising from the scale of the proposal and the associated traffic and parking demand will have unsatisfactory knock-on effects in the wider area, in terms of traffic congestion at peak periods and exacerbating the on street parking situation, in a locality which is already at capacity. This will have an adverse impact on the economic role and function of Manor Royal as a Main Employment Area and the wider economic function of Crawley. Whilst uses other than B class uses are allowed for by the policies, they need to be of a scale and function that enhances this established role and must not undermine the business district. As set out above, this is not considered to be the case with this proposal and it would be contrary to Core Strategy policies E1, E2 E3 and MC1 and emerging Local Plan policies EC1, EC2 and EC3.

Impact on trees and landscaping

There are a number of preserved trees at the front of the site along the boundary with Tinsley Lane North. The Arboricultural Officer has no objections to the scheme.

Two pedestrian access points are to be provided from the site frontage to lead to dedicated pedestrian access routes to the main entrance and the secondary school entrance. This will be across areas of existing landscaping but the main trees will be unaffected and tree protection measures are shown in the submission. Some areas of hedging and shrub planting will need to be removed to facilitate these routes, but this is considered to be acceptable and additional shrub and ground cover planting is proposed as part of the overall landscaping proposals.

S106 requirements

Policy GD36 of the Crawley Local Plan 2000 and ICS2 of the Core Strategy require infrastructure contributions/provision to meet the justifiable needs created by new development. The SPD ‘Planning Obligations and S106 Agreements’ sets out the approach and the mechanism for planning obligations to provide for these new and improved infrastructure requirements. In this case these would compromise:
- Transport – pedestrian crossing, traffic markings outside entrance, staggered timetable
- Manor Royal Contribution - £1978

At this stage there is no completed s106 agreement from the applicant and as the application is recommended for refusal, no subsequent discussions have been undertaken with the applicant in this respect.

In these circumstances with no completed s106 agreement to secure the relevant measures and contributions, the proposal is contrary to policies GD36 of the Crawley Borough Local Plan 2000 and ICS2 of the Core Strategy 2008.

CONCLUSIONS:-

Development Plan policies support the provision of new educational facilities and there is a need for additional school places in the town. However, such provision needs to be in the right place, in a sustainable location and the scale of the proposal needs to be satisfactory and relate to the character of its surroundings.

In this case, it is the scale of the school in this location that is of concern. The site is within Manor Royal, which is a main employment area, where B Classes uses are encouraged. Other uses may be acceptable in such areas, provided they do not have an adverse impact on the economic function of that area.

The proposal would generate a significant level of traffic from pupils travelling to and from the site and given its location in a commercial area, the majority of these would be car borne, which conflicts with the principles of sustainable development. The locality experiences high levels of traffic on the
surrounding road network and there is high parking demand in the locality from existing users and occupiers, with very little capacity to absorb additional on-street parking from staff or parents.

6.4 There is concern that given the scale of the school proposal and the limited size of the site and its constraints, both on and off site, that the development proposed cannot be satisfactorily accommodated on this restricted site and that the proposal cannot meet the operational needs of this school, as proposed. Furthermore, it is considered that the proposal would be detrimental to and have an adverse impact on the character of and economic function of Manor Royal as a Main Employment Area.

6.5 A further issue is the noise environment and it has not been satisfactorily demonstrated that these concerns can be satisfactorily addressed by way of suitable mitigation measures and therefore the application is also considered to be unacceptable in this regard.

6.6 These areas of concern have been discussed with the school on a number of occasions and your officers acknowledge the current situation with regard to existing pupils and those due to attend the school in September 2015. It has therefore been suggested to the applicant that alongside this current application for the full change of use and sports hall, an application for a temporary period to cover the existing operation of the school should be submitted. This would provide a solution to the immediate circumstances and would allow negotiations regarding the current application to continue. However, at the time of writing this report no such application has been received.

RECOMMENDATION RE: CR/2015/0020/FUL

7.1 It is recommended than planning permission is refused for the following reasons:

1. The change of use of the existing buildings to a free school and erection of a sports hall, in this location in the Main Employment Area of Manor Royal and away from surrounding residential areas would not achieve safe and/or convenient access for pedestrians or cyclists and so would not be consistent within the principles of sustainable development, given the significance reliance on the private car for staff and pupil journeys to and from the school. The proposal is thus contrary to the aims of national policy and the development plan policies for this part of the Borough, in particular paragraph 34 of the National Planning Policy Framework, policies ICS1, ICS3 and T1 of the Crawley Borough Local Development Framework Core Strategy 2008, policies GD13, T23 and T27 of the Crawley Borough Local Plan 2000 and policies SD1, CH2, CH3 and IN3 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015

2. It has not been demonstrated to the satisfaction of the Local Planning Authority that the change of use of the existing buildings to a free school and erection of a sports hall, would provide an acceptable standard of development, in terms of the scale of the proposal, the layout of the site and the site coverage, parking and access arrangements and provision of outdoor space, to enable the development to meet its own operational requirements and provide a suitable environment for the future pupils. The proposal overall is considered to represent an over development of the site, contrary to policies GD1 and GD3 of the Crawley Borough Local Plan 2000, policy EN5 of the Crawley Borough Local Development Framework Core Strategy 2008 and policies SD1, CH2, CH3 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015

3. It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposal makes adequate provision on the site for the vehicle parking associated with the proposed school use. The proposal would therefore increase the pressure for on-street parking at these times in an area where insufficient space is available. The proposal has the potential to result in severe detriment to highway safety and the free flow of traffic on the local highway network in conflict with paragraph 32 of the National Planning Policy Framework, policy GD1 of the Crawley Borough Local Plan 2000 and policies SD1, CH2, CH3, IN3 and IN4 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015.

4. It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposal provides for suitable noise mitigation measures to address the noise environment. The proposal is thus contrary to policies GD1 and GD17 of the Crawley Borough Local Plan 2000 and policies SD1, CH2,
5. It is considered that the scale of this proposal, in this location in the Main Employment Area of Manor Royal, with the associated traffic and parking demand, would have a detrimental effect on the wider area in terms of traffic congestion and exacerbating on-street parking problems, which would have an adverse impact on the economic role and function of Manor Royal as a main employment area and the wider economic function of Crawley. The erection of the sports hall would also prejudice any potential reuse of the building for office or other B1 purposes, as the level of space for car parking would be significantly reduced. The application is thus contrary to policies E1, E2, E3 and MC1 of the Crawley Borough Local Development Framework Core Strategy 2008 and policies SD1, EC1, EC2 and EC3 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015.

6. An agreement is not in place to ensure that the appropriate infrastructure provisions can be secured to support the development and the development is therefore contrary to policy GD36 of the Crawley Borough Local Plan 2000 and contrary to policy ICS2 of the Crawley Borough Local Development Framework Core Strategy 2008, the Supplementary Planning Document 'Planning Obligations and S106 Agreements' 2008 and policy IN1 of the emerging Local Plan Crawley 2030: The Crawley Borough Local Plan 2015 -2030 Modifications Consultation Draft June 2015

NPPF Statement

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

   Providing advice in a timely and manner through pre-application discussions/correspondence.

   Informing the applicant of identified issues that are so fundamental that it has not been possible to negotiate a satisfactory way forward due to the harm that would be caused.

   Providing advice on the refusal of the application to solutions that would provide a satisfactory way forward in any subsequently submitted application.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.
CRAWLEY BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE - 3 August 2015
REPORT NO: PES/173
ITEM NO: 002

REFERENCE NO: CR/2015/0041/FUL

LOCATION: LAND AT KEEPERS COTTAGE, BRIGHTON ROAD, TILGATE, CRAWLEY
PROPOSAL: CHANGE OF USE TO CLAY PIGEON SHOOTING AREA AND ERECTION OF SHED (ADDITIONAL INFORMATION RECEIVED).

TARGET DECISION DATE: 5 May 2015
CASE OFFICER: Mr M. Robinson
APPLICANTS NAME: Mr Clive Turney
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:
CBC 0001 Site Location & Block Plan, CBC 0002 Shed Elevations & Floorplan, Clay Pigeon Stand/Cage, CBC0003 Site Location Plan (Additional Information) Received 12th May 2015

CONSULTEE NOTIFICATIONS & RESPONSES:-
1. WSCC - Highways Provided the shoot is to remain private and there are no more than 10 participants – No objection.
2. Police Pleased to note the site is fenced gated and that signage will be Erected indicating the presence of firearms and timings when shootings will occur. Advice is given on securing equipment. No objection from a crime prevention perspective.
3. CBC - Environmental Health After the receipt of additional information about the activity and how it would operate, there is no objection to an initial 1 year temporary permission and subject to controls restricting the hours of shooting to Thursdays, and every other Sunday. It is noted that gunshot noise is highly directional in terms of its impact and due to the northerly position of the stands and the direction of shooting to be to the south the impact on nearby residents may be perceptible but should not cause annoyance.
4. CBC - Arboricultural Officer No objection.
5. Natural England No objection.
6. CBC Ecological Advisor Objection, insufficient information has been submitted to determine what the impact would be on ecology.

NEIGHBOUR NOTIFICATIONS:-
The application was advertised by press and site notices.

RESPONSES RECEIVED:-
7 representations were received objecting to the proposals on the following grounds:
Health and safety risk to walkers and riders along the nearby paths.
Extra traffic and potential illegal parking on the adjacent business park disrupting the businesses in the park.
Noise and vehicles will spoil the enjoyment of the woodland and the adjacent business users.

REASON FOR REPORTING TO COMMITTEE:-
This is a major application.

**THE APPLICATION SITE:**

1.1 The application site comprises part of an area of privately owned woodland located between the southern boundary of Tilgate Park and the M23. There is Ancient Woodland to the north of this area and other woodland to the east, south and west. There are no dedicated public rights of way either through this woodland or in the surrounding woodlands, although they are visited by members of the public. To the west of the woodland 175m away it its closest boundary is the Tilgate Forest Business Centre. Tilgate Park is 250 to the south, with the Nature Centre 380m away at its closest point.

1.2 The closest dwelling to the south is Garden Cottage within Tilgate Park 635m away.

1.3 To the east the closest houses within Broadfield would be 390m away with the intervening A23 Brighton Road in between and 30m from their rear boundaries. Closer still would be Old Stone Cottage Farm that would be 235m away.

1.4 To the south – west in Mid Sussex, Hardriding Cottages would be approximately 450m away on the southern side of the M23.

**THE PROPOSED DEVELOPMENT:**

2.1 The application seeks planning permission to use the site for clay pigeon shooting on a small scale private basis. It is proposed that shooting would be carried out on Thursdays 1000-1600 and Sundays 1000 -1400. The number of shooters is indicated to be between 3-10.

**PLANNING HISTORY:**

3.1 There is no relevant planning history for this site. However originally there was a dwelling on the site (Keepers Cottage) and the land the subject of this application formed part its garden.

**PLANNING POLICY:**

National Planning Policy Framework 2012

Para 117 – 119 recommends that if development causes significant harm that cannot be mitigated or compensated for the planning permission should be refused.


4.1 Crawley has a number of features and sites both within and outside the built-up area which are important to nature conservation and which also contribute to the appearance and character of the town. Policy EN1 seeks to protect such areas and where possible increase their number. Such areas and features include:

- Areas of Outstanding Natural Beauty (AONBs);
- Sites of Special Scientific Interest (SSSIs);
- Sites of Nature Conservation Interest (SNCIs);
- Sites where protected species are present;
- Local Nature Reserves (LNR);
- Ancient and semi-ancient woodland;
- Aged and veteran trees;
- Networks of natural habitats.

4.2 The site is in open countryside beyond the built-up area of the town and is important as a natural resource and forms an important setting for the town. Policy C1 seeks to protect the countryside beyond the built-up area boundary for countryside uses.

4.3 Policy CS1 seeks to ensure developments address, crime, the fear of crime and anti-social behaviour.
Crawley Borough Local Plan (2000):

4.4 Policy GD1 “The normal Requirements of All Development” requires new development to respect its location and surroundings in terms of scale, design, height, massing etc; not to cause harm to the amenities and environment of the locality and to safeguard important natural or built features.

4.5 Policy GD3 seeks to ensure the operational requirements of any development are met for a particular use such as access, parking, loading, storage of materials and emergency access.

4.6 Policies GD5 and GD6 require development to take into account trees and landscaping.

4.7 GD13 gives support to proposals which maintain and improve the level of biodiversity and environmental assets in the Borough.

4.8 Policy GD20 seeks to prevent proposals that will lead to a significant increase in levels of pollution including noise.

4.9 Policy C13 states proposals for the recreation and leisure development in the countryside for recreation and leisure will be permitted provided that any essential new buildings and parking facilities are ancillary to the recreation or leisure and carefully designed and sited with a minimal impact on the surrounding countryside and other rural environmental considerations.

4.10 Policy C14 specifically applies to noisy recreation activities stating they will only be permitted if they will not generate an unacceptable level and/or frequency of noise which has an adverse effect on the character and amenity of the surrounding area and properties.

Emerging Crawley Borough Local Plan (2015 – 2030):

4.11 The plan has now been subject of an Examination in Public and a consultation on further proposed modifications is under way 1st July – 12th August 2015 with changes proposed to a limited number of policies. It is considered that the document now has substantial weight as it moves towards adoption (expected around December 2015).

4.12 Policy CH3 ‘Normal Requirements of All Development’ requires all proposals for development in Crawley will be required to; a) based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context; b) be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials.

4.13 Policy CH9 states development outside the built up area should ensure buildings and any parking are not visually prominent in the landscape whilst reflecting local character.

4.14 Policy ENV2 requires all development to incorporate features to encourage biodiversity where appropriate. Proposals that would result in significant harm to biodiversity will be refused unless they can be relocated or mitigated/compensated for. It also requires habitat and species reports to be submitted with applications for sites including SNCI’s.

4.15 Policy ENV11 seeks to protect peoples quality of life from unacceptable noise impacts. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses will not be exposed to an impact that will affect amenity. Details are set out in the Noise annex.

PLANNING CONSIDERATIONS:-

5.1 The site is located outside the built up area boundary, and has not been effectively in use since a part of the site was used for a dwelling with surrounding garden. Clay pigeon shooting is a rural activity and therefore in principle the use is acceptable subject to the following considerations:-

- The impact on nearby occupiers and the users of nearby buildings and facilities;
• The impact the rural character of the area;
• Traffic and parking
• The operational requirements of the site including public safety;
• The impact upon trees and the woodland;
• The impact on ecology;

The impact on nearby occupiers and the users of nearby buildings and facilities:

5.2 Clay pigeon shooting will generate noise through the discharge of the shotguns, and consideration must therefore be given to the impact upon nearby residential properties, nearby businesses and upon those wishing to enjoy the quiet informal recreation of the nearby Tilgate Park.

5.3 Development Plan Policies restrict noise generating developments that would harm amenity. The closest residential property is approximately 220m to the west, with the houses in Broadfield being 400m away across the intervening A23 Brighton Road. To the north the closest dwelling would be at The Cottage and Garden Cottage some 660m away. To the south Hard Riding Cottages would be 370m from the boundary with the site with the M23 intervening. The southern boundary to Tilgate Park is located approximately 230m to the north with the Nature Centre 350m to the northeast and the area for the proposed Guide Camp approx. 400m to the north.

5.4 The Council’s Environmental Health officer has reviewed the new information supplied by the applicant with regards the revised layout for the shooting positions that would be situated to the north of the site and would be directed southwards. He comments that “They are closer to both Old Stone Lodge and Tilgate Park but as gun shots are highly directional they should be less audible at both locations. They are also not directed towards properties in Broadfield so levels should also be acceptable to residents in that location. In all of these locations the gunshots may be perceptible but should not cause annoyance.”

5.5 It is also recommended that as it is very difficult to calculate the predicted noise levels from gunshots that the use for clay pigeon shooting should be restricted as agreed with the applicant to every other Sunday, and on Thursdays and that the permission be temporary for one year. Times would also be limited to those set out in the additional information submitted limiting shooting to 1000-1400 on Sundays and 1000-1600 on Thursdays.

5.6 Whilst there would therefore be an impact from the activity proposed, it is considered that the limited number of members that could attend, the layout and restrictions of the days of operation and the hours would on balance prevent harm to users of the adjacent park, nearby residential properties and nearby businesses. A temporary planning permission would also allow for a period of review to enable future consideration of the impacts of noise from the development.

The impact the rural character of the area:

5.7 The proposal includes a hut to store equipment that would be 5m long by 6m wide and a maximum height of 2.5m. It would be finished in Forest Green and situated within the area that was previously the garden for the house that was once on site, and would therefore be screened from outside of the site by trees. It is considered to be a relatively modest structure that would not harm the visual amenities of this rural woodland.

5.8 The other elements of the proposal comprise 10 individual stands for the shooters to fire from. Each stand would be constructed out of timer and would include shields to restrict arcs of fire. In terms of design they would be modest structures made of natural woodland materials. They would be fairly temporary in nature and it is not considered they would be harmful to the rural woodland character of this area.

5.9 Clay pigeon shooting is a past-time generally undertaken in rural locations, and it is considered that the restriction on the hours of operation and the limited number of attendees would limit the impact from the activity on the general character of this area.

Traffic and parking
5.10 Access to the site would be from Tilgate Forest Business and to the west from Brighton Road. The access up to the site is an unmade and poorly maintained track. No formal parking area is proposed. Access is limited to those on foot or within 4x4 vehicles. There are a limited number of members. West Sussex County Council have no objection due to the number of participants and as it is private.

5.11 In regard to the concerns of nearby businesses that the use may impact upon their private car-parks, as these are privately owned and managed it would be landowners responsibility as it is now to control any unauthorised parking on the site.

5.12 Given the woodland character of the site and the surrounding land and the low intensity of the use, it is not expedient to require formal parking to be provided as it could adversely impact upon the character of the area.

The operational requirements of the site including public safety:

5.13 The provision of the hut to provide storage and the stands to control of the shooting would assist the applicants operation of the site. The shooting would also be directed north to south across the site with limited arcs of fire. There would therefore be least 200m between the shooters and the southern boundary to which the shot would be directed. The applicant would direct the clays so they do not leave the boundary of the site. The applicant has fenced the site and there are warning signs around the boundaries. Sussex Police have been consulted and have commented that they have been in contact with the Firearms Licensing Department. They note that the site is gated and fenced and that signs will be displayed when shooting occurs. Further advice is given on securing the storage shed, and they comment that there is no objection from crime prevention perspective. It is therefore considered that the site can safely accommodate the operational requirements for clay pigeon shooting.

The impact on trees and the woodland.

5.14 This area is not designated as Ancient Woodland and comprises relatively young species, namely silver birch with a number of cypressus located around the site of where the house originally stood. The proposal has been considered by the Council’s Arboricultural Officer and on the basis of the information submitted there is no objection on the impact on the trees.

5.15 Consideration was given to using a woodland order to protect the trees and an emergency TPO was placed on the area in October 2014. Further site visits have been undertaken with the Council’s Arboricultural officer after the serving of the emergency TPO. The site is surrounded by other actively managed woodland, much of which to the east, west and south is relatively recently planted and forms a crop plantation and is therefore likely to be felled. Given this is a relatively significant area of trees that will need ongoing long term management, with limited amenity value due to its location surrounded by plantation trees it is considered that the appropriate methods of protection and management for the woodland are provided through the requirement to have a felling licence from the Forestry Commission, rather than by having to potentially micro manage the felling and works to a significant number of trees through the protection offered by a TPO.

5.16 It is therefore considered on balance that the relatively low level of activity proposed would not have a significantly harmful impact to trees or the woodland.

The impact on ecology:

5.17 The site area comprises part of Tilgate Park, a Site of Nature Conservation Importance. Core Strategy policy EN1 seek to protect these areas or enhance them in accordance with European and national legislation. The NPPF 2012 para 118 states that local planning authorities should aim to conserve and enhance biodiversity by applying a number of principles including refusing development that would cause significant harm. Para 119 highlights that the presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered/determined.

5.18 The Council’s Ecological Advisor comments that an Ecological Impact Assessment by a suitably qualified ecologist should be undertaken, and that in the absence of this information there would be
insufficient information to enable the development to be assessed against the biodiversity policies of the NPPF or the duties on LPAs under the Conservation of Habitats and Species regulations 2010 or the Natural Environment and Rural Communities Act 2006.

5.19 Notwithstanding, the concerns of the Ecologist, it is considered that in this instance as the applicant is not proposing significant redevelopment of the site, and that the level of the activity would be low due to the controls on the hours, the limited times per week it would take place and the nature of the use by a private club. on-balance it is considered that the use is acceptable and would not result in a significantly harmful impact on biodiversity.

CONCLUSIONS:-

6.1 The development would result in the creation of a noise generating use at this location, however the limited extent of the times of shooting and the small number of shooters, together with the layout of the site would not result in significant harm to nearby residential amenities or the users of facilities close by.

6.2 Operationally the use can be accommodated in the site safely, and the development comprising the stands and storage shed do not harm the rural wooded character of the area. The impact upon trees is considered to be acceptable, and whilst there are concerns regarding the impact on bio-diversity, it is considered the level of activity proposed would be unlikely to have significant impacts in this regard. This is an on-balance recommendation as there are clearly likely to be impacts from the development, on noise grounds and biodiversity, and it is therefore recommended that planning permission only be granted for and initial period of 1 year to enable the impacts of the development to be monitored.

RECOMMENDATION RE: CR/2015/0041/FUL

To grant a temporary permission for one year subject to the following conditions:

1. The use shall cease and the building and works hereby permitted shall be removed and the land restored to its former condition, or to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending on 3rd August 2016.
   REASON: To enable the Local Planning Authority to review the special circumstances under which this permission is granted.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
   REASON: For the avoidance of doubt and in the interests of proper planning.

3. Shooting shall only take place aiming towards the south from stands at the north end of the site as shown on the drawing received 12th May 2015, in accordance with the additional information received on 12th May 2015.
   REASON: To ensure the amenities of nearby residents and the users of nearby facilities are protected in accordance with 'saved' policies GD1, GD16 and C14 of the Crawley Borough Local Plan 2000, and policies ENV11 and CH9 of the emerging Crawley Borough Local Plan 2015-2030.

4. The site shall only be used as a private clay pigeon shoot by up to 12 persons at any one time. There shall be no commercial shooting undertaken at the site.
   REASON: To ensure the level of activity at the site does not harm the amenities of nearby occupiers and the users of nearby facilities, or the rural character of the area in accordance with 'saved' policies GD1, GD16 and C14 of the Crawley Borough Local Plan 2000, and policies ENV11 and CH9 of the emerging Crawley Borough Local Plan 2015-2030.

5. This permission shall enure for the benefit of Mr Clive Turney and Mr Graham Tickner only and shall not enure for the benefit of the land.
   REASON: Permission would not normally be granted for such development in this location but in granting permission exceptionally the Local Planning Authority have had regard to the particular circumstances relating to the proposal.
6. The site shall only be used for clay pigeon shooting between the hours of 1000-1600 on Thursdays and 1000 - 1400 on Sundays. There shall be no shooting at any other times, including bank and public holidays. 

REASON: To safeguard the amenities of neighbouring properties and the users of nearby facilities in accordance with 'saved' policies GD1 and GD20 of the Crawley Borough Local Plan 2000 and policy ENV11 of the emerging Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

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

Providing advice in a timely and manner through pre-application discussions and correspondence.

Liaising with members, consultees, respondents and the applicant and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.

Seeking amended plans and additional information to address identified issues during the course of the application.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.
CRAWLEY BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE - 3 August 2015
REPORT NO: PES/173

REFERENCE NO: CR/2015/0188/FUL

LOCATION: IFIELD SPORTS AND SOCIAL CLUB, IFIELD GREEN, IFIELD, CRAWLEY

PROPOSAL: CHANGE OF USE OF SPORTS PAVILION FROM D2 (OUTDOOR SPORTS AND LEISURE) TO A SPLIT D1 (PLACE OF WORSHIP) AND D2 USE. ERECTION OF NEW ENTRANCE GATES AND 2 X FLAG POLES PLUS CONSTRUCTION OF A SECTION OF PAVEMENT (ADDITIONAL INFORMATION RECEIVED).

TARGET DECISION DATE: 26 May 2015

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Siri Guru Singh Sabha Crawley

AGENTS NAME: AGOS Planning

PLANS & DRAWINGS CONSIDERED:

02-06-13-01 Original Pavilion Floor Plans, 02-06-13-02 Rev A Proposed Pavilion Floor Plans, J1143-01 Rev E Site Location & Block Plans, Flag Pole & Entrance Gate Elevations & Proposed Footpath

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. GAL - Aerodrome Safeguarding
   No comment received.

2. Environment Agency
   Low environmental risk - No comment.

3. WSCC - Highways
   No objection. The access is considered to be acceptable subject to maintaining visibility splay. Parking is adequate for the use of the 434sqm of the building for community/religious purposes, but controls will be expected at peak times to limit the potential combined impacts of sports/community-religious events. It is noted that there is a bus-stop located north of the access and the additional bus services in Warren Drive. Cycling is also considered to be a viable option and covered cycle parking is proposed close to the main entrance. Traffic has been considered and it is stated that due to the amount of parking on site the proposals are unlikely to result in any highway safety issues. It is recommended that gates should be set further back into the site and a footpath be continued further into the site.

4. Ifield Village CAAC
   No objection in principle to the change of use although seeking additional information about noise impact, parking, traffic, security boundary hedges, trees and the use of the sports facilities and community use. Assurances from the applicant rely on their goodwill and IVCAAC are therefore interested if these can be backed up by relevant planning conditions.

5. Sport England
   No objection subject to ensuring that measures are put in place to ensure the sports facilities continue to be available for use.

NEIGHBOUR NOTIFICATIONS:-

The application was advertised via a press and site notices.

RESPONSES RECEIVED:-
Representations have been received from 14 nearby residents at 11 separate addresses objecting and commenting on the following grounds:

- The impact of the gates and flag poles on the rural character of the area;
- Not sympathetic to the Conservation Area;
- Another ‘temple’ in the area will have an impact on traffic and parking;
- In terms of parking it could be similar to previous football events when cars were parked in nearby streets.
- Noise and disturbance from increased activity;
- Light pollution;
- Impact on wildlife;
- How will religious sports activities run at the same time?
- The use will restrict community access to the site and sports facilities;
- Future concerns regarding increased flooding if further development happens in the future;
- The impact on property prices;

REASON FOR REPORTING TO COMMITTEE:-

4 objections have been received.

THE APPLICATION SITE:-

1.1 Situated with Ifield Green to the east, the River Mole to the north/north east, Rectory Lane to the south and Tweed Lane to the west, the site is generally flat, and comprises playing fields to the south, and a car-park and sports pavilion to the north. The site in its entirety is surrounded by trees and hedging along its boundaries with neighbouring properties. The two football pitch sized playing field, tennis court and cricket nets fall outside the application site boundary.

1.2 The specific area that the applicant is applying for the change of use comprises the pavilion and car-park. Access is via Ifield Green to west. The building has been renovated and the changing facilities have been removed.

THE PROPOSED DEVELOPMENT:-

2.1 This planning application seeks permission for a change of use of the main building and car-park on site from a sports club (D2 Use Class) to a mixed use comprising a place of worship and sports and leisure use. The proposal would also include new entrance gates, an area of new pavement and flag poles.

2.2 Additional information has been submitted, including details of a proposed Community Use Agreement to ensure the sports facilities are maintained as such for wider use. The gates have also been amended and a storage container is proposed on a hardstand in the blue lined area to provide storage for sports equipment.

2.3 The application was originally submitted with a Transport Statement, a Planning and Heritage Statement and a Flood Risk Assessment.

PLANNING HISTORY:-

3.1 In 1990 planning application CR/842/1989 permitted the development of the Sainsbury’s food store and Homebase DIY store on land at West Green Park. The development resulted in the loss of sport facilities at West Green Park. To make the development acceptable, a Section 52 legal agreement between the Council, Homebase Ltd and BOC Group PLC ensured re-provision of lost facilities to the Ifield Edward Sport and Social Club. The legal agreement required the implementation of two sports pitches, a cricket square, a tennis court, a pavilion and associated car parking.

3.2 In 1990 planning application CR/874/89 permitted the required replacement sports provision at the site of the current application.

3.3 In 2013 an enforcement notice and a stop notice were withdrawn restricting the use of the site for purposes of a day care centre and place of worship.
PLANNING POLICY:-

The NPPF 2012

4.1 The presumption in favour of sustainable development runs through the NPPF

4.2 Para 28 supports a prosperous rural economy, including the retention and development of Local services and community facilities such as meeting places, sports venues and places of worship

4.3 Paras 29 – 41 seek to promote sustainable transport to give people a real choice about how they travel. Developments that generate significant amounts of movements should be supported by Transport Statements and consideration given to ensure there is safe and suitable access, opportunities for sustainable transport modes are taken up and that development should only be refused on transport grounds where the residual impacts of development are severe.

4.4 Paras 69 – 70 supports the delivery of social, cultural and recreational facilities.

4.5 Paras 73 and 74 requires existing open space, sports and recreational buildings and land not to be built on unless:
- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

4.6 Para 109 seeks to protect valued landscapes.

4.7 Paras 126 – 141 requires an assessment of the impact of development on heritage assets, including Conservation Areas, seeking to avoid harm to or the loss of significance of the asset unless there would be public benefits that outweigh the harm/loss. The contribution of the heritage asset to the significance of the conservation area will need to be considered.

The LDF Core Strategy 2008

4.8 Policy ICS1 supports the provision of new or improved community, sports, arts and leisure facilities. It seeks to protect community and leisure facilities where they contribute to the neighbourhood or town overall unless a replacement or improvement to services is protected. 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. Proposals for joint provision and sharing will be encouraged.

4.9 T3 requires the provision of parking that takes into account the Council’s maximum standards and maximises the potential for public transport use.

4.10 C1 seeks to protect the countryside for countryside uses. Development will only be granted if it is consistent with national policy.

4.11 The Crawley Borough Local Plan 2000 contains the following “saved” policies which are relevant to this case:

4.12 GD1 - The Normal Requirements of All Development - Requires new development to respect its location, neighbouring development and the natural features of the site;

4.13 GD3 – Operational requirements for a Site- which requires new development to meet its operational requirements e.g. parking, servicing and access;
4.14 GD23 – The Water Environment - relates to sites liable to flood;

4.15 BN2 – Development in Conservation Areas seeks to preserve and enhance Conservation Area, including considering the activity proposed, and views into and out of the conservation area;

4.16 BN8 – Ifield Village Conservation Area - Seeks to preserve and enhance the village character and rural setting of Ifield Village Conservation Area, including protecting important features such as hedgerows, trees paths, ponds and water-courses, take opportunities to reduce parking in Ifield Street, management of paddocks, repair of boundary walls, fences and hedgerows;

4.17 C7 – Development of Existing Buildings in the Countryside - Proposal to change the use of existing non-residential buildings in the countryside will be permitted if:
- The building is capable of conversion suitable for the purpose;
- The use can be accommodated within the building or does not change the character of surrounding land;
- The use would not generate traffic inappropriate to rural roads or require improvements out of keeping with its surroundings;
- The majority of parking is on existing areas of hardstanding;
- Adverts and signs are kept to a minimum;

4.18 RL21 - Outdoor Play and Recreational Space -seeks to prevent the whole or partial loss of playing fields unless:
- They are surplus to requirements;
- Shared use with other recreation/community facilities is not possible; or
- Adequate replacement provision can be made within the neighbourhood;
- The land is in public ownership and the development will allow for public access and public use of the areas retained for recreational use.

4.19 RL22 - Outdoor Play and Recreational Space - Where playing fields can be redeveloped it should be for uses compatible with a residential area including local recreation or community services.

4.20 COM15 supports community service facilities being designed and available for a range of community groups


4.21 The plan has now been subject of an Examination in Public and a consultation on further proposed modifications is under way 1st July – 12th August 2015 with changes proposed to a limited number of policies. It is considered that the document now has substantial weight as it moves towards adoption (expected around December 2015).

4.22 Relevant policies include:

4.23 CH3 - The Normal requirements of All New Development, includes consideration of context, impacts and operational requirements including access, car and cycle parking, and storage and collection of waste.

4.24 CH9 - Development Outside the Built Up Area Boundary, in addition to visual impacts includes consideration of lighting, ensuring parking is not visually prominent, restricting unacceptable noise and frequency of noise in areas valued for their recreational or amenity value, does not generate traffic inappropriate to rural roads, and does not introduce a use incompatible with the countryside. The policy requires proposals for this area to respect the areas positive relationship with the urban edge and links to wider countryside will be encouraged.

4.25 CH12 - Heritage Assets seeks to endure heritage assets are not lost as a result of development and CH13 – Conservation Areas - specially requires development within Conservation Areas to protect or enhance the character of the area.
4.26 ENV4 - Open Space, Sport and Recreation, resists developments that would remove or affect the continued use of open space, sport and recreational spaces, unless the site is surplus to requirements, it would be replaced by equivalent or better provision, the needs of the development outweigh the loss. The policy also recognises that even if a site is surplus to requirements it may still have environmental or cultural value and its development may therefore still be unacceptable. The site is identified as outdoor sports space with limited access.

4.27 ENV8 - Development and Flood Risk seeks to direct development to area which are not exposed to an unacceptable risk of flooding, and will not increase flooding elsewhere.

4.28 ENV11 - Development and Noise seeks to protect peoples’ quality of life from unacceptable noise impacts.

4.29 IN3 Development and requirements for sustainable Transport seeks to concentrate development in locations where sustainable travel patterns can be achieved, where the access needs generated can be met and not cause an unacceptable impact in terms of traffic congestion, or highway safety. Development will be permitted unless the impact on the transport network would be severe and cannot be mitigated.

4.30 IN4 - Car and Cycle Standards requires the adequate provision of car and cycle parking in accordance with the Council’s adopted standards.

PLANNING CONSIDERATIONS:-

5.1 The main considerations in the determination of this application area as follows:-

- The principle of the change of use of the building from a Sports Club with changing rooms etc… to a mixed place of worship/outdoor sports and leisure facility;
- The impact on the Ifield Village Conservation Area and the Countryside;
- The impact on neighbouring occupiers amenities;
- The operational requirements of the site and the impact upon the highway;
- Flooding and flood risk;

The principle of the change of use of the building from a Sports Club with changing rooms etc.. to a mixed place of worship/outdoor sports and leisure facility

5.2 The principle of mixed use of a site to provide community/place of worship and sports facilities can be acceptable. However the NPPF and existing and emerging Local Plan policies require a consideration of the impacts of the change of use, when it may affect the operation of playing fields. Previously the building was fitted out to be used as a sports and social club. This included facilities such as changing rooms and storage for users of the tennis courts, cricket nets, cricket square and two football pitches. These have all been removed and no proposal has been provided to replace them within the building. The application must therefore consider if the change of use, which will result in a partial separation of the sports facilities from the mixed use of the building would result in a loss or the deterioration of the sports pitches provided on site.

5.3 Significant concerns have been raised by both Sport England and by officers regarding the lack of provision of changing facilities on site, the lack of sports equipment storage and whether the change of use would result in the applicant, by neglect, allowing the playing field and other sports facilities to fall redundant as the building is used primarily and is fitted out internally for community uses and as a place of worship. To alleviate these concerns on-going discussion have been continuing with the applicant to find a solution to these concerns.

5.4 The applicant has therefore amended the plans and now proposes to site a container on the position of an existing hardstanding, to provide a facility to store sports equipment. The applicant has not however revised the plans to provide changing facilities, as the building has already undergone significant internal alterations recently, (these were the subject of the enforcement investigation), to use the building differently from its original layout. In order therefore to ensure that the sports facilities are retained (in accordance with the wishes of the applicant as set out in their supporting documents), and can be provided for use by the wider community, in addition to the mixed use of the building, the applicant has agreed to enter into a Community Use Agreement
(CUA), controlled by condition, to require the sports facilities to be made available for use by the community.

5.5 The CUA requires the applicant to provide details of how they will price, advert, make the facilities available and how the facility will be maintained to enable the sports use on the playing field, tennis court and cricket nets to be available to other users. In operation the CUA would be similar to a Travel Plan, with arrangements put in place with Sport England and Crawley Borough Council to monitor how the agreement was being implemented by the applicant. Whilst it is accepted that the non-provision of changing facilities would be likely to deter some from using the facilities, the applicant has shown a willingness to open the privately owned site up to wider use and has not sought to change the use of the sports facilities.

5.6 It is therefore considered that subject to conditions to ensure the car-park is retained so it can be used by users of the sports facilities within the blue line area, and conditions require the provision of the storage container and adherence to the CUA, then notwithstanding the impact on how the facilities can be used due to the change of use of the main building, the principle of the mixed use of the whole site would on balance be acceptable, in terms of para 73-74 of the NPPF 2012, polices RL21 and RL22 of the Crawley Borough Local Plan 2000 and policy ENV4 of the emerging Local Plan 2015-2030.

The impact on the Ifield Village Conservation Area and the Countryside:

5.7 The proposal would include the erection of new entrance gates, the erection of two flag poles and the installation of the path to link the site to the nearby bus stop. In addition amended plans have been submitted that include the provision of shipping container on land within the blue line area to provide storage for sports equipment. No changes are proposed for the existing building, to the areas of hardstanding comprising car-parks, ancillary areas around the building and the courts/nets or to the fencing/boundaries around the site.

5.8 The open character of the playing fields would be unaffected and there are no proposals to undertake development that would impact upon the boundary trees and hedges. The building would not be enlarged or altered.

5.9 The two flag poles, 4m in height and 10m in height would be situated towards the centre of the site close to the building. It is considered that distance of over 40m to the closest public right of way (Ifield Green) to the east and the intervening screening provided by hedging and trees would prevent these features having a significantly harmful impact on the character of the area.

5.10 The new gates although more visually prominent than the existing gate, due to their more substantive character, would have a greater impact on the open character of the area. The impact would however limited to the entrance onto Ifield Green, and would not impact significantly upon the rural character of Ifield Conservation Area.

5.11 The introduction of the footpath to the bus stop on a section of the applicants and highway land is a modest alteration to Ifield Green that would not harm visual amenity.

5.12 Notwithstanding no alterations to the car-park are proposed, and it is considered that there would be the potential for a requirement for both uses (the existing sports facilities within the blue line and the main building) to be catered for at the same time although it is not likely that the applicant would make the car-park available to the users of the sports pitches, if the use of the building was likely to result in significant numbers of visitors to the site. It is recognised that the use of the building, as with many other buildings used a places of worship would result in sustained heavy use, given the short term nature of festivals and acts of worship and it is therefore considered that the change of use would be unlikely to result in an increase in the use of the site that would result in greater activity that would harm the rural character of this urban fringe area.

5.13 The sports pitches within the blue line area to the south would continue to operate as sports facilities. As with the existing use of the site, temporary festivals or activities could be undertaken on this land in accordance with its permission within a D2 assembly and leisure use. The impact of the
change of use in terms of the use of the adjacent playing field would therefore not be materially different from the existing use of the site.

The impact on neighbouring occupiers’ amenities:

5.14 As the development on site would be limited to a new container, flag poles, gates and small area of pavement, the development would not result harmful impact on neighbours in terms of loss of outlook, loss of privacy, loss of light or an overbearing relationship.

5.15 In terms of activity the previous use of the site and building for sports and recreation could result in some noise and disturbance when sports or other activities such as parties were being undertaken both on the playing fields and within the building. Most activities associated with the change of use would be undertaken within the building, and it is not therefore considered that the development would result in an increase in noise and disturbance that would harm the amenities of nearby occupiers.

The operational requirements of the site and the impact upon the highway:

5.16 The access from Ifield Green is wide enough for 2 cars to pass and site is provided with a car-park laid out for 72 cars that allows vehicles to turn on site.

5.17 The applicant has provided a Transport Statement with the application that has sought to compare the traffic impacts of the proposed mixed use of the site with the previous use of the whole site as a sports club. The details submitted includes TRICS data to indicate the likely trip rates for the both the use of the building and adjacent outdoor sports facilities in their current use and that based on the proposed uses. Details have been provided of how the site will be used and include the frequency and times of community/religious activities and sports activities, including the estimated number of visitors.

5.18 In terms of parking, the Council’s adopted standards for places of assembly and leisure are the same, with 1 space required per 22sm of floor space for smaller scale uses and large scale places of assembly serving more than one catchment requiring 1 car-parking space per 15sqm. Two parking spaces would be required per tennis court whilst other outdoor leisure activities would be assessed individually. On this basis the 434sqm of the building for existing and proposed uses would require a maximum of between 20 and 29 car-parking spaces, with the tennis court requiring an additional 2 spaces the remaining 41 spaces could be available for users of the 2 playing fields if the uses are individually broken down.

5.19 The information has been considered by West Sussex County Council (WSCC) that comments that subject to the provision of the visibility splays proposed the access would allow two cars to pass clear of the highway and good visibility is available along the traffic calmed Ifield Green.

5.20 Notwithstanding it is recommended by WSCC that the gates should be set back further into the site, the proposals would be situated at the same position as the existing gates and as no highway objection has been made it is not considered there would be a greater impact when the gates are closed than currently exists.

5.21 In terms of the impact upon the highway network in terms of trips generated, WSCC accept that the figures provided are an estimate, but that the approach followed in logical. Taking into account the frequency and times of the activities proposed for the proposed use of the site, including festivals and weddings where there would be higher levels of attendance, on the basis of the 72 defined parking spaces and potential overflow parking for 30 vehicles, with the applicant managing the site themselves, WSCC state that there are unlikely to be highway safety issues.

5.22 In terms of sustainability, both the Transport Statement and WSCC identify the bus stops and routes that run close to the site and the pedestrian links on the east side of Ifield Green. The site can accommodate covered cycle parking, although this is not shown on the plans it is proposed within the Transport Statement. WSCC have therefore recommended a condition to require covered cycle parking to be provided prior to the change of use being implemented. Notwithstanding the recommendation from WSCC that the new footpath to the bus stop be extended into the site, the
current arrangement provides no separation for pedestrians from vehicles and the proposal would therefore improve upon this. On this basis and as there is no objection from WSCC, there are not considered to be grounds to refuse the application on safety grounds.

**Flooding and flood risk:**

5.23 The applicant has provided a flood risk assessment with the application as a part of the site and the building is situated within a Zone 3 Flood risk area. The Environment Agency were therefore consulted on the application and commented that as there was a low Environmental risk from the proposal it had no comment. It is therefore considered that the impact from flooding would be acceptable.

**Other**

5.24 The impact of a development on property prices is not a planning consideration.

5.25 The level of development on the site would not alter the wider environment compared to its existing use, and it is not therefore considered that there would be a harmful impact on wildlife.

5.26 Issues regarding the wider general management of the site boundaries are not relevant to the consideration to this application for a change of use of a part of the site and the limited operational development proposed.

**CONCLUSIONS:-**

6.1 It is considered that the proposal for a the mixed use of the wider site could result in the retention of the outdoor sports facilities, and that this would not therefore conflict with policies to retain playing fields where they are not surplus to requirements. The impact on the rural character of Ifield Village Conservation Area would be acceptable, and neighbours amenities would not be harmed compared to the existing use of the site. Traffic impacts and the level of parking are considered acceptable to prevent a severe impact on the highway and ensure the operational requirements of the site can be adequately met. Subject therefore to conditions it is considered that the development would accord with the relevant development plan policies and it is recommended that planning permission should be granted.

**RECOMMENDATION RE: CR/2015/0188/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. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
   REASON: For the avoidance of doubt and in the interests of proper planning.

3. Prior to the change of use of the building being commenced, a building/storage container shall be provided to store sports equipment at the location shown within the blue line in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority.
   REASON: To ensure the existing sports facilities can continue to operate in accordance with the NPPF 2012, 'saved' policy RL21 of the Crawley Borough Local Plan 2000 and policy ENV4 of the emerging Crawley Borough Local Plan 2015-2030.

4. The 72 car parking spaces on the plans hereby approved shall be retained for the parking of vehicles and shall continue to be made available for users of the sports facilities within the area outlined in blue.
   REASON: To ensure the operational requirements of the sports facilities are still met in accordance with 'Saved' policy GD3 of the Crawley Borough Local Plan 2000.
5. The change of use of the building shall not be commenced until visibility splays of 2.4 metres by 50 metres have been provided at the vehicular access onto Ifield Green in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of road safety in accordance with 'saved' policies GD3 and GD1 of the Crawley Borough Local Plan 2000.

6. The change of use of the building shall not be undertaken until covered and secure cycle parking spaces have been provided in accordance with plans and details that have been submitted to and been approved in writing by the Local Planning Authority. The covered and secure cycle parking spaces shall thereafter be retained in accordance with the approved details.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and 'saved' policies GD3 and T28 of the Crawley Borough Local Plan 2000.

7. The entrance gates hereby approved shall not be brought into use unless and until the footpath to the bus-stop has been provided.
REASON: To ensure the safety of pedestrians in accordance with 'saved' policies GD1 and GD3 of the Crawley Borough Local Plan 2000.

8. The gates and railings hereby approved shall be finished and retained in RAL 6005 Moss Green, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the visual amenities of the Ifield Village Conservation Area are protected in accordance with 'saved' policies GD1, BN2 and BN8 of the Crawley Borough Local Plan 2000.

9. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the car-park, main building, and all sports facilities within the area outlined in blue and include details of pricing policy, hours of use, access by educational and non-educational establishment users, non-members, management responsibilities, maintenance and a mechanism for review in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.
REASON: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with the NPPF 2012, 'saved' policy RL19 of the Crawley Borough Local Plan 2000 and policy ENV4 of the emerging Crawley Borough Local Plan 2015-2030.

INFORMATIVE

1. The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to obtain formal approval from the highway authority to carry out the site access/footpath works on the public highway.
LOCATION:   LAND ADJ TO SOUTH EASTERN BOUNDARY OF TILGATE FOREST RECREATION CENTRE, TILGATE, CRAWLEY

PROPOSAL:   CHANGE OF USE TO AN AREA FOR CAMPING AND RECREATION FOR USE BY GIRL GUIDES

TARGET DECISION DATE:  12 June 2015

CASE OFFICER:  Mr M. Robinson

APPLICANTS NAME:  Crawley Borough Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

W2117LT 112 01 Site Location Plan, W2117LT 113 01 Block Plan, W2117LT 114 01 Tree Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.  WSCC - Highways   No objection
2.  CBC - Property Division  No objection
3.  CBC - Planning Arboricultural Officer  No objection
4.  The Woodland Trust  No comment received.
5.  Ecology Officer - Mike Bird  No objection subject to ensuring that a system is in place to monitor the condition of the Ancient Woodland.
6.  Environmental Health  No objection, but notes that the site once formed a part of a Canadian Army base during the Second World War and prior to the use commencing it will need to be subject to survey and mitigation to deal with potential munitions on site.

NEIGHBOUR NOTIFICATIONS:-

The application has also been advertised with site notices being erected on the main paths at the east and west ends of the site.

16, 18, 19, 23, 24, 25, 27 Tilgate Forest Recreation Centre; 26 Forest Gym Tilgate Recreation Centre

RESPONSES RECEIVED:-

No other responses have been received

REASON FOR REPORTING TO COMMITTEE:-

This is a Crawley Borough Council application.

THE APPLICATION SITE:-

1.1 Situated to the south of the Tilgate Forest Recreation Huts, the application site comprises an area of ancient woodland. There is a variety of trees on site, although most probably date from the middle of the C20th. There are also a number of indentations in the ground and informal paths criss-crossing the site. Most of the site is lower than the huts and there is a relatively steep well bank with limited access points between the main wooded area and the huts.
1.2 The site is public open space, Ancient Woodland and a Site of Nature Conservation Importance and is outside the defined built up area boundaries

THE PROPOSED DEVELOPMENT:-

2.1 This planning application seeks permission to change the use of 0.75ha of wooded public open space to a campsite for the Girl Guides, linked to the permission granted for a new hut at plot 23, Tilgate Forest Recreation Huts to the north. The site would be enclosed by a 1.8m high chain link fence.

PLANNING HISTORY:-

3.1 There is no planning history for this site.

PLANNING POLICY:-


4.1 Chapter 11 paras 109-121 seek to conserve and enhance the natural environment, including protecting valued landscapes and soils, recognising the wider benefits of ecosystems, minimising impact on biodiversity, preventing impacts on development from contaminated land/soils. To do this if a development would cause significant harm that cannot be mitigated or compensated, permission should be refused. In Ancient Woodlands planning permission should be refused if the development would result in a loss or deterioration of the woodland unless the needs and benefits out-weigh the loss.

4.2 Where a site is contaminated, responsibility for ensuring a safe development rests with the developer/landowner. The acceptability of the use on the site should take into account remediation proposed.


4.3 Crawley has a number of features and sites both within and outside the built-up area which are important to nature conservation and which also contribute to the appearance and character of the town. Policy EN1 seeks to protect such areas and where possible increase their number. Such areas and features include:

- Areas of Outstanding Natural Beauty (AONBs);
- Sites of Special Scientific Interest (SSSIs);
- Sites of Nature Conservation Interest (SNCIs);
- Sites where protected species are present;
- Local Nature Reserves (LNR);
- Ancient and semi-ancient woodland;
- Aged and veteran trees;
- Networks of natural habitats.

4.4 The site is in open countryside beyond the built-up area of the town and is important as a natural resource and forms an important setting for the town. Policy C1 seeks to protect the countryside beyond the built-up area boundary for countryside uses.

4.5 The site is within a Site of Nature Conservation Importance.

Crawley Borough Local Plan (2000):

4.6 Policy GD1 seeks to ensure that the scale, height and form of the development is appropriate, and that the development does not cause unreasonable harm to the amenity of the area and to neighbouring occupiers.

4.7 Policy GD3 seeks to ensure the operational requirements of any development are met for a particular use such as access, parking, loading, storage of materials and emergency access.
4.8 Policies GD5 and GD6 require development to take into account trees and landscaping.

4.9 GD13 gives support to proposals which maintain and improve the level of biodiversity and environmental assets in the Borough.

4.10 Policy GD19 requires sites known or suspected to be contaminated to be subject to mitigate before the development commences.

4.11 Policy C13 states proposals for the development in the countryside for recreation and leisure will be permitted provided that any essential new buildings and parking facilities are ancillary to the recreation or leisure and carefully designed and sited with a minimal impact on the surrounding countryside.


4.12 Policy CH9 states development outside the built up area should ensure buildings and any parking are not visually prominent in the landscape whilst reflecting local character

4.13 Policy ENV1 seeks to retain, protect and enhance both urban and rural multifunction green space and waterways.

4.14 Policy ENV2 resist development that will harm biodiversity, including Ancient Woodland and Site of Nature Conservation Importance unless the need and benefit outweighs the loss.

4.15 Policy ENV4 states that proposal that would remove or affect the continued use of the existing open space, sport and recreational spaces will not be permitted unless it is surplus to requirements, a better quality provision would be provided; or the development is for an alternative sports and recreation provision.

4.16 Policy ENV10 requires development to prevent unacceptable risks from environmental pollution and land contamination by mitigation, and in terms of materials that may be a hazard to health a methodology to ensure the treatment or their removal will be required.

PLANNING CONSIDERATIONS:-

5.1 The main considerations in the determination of this application:-

- the principle of a change of use of this public open space to a use as a guide camp
- The impact upon the character of the countryside
- The impact on trees, the Ancient Woodland and the SNCl;
- Contamination;

The principle of the change of use.

5.2 The site has come forward for use as Girl Guide camp, to replace the facility that it is proposed would be lost at Little Trees to allow for a new cemetery to be provided. The existing and emerging development plan policies seek to resist the loss of public open space. The change of use of the land would result in its enclosure, thus preventing public access), but would retain the land for an alternative sports and recreational use. The emerging Local Plan 2015-2030, in principle accepts that development for alternative sports and recreation facilities can be provided on existing open space, if the needs clearly outweigh the loss. In this case it is considered that the harm caused by the change of use of a limited area of open space woodland, within this wooded area, would be clearly outweighed by the wider benefits of providing replacement campsite facilities for the Girl Guides, due to their existing site being redeveloped, and on this basis it is considered that the principle of the change of use would accord with the development plan policies and is acceptable.

The impact upon the character of the countryside;

5.3 The proposal seeks to erect a 1.8m high black chain link around the boundary to provide security. Other alterations to the site would include the felling of some of the smaller trees to create three camping areas, an access from the Hut to the north and access tracks within the site. The works
proposed would not impact upon a significant area of the site to which the application applies, and its wooded character would therefore be retained. It is therefore considered that the works to implement the development would not have a harmful impact upon the character of the countryside at this location.

The impact on trees, the Ancient Woodland and the SNCI:

5.4 The applicant has identified a number of significant trees within the application site and these would not be affected by the change of use. Some other smaller trees would be felled to enable camping areas to be created, but these fellings would be small scale and would not cause demonstrable harm to the wooded character of the area. The tree cover would not therefore be adversely affected by the proposals.

5.5 The use would be relatively low intensity, and in principle it is considered that it would not be likely to result in harm to the Ancient Woodland and the SNCI. The applicant has also provided ecological appraisal of the site.

5.6 The Council’s ecologist has however commented that new activity within this area could cause some damage to the Ancient Woodland and has therefore recommended that a survey should be undertaken every 5 years to assess the condition of the Ancient Woodland, with mitigation measures if required. The impact of this development upon the Ancient Woodland, SNCI and fauna would therefore be considered to be acceptable.

Land Contamination

5.7 The site is recognised as being potentially contaminated with munitions, as it was used as a camp by the Canadian Army in the Second World War. The Council’s Environmental Health officer therefore advises that a methodology and scheme for clearing the site of munitions etc… will be required. The applicant has advised that works will be undertaken to sweep the area of munitions prior to the change of use being implemented, and a requirement to undertake this works is therefore subject to control by condition.

Other

5.8 It is not considered that there would be an adverse impact upon Tilgate Drive, the access road, or parking in the vicinity from the change of use given a significant number of those attending will be young people who will not drive or require a need to park other than for a temporary period.

CONCLUSIONS:-

6.1 The principle of the change of use for quiet relatively informal use of the area as a campsite for the guides is considered to be acceptable at this location. The impact on the ancient woodland would not be likely to be detrimental and can be mitigated. Operationally the use would not result in a detrimental impact on parking or access in the area, and potential contamination of the land would be mitigated. It is therefore considered that the use would accord with the relevant development plan policies and it is recommended that permission be granted subject to conditions.

RECOMMENDATION RE: CR/2015/0261/RG3

Permit subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
   REASON: To comply with Section 91 of the Town & Country Planning Act 1990.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.  
   REASON: For the avoidance of doubt and in the interests of proper planning.

3. There shall be no provision of services (underground and overhead), unless their location and a method for their implementation has first been submitted to and been approved in writing by the Local
Planning Authority. The services shall thereafter be implemented in accordance with the approved details.
REASON: To ensure the Ancient Woodland is protected in accordance with policy EN1 of the Core Strategy of the Local Development Framework 2008 and policies ENV1 and ENV2 of the emerging Crawley Borough Local Plan 2015-2030.

4. Prior to any other works to commence the development, the applicant shall have submitted and had approved in writing a methodology and timetable for the clearing of containments from the site. The site shall be cleared of containments in accordance with the approved details prior to the first use of the site.
REASON: To ensure the safety of users of the site is protected in accordance with 'saved' policy GD19 of the Crawley Borough Local Plan 2000 and policy ENV10 of the 'emerging' Crawley Borough Local Plan 2015-2030.

5. By 20th July 2020 a survey of the condition of the Ancient Woodland and report and timetable of proposed mitigation works shall have been undertaken and submitted to and been approved in writing by the Local Planning Authority. The mitigation works shall thereafter be undertaken in accordance with the approved details.
REASON: To ensure the Ancient Woodland is protected in accordance with policy EN1 of the Core Strategy of the Local Development Framework 2008 and emerging policies ENV1 and ENV2 of the Crawley Borough Local Plan 2015-2030

NPPF Statement

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.
LAND ADJ TO SOUTH EASTERN BOUNDARY OF T/G FOREST

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CRAWLEY BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE - 3 August 2015
REPORT NO: PES/173 ITEM NO: 005

REFERENCE NO: CR/2015/0307/TPO

LOCATION: HARLECH CLOSE, POUND HILL, CRAWLEY
PROPOSAL: ROW OF 13 X ENGLISH OAKS - REDUCE BY 25% REDUCTION VIA THINNING REMOVING APPROX 0.5-1.0M IN HEIGHT AND LATERAL SPREAD FROM EACH TREE. THE TREES ARE APPROX 18M IN HEIGHT WITH LATERAL SPREADS OF NORTH 8.0M, EAST 6.0M, SOUTH 8.0M & WEST 7.0M. REMOVE ALL STUBS THAT ARE NOT PRUNED TO BS 3998:2010 ON THE SOUTHERN LATERAL SPREADS.

TARGET DECISION DATE: 13 July 2015

CASE OFFICER: Mr R. Spurrell

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: County Tree Surgeons Ltd

PLANS & DRAWINGS CONSIDERED:
CBC 0001 Tree Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-
CBC Arboricultural Officer – no objections

NEIGHBOUR NOTIFICATION:-
None

RESPONSES RECEIVED:-
None

REASON FOR REPORTING TO COMMITTEE:-
Application submitted by CBC and relates to trees on CBC land

THE APPLICATION SITE:-

1.1 The application relates to 12 Oak trees located on an area of land adjacent to Harlech Close, Pound Hill. The trees form a row along the side of the public footpath linking Blackwater Lane and Balcombe Road.

1.2 The trees are identified as T33-T44 and protected by The Crawley Borough (Balcombe Road No. 6) Tree Preservation Order P16.08.07 confirmed 22.02.1972.

PROPOSED DEVELOPMENT

2.1 Consent is sought to thin by 25% reducing the height and lateral spread by 0.5m-1m and remove all stubs that are not pruned on the southern lateral spreads.

PLANNING HISTORY:-

3.1 There is no recent relevant planning history.

PLANNING POLICY:-
4.1 This application must be considered in the context of Part VIII of the Town and Country Planning Act 1990 and The Town and Country Planning (Tree Preservation) (England) Regulation 2012.

4.2 The development plan for the area includes the saved policies of Crawley Borough Local Plan 2000. Policy BN21 states that work on trees protected by a preservation order may be permitted if it does not detract from the health or appearance of the tree.

4.3 The Council's Supplementary Planning Guidance (SPG) Note 6 ‘Trees’ is a non-statutory document which supplements the Policy BN21 of the Local Plan.

**PLANNING CONSIDERATIONS:**

5.1 The main issues to consider in the determination of this application are the impact of the proposed works on the health and appearance of the trees and the resulting impact it would have on the amenity of the surrounding area.

5.2 The trees are large, prominent and clearly visible from all directions, they form an important and valuable screen for Harlech Close as well as an attractive informal avenue for the footpath linking Blackwater Lane and Balcombe Road. The trees, along with other mature specimens in the vicinity offer considerable amenity value.

5.3 The proposed works are considered to be justified and of sound tree management in order to maintain these trees in their position and would not detract from the amenity that these trees bring or their long term health.

**RECOMMENDATION RE: CR/2015/0307/TPO**

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

1. This consent is valid for a period of two years from the date of this notice and shall only be carried out once.
   REASON: To enable the Local Planning Authority to control the works in the interests of good tree management in accordance with Regulation 17 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

2. All works should be carried out in accordance with BS3998: 2010 'Tree Work Recommendations'.
   REASON: In the interests of visual amenity and to ensure the continuing health of the tree(s) in accordance with 'saved' policy BN21 of the Crawley Borough Local Plan 2000.
CRAWLEY BOROUGH COUNCIL
DEVELOPMENT CONTROL COMMITTEE - 3 August 2015
REPORT NO: PES/173

REFERENCE NO: CR/2015/0322/FUL

LOCATION: HARWOODS (FORMER BOC EDWARDS SITE), MANOR ROYAL, NORTHGATE, CRAWLEY

PROPOSAL: AMENDMENTS TO APPROVED APPLICATION CR/2014/0437/FUL FOR NEW CAR SHOWROOM, VEHICLE SERVICING WORKSHOPS AND SMART REPAIR WORKSHOP, ALL WITH ASSOCIATED STORAGE, DELIVERY & ADMINISTRATION FACILITIES, CAR PARKING AND LANDSCAPING

TARGET DECISION DATE: 19 August 2015

CASE OFFICER: Mrs M. Harper

APPLICANTS NAME: Harwoods Group

AGENTS NAME: HNW Architects

PLANS & DRAWINGS CONSIDERED:

CONSULTEE NOTIFICATIONS & RESPONSES:-
1. GAL - Aerodrome Safeguarding No objections subject to conditions and informatives
2. Environment Agency No objection subject to condition relating to contamination
3. WSCC - Highways No objection subject to conditions relating to closure of existing access and new access, car parking, servicing and submission of a Travel Plan.
4. Thames Water No objections subject to informatives.
5. Police previously commented on crime prevention
6. CBC - Drainage Officer None received.
7. CBC - Planning Arboricultural Officer No objections
8. CBC - Environmental Health No objections
9. Cycle Forum None received.

NEIGHBOUR NOTIFICATIONS:-
Site and press notices posted.

RESPONSES RECEIVED:-
None.

REASON FOR REPORTING TO COMMITTEE:-
Major application by virtue of site area and proposed floor space.
THE APPLICATION SITE:

1.1 The application relates to a substantial part of the former BOC Edwards site situated on the west side of the junction of Faraday Road and Manor Royal within the Manor Royal Employment Area. The site measures 2.57 hectares and is relatively flat in character although Faraday Road itself rises north to south. There is a brick retaining wall along the boundary.

1.2 The site was formerly occupied by a factory and office buildings which have now been demolished and the site is currently used on a temporary unauthorised basis for airport car parking, and comprises a number of temporary structures and hard-standing with scattered tree and hedge lines on the boundaries. The site is enclosed by secure fencing.

1.3 To the east and west of the site are employment uses, whilst to the south, is Magpie Wood and the former GSK site, which has permission for the erection of a large data hall fronting Manor Royal and a business hub comprising ground floor café with offices above. The residual part of the former BOC Edwards site, which does not form part of this application, will continue to be used for airport parking.

THE PROPOSED DEVELOPMENT:

2.1 The application seeks planning permission for the construction of a new car showroom for the Harwoods Group, vehicle servicing workshops and Smart Repair Workshop, with associated storage, delivery, and administration facilities, car parking and landscaping. The application is an amendment to a previously approved scheme for a similar development which was permitted last year under reference CR/2014/0437/FUL.

2.2 As with the previous scheme the building mass is split into three key areas, car showroom, service workshops and Smart Repair Workshop. However whilst two separate buildings were previously proposed with the main building comprising the car showroom and workshops fronting Manor Royal and the Smart Repair Workshop being sited to the north of the site, the proposals as now submitted show a single building with the Smart Repair Workshops being attached to the rear of the main building.

2.3 Whilst there would be a slight increase in proposed floorspace this is due to the fact that the ‘Customer Drive Through’ area would now been enclosed on either end with shutter doors to improve site management. The frontage to Manor Royal and mass of buildings on the sitewould therefore remain unchanged.

2.4 Within the site, provision would be made for 561 car parking spaces which includes display, customer, demonstrator, storage, preparation, employee and visitor parking. Provision would also be made for 20 cycle spaces. The existing access points onto Manor Royal and Faraday Road are to be retained.

PLANNING HISTORY:

3.1 The entire site was the subject of an enforcement notice in relation to its authorised use for airport car parking. However, this notice was withdrawn following an appeal decision on another site for the same use in 2012.

3.2 As mentioned above CR/2014/0437/FUL granted permission for the construction of a new car showroom for the Harwoods Group, vehicle servicing workshops and Smart Repair Workshop, with associated storage, delivery, and administration facilities, car parking and landscaping on the 9th January 2015.

3.3 CR/2014/0615/FUL granted temporary permission, for the residual part of the site which did not form part of the above application to continue to be used for airport parking for a period expiring on the 11th November 2017.
PLANNING POLICY:-

National Policy

4.1 The National Planning Policy Framework (NPPF) came into force in March 2012 and is a material consideration. At the heart of the NPPF is a presumption in favour of sustainable development and securing economic growth. In relation to design, ‘planning policies and decisions should aim to ensure that development;

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of development and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion, and
- are visually attractive as a result of good architecture and appropriate landscaping’……..

Crawley Local Development Core Strategy LDF (CS):

4.2 Core Strategy Policy E2 “Location of new employment development opportunities” seeks to encourage high value, prestigious developments that are flexible to changing needs and that are likely to increase skill levels and opportunities, whilst Core Strategy Policy E3 “Protection and management of employment floorspace seeks to protect employment sites for these uses.

4.3 Chapter 9 of the Core Strategy specifically addresses “Manor Royal and County Oak”, to maximise the potential of the area and secure an environment in which business can continue to prosper and grow. Core Strategy Policy MC1: Redevelopment and Intensification, sets out criteria that requires development to be of high quality design making the best use of the land, and delivering qualitative improvements to the business floorspace offer. It also requires new development to enhance the environmental quality of the area, provide diverse and complementary employment, demonstrate appropriate methods of access and integrate sustainable methods of transport.

4.4 Core Strategy policy EN4 states that “Landscape proposals should be an integral part of all development schemes.” EN5 states that “All new development should be based on a thorough understanding of the context, significance and distinction of its site, surroundings and be of high quality in terms of its urban landscape and architectural design and materials”.

4.5 Policy ICS2 requires new development to make provision for its on and off site infrastructure needs.

Crawley Local Plan

4.6 Whilst the CS has superseded many of the Policies of the approved Local Plan 2000, a number of the Policies have been “saved”. Relevant Policies include the General Development Policies: GD1, GD2, GD3, GD5 and GD6 relating to what might be called site development issues such as good design, street scene considerations and suitable landscaping. GD35 and GD36 are also relevant and relate to planning obligations. Supplementary Planning Document Planning Obligations and S106 Agreements is also relevant and includes car parking standards but also introduces the Manor Royal Contribution, which is sought on developments which create over of 100 sq m of floorspace and is to be used to improve the environment and public realm at Manor Royal.

Crawley 2030

4.7 Crawley 2030: The Crawley Borough Local Plan 2015-2030 Submission Consultation Draft September 2014. The plan has now been subject of an Examination in Public and a consultation on further proposed modifications is under way 1st July – 12th August 2015 with changes proposed to a
limited number of policies. It is considered that the document now has substantial weight as it moves towards adoption (expected around December 2015).

Relevant policies include:
Policy SD1 : Presumption in favour of Sustainable Development
Policy CH2 : Principles of Good Urban Design
Policy CH3 : Normal Requirements of All New Development

Manor Royal Masterplan (MRMP)

4.8 In late 2009, GVA Grimley were commissioned by Crawley Borough Council to prepare a Manor Royal Masterplan to provide strategic direction for the future growth and development of the Manor Royal Business District. The objectives of the Masterplan were to:
- Set out the long term vision and strategy for Manor Royal;
- Identify the objectives required to achieve the vision;
- Propose the strategic land use and business activity mix;
- Provide a set of realistic interventions to catalyse change; and,
- Act as a marketing tool to articulate the future vision and direction of Manor Royal.

4.9 The Masterplan identified the site as within the B1 Core Business Zone which aims to create a high quality environment that encourages office uses and builds on strengths from recent developments such as Thales to act as a focus for investments and good quality design principles. It therefore encourages investment in high quality premises that complement the aspiration of developments being flexible to changing markets.

BOC Edwards Development Principles Statement SPD (BOCEDPS)

4.10 In 2012 a Supplementary Planning Document (SPD) BOC Edwards Area Development Principles Statement (DPS) was produced because this vacant site was identified as having potential to deliver a large amount of development, in a location which could strengthen the Core Business area of Manor Royal. This document was the subject of public consultation and was formally adopted. Four key principles were set out in this document. These are as follows:-

Development Principle One – Development Opportunity
Development should maximise the delivery of new economic growth through adaptable landmark development.

Development Principle Two- Land Use
Development proposals should deliver B Use Classes consistent with the Core Business Zone of the Masterplan and Core Strategy.

Development Principle Three - Design
Development proposals should create a step change in the appearance of the area and a positive sense of place through high quality design and a vibrant mix of complementary uses.

Development Principle Four - Sustainability
Development proposals should demonstrate how the layout, design, construction and management on the site create an exemplar sustainable development.

4.11 These principles lay emphasis on redevelopment creating a “step change” in the appearance of the area through high quality design, sustainability, improved access and security, signage, landscaping and biodiversity. This would need to take into account the significance of the site’s frontages.

Manor Royal Design Guide SPD (MRDG)

4.12 The Manor Royal Design was adopted in July 2013. This document follows changes to national planning policy and reflects policies within the emerging Local Plan. This SPD brings together and replaces the Development Principle Statements prepared for both this site and other sites within Manor Royal, updating the key guidance for each site. The document recognises that this site represents an opportunity to deliver benefits to the Manor Royal area as a whole. There is an
emphasis on providing high quality development on prominent frontages such as Manor Royal and Faraday Road, which would reinforce the public realm, through high quality new development, robust landscaping and highway improvements.

PLANNING CONSIDERATIONS:-

5.1 The principle of developing this site as a car showroom as already been established through the recent granting of planning permission reference CR/2014/0437/FUL. Since then whilst the Local Plan 2030 has moved closer to adoption there has been no significant changes in policy and the nature of the proposed business, which includes ancillary workshop and offices, and the size of the site required, is considered an appropriate development for this employment area and would not conflict in principle with the policies within the emerging plan. Therefore, the main considerations in determining this application are:-

- The appropriateness of the design and the impact on the surrounding area,
- Access and car parking arrangements,
- Impact of the proposals on the wider approach to Manor Royal.
- Landscaping

The appropriateness of the development and the impact on the surrounding area

5.2 The proposed showroom would be sited in the same position to previously approved and would provide the same width in terms of the building frontage to Manor Royal. This would allow the building to have presence within the wider street context whilst balancing the need for an open frontage, that would provide for customer and external display vehicles to the front of the site, an essential operational requirement of the proposed use. The existing low level planting would be enhanced along the southern boundary to accord with the requirements in the Manor Royal Design Guide.

5.3 The proposed showroom element would be 8m in height with a flat roof and with it set back from the road frontage it would therefore not be overly dominant within the context of surrounding development. It would be constructed using a grey metal curtain wall and glazing cladding system with a covered central drive through drop off area linking the proposed showroom and service workshops. The showroom design reflects the corporate design of the Harwoods Group and as such the colours and finishes would reflect this. The signage, would be the subject of a separate application for advertisement consent and is not for consideration at this stage.

5.4 The Smart Repair building which has now been relocated from the previous permission and would be sited to the rear of the main building and would now form an extension constructed to the same height and in a similar palette of materials to the showroom element. Given the context of the site and the size of both existing and permitted surrounding units a single larger building is considered more appropriate.

Access and car parking arrangements

5.5 The proposed access arrangements would remain as previously approved. The car parking provision would also remain broadly similar to the approved scheme with 561 spaces being provided as compared with 579 with the previous scheme.

Impact of the proposals on the wider approach to Manor Royal

5.6 Development Principle statements were prepared for this site and those are now incorporated within the Manor Royal Design Guide. As outlined above, the use has already been accepted and given the quality of design and improved landscaping incorporated within the proposals; and it is considered that the proposed new building would provide a positive contribution and visual enhancement this part of the Manor Royal Main Employment area. The applicants have agreed to provide a Manor Royal contribution to the sum of £12,889 for off site enhancements and this accords with the requirement of the SPD Planning Obligations and Section 106 Agreements. The Section 106 attached to the original permission would therefore be varied to reflect this slight increase in require contributions.
Landscaping

5.7 The development retains the existing mature trees located on the western boundary of the site with the exception of the small cluster of trees on the corner of Manor Royal and Faraday Road that would be removed to facilitate the creation of a feature planting area and signage related to the showroom. The landscaping scheme also includes internal planting areas to break up the parking bays featuring robust shrub planting and native species tree planting throughout the proposed development. The Council’s Arboricultural Officer comments that proposed tree planting and landscaping would mitigate for the loss of the trees on the corner of Manor Royal and Faraday Road. It is therefore considered that the landscaping is acceptable and would accord with the MRDG.

Sustainability

5.8 The proposals have been designed to include sustainable and energy efficiency measures and would achieve a BREEAM rating of very good. Roof mounted photovoltaics, the fabric and structure of the buildings with limited amounts of glazing and the use of natural day lighting wherever possible all help to contribute to the proposed sustainable qualities of the scheme.

Other matters:

5.9 The site is not located within an area prone to flooding and the Council’s Drainage Officer raised no objection to the previously approved development subject to the attachment of a condition to secure a comprehensive drainage strategy and details of the specific drainage design to be implemented. It is therefore considered appropriate to reapply this condition to this revised scheme.

5.10 Manor Royal is identified in the emerging Local Plan as a heat priority area and therefore the feasibility at a decentralised energy network is currently being considered by Crawley Borough Council. New developments within Manor Royal are therefore being asked to demonstrate within the planning application as to how they could potentially connect to the energy network in the future. On this basis, a potential service route has been shown on drawing no. P150 Rev G for future connection to a decentralised energy network and this is considered sufficient to cover this potential future development. This will be covered in an informative to the applicant.

5.11 Whilst it is acknowledged that the development would not cover the entire former BOC site as referred to in the Manor Royal Design Guide, it is not considered that the development as proposed would prejudice or preclude proposals for the development of the remainder of the site should a potential occupier come forward in the future.

5.12 The application requires a deed of variation to the Section 106 Agreement attached to the previous permission to reflect the revised Manor Royal contribution of £12,890. This is currently being prepared by the Council’s solicitors.

CONCLUSIONS:-

6.1 For the reasons outlined above, it is considered that the proposed development comprising the erection of a new car showroom, vehicle servicing workshops and smart repair workshop would be in accordance with the aims of the National Planning Policy Framework (2012) as well as the relevant policies within the Core Strategy (2008) and the saved Local Plan (2000) and the guidance within the relevant Supplementary Planning Documents and Guidance. The recommendation is therefore to permit this planning application subject to the attachment of conditions and informatives and the conclusion of a S106 Agreement to secure Manor Royal contributions by 14th November 2014.

RECOMMENDATION RE: CR/2015/0322/FUL

PERMIT subjection to the following conditions and the conclusion of a Section 106 agreement.

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
   REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.

3. Development shall not begin until a scheme to deal with contamination of the land and/or ground water has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only be undertaken in accordance with the approved scheme.
REASON: To safeguard occupiers of the site in accordance with Policy GD19 of the Crawley Borough Local Plan 2000.

4. No development shall be carried out unless and until a schedule and samples of the 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 be commenced unless and until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological content of the site has been submitted to and approved by the Local Planning Authority. The drainage strategy should demonstrate the surface water run off negated for up to and including the 100 year 30% critical storm will not exceed the run off from the undeveloped site following the corresponding rainfall event. The scheme will be implemented in accordance with the approved details.
REASON: To prevent the increased risk of flooding both on and off site in accordance with Policies GD1 and GD25 of the Crawley Borough Local Plan 2000.

6. The development shall not be occupied until full details of soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- Grasped areas
- The species, number and spacing of trees and shrubs
No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.
REASON: To avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

7. 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 accordance with Policy GD5 of the Crawley Borough Local Plan 2000.

8. The buildings shall not be occupied unless and until the access(es) hereby approved from the site to the public highway have been designed laid out and constructed in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
REASON: In the interests of highway safety and to ensure access to the development in accordance with saved Policy GD3 of the Crawley Borough Local Plan 2000.

9. The buildings shall not be occupied unless and until all access other than those hereby approved have been closed and obliterated and the kerbing/footway/verges reinstalled in accordance with plans and details that have first been submitted to and been approved by the Local Planning Authority.
10. The buildings shall not be occupied unless and until the car parking areas shown on the approved plan have been designed, laid out and constructed in accordance with details to be submitted to and approved by the LPA. The parking spaces thereafter shall be distributed, signed and managed strictly in accordance with HNW plan P151/B
REASON: To ensure adequate operational parking is provided to serve the development in accordance with saved Policy GD3 of the Crawley Borough Local Plan 2000.

11. Site servicing shall only take place from the central access onto Faraday Road. The necessary swept path turning area for service vehicles shall also be kept free from obstruction at all times.
REASON: In the interest of highway safety and to prevent potential loading/unloading on the public highway and to accord with saved Policy GD3 of the Crawley Borough Local Plan 2000.

12. Within 6 months of the buildings hereby approved being occupied, a Workplace Travel Plan for staff shall be submitted and approved by the Local Planning Authority, thereafter the use shall be operated in accordance with this plan unless otherwise agreed in writing.
REASON: To encourage sustainable transport modes by staff in accordance with Policy T1 of the Local Development Framework Core Strategy.

13. Prior to commencement, the applicant shall have submitted and had approved in writing full details of surface water attenuation and mitigation including confirmation of existing and proposed off site surface water flows. The development shall not be brought into use unless and until the surface water attenuation and mitigation has been implemented.
REASON: To ensure not cause detriment to off-site properties in accordance with policy GD25 of the Crawley Borough Local Plan 2000.

14. The Bird Hazard Management Plan dated 23rd June 2015, shall be implemented as approved on completion of the roofs and shall remain in force for the life of building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local planning Authority.

15. No external lighting or floodlighting shall be installed without the prior written approval of the Local Planning Authority.
REASON: To safeguard the amenities of nearby residents in accordance with Policy GD9 of the Crawley Borough Local Plan 2000.

INFORMATIVES

1. The applicant is encouraged to safeguard the space identified within the development as shown on drawing no. P150 Rev G to enable the building to be 'Network Ready' in the event the Manor Royal Energy Scheme is delivered allowing the development to benefit from this technology.

2. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. 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.

3. A Section 278 Road Agreement will be required for the proposed alteration and closure of accesses to the site.

4. The applicants' attention is drawn to the advice contained in Thames Water letter dated the 2nd June 2015 particularly in relation to surface water drainage, trade effluent consent and water supply

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

Providing advice in a timely and manner through pre-application discussions and correspondence.

Liaising with members, consultees, respondents, applicants and the agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.

Seeking amended plans and additional information to address identified issues during the course of the application.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 31, of the Town and Country Planning (Development Management Procedure) Order 2010.
LOCATION: QUEENS SQUARE, NORTHGATE, CRAWLEY

PROPOSAL: REGENERATION OF QUEENS SQUARE INVOLVING:
- REMOVAL OF THE SUNKEN AREA
- REPAVING OF THE ENTIRE SQUARE
- INSTALLATION OF NEW SOFT LANDSCAPING
- INSTALLATION OF NEW STREET LIGHTING
- INSTALLATION OF NEW STREET FURNITURE
- INSTALLATION OF A WATER FEATURE WITHIN THE MIDDLE OF THE SQUARE

TARGET DECISION DATE: 12 August 2015

CASE OFFICER: Mr G. Kellett

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: Crawley Borough Council

PLANS & DRAWINGS CONSIDERED:

CONSULTEE NOTIFICATIONS & RESPONSES:
1. WSCC - Highways - No objection subject to conditions & informatives
2. CBC - Planning Arboricultural Officer - No objection
3. CBC - Retail & Employment - No objection
4. Homes & Communities Agency (HCA) - No comments received
5. CBC - Urban Design - Further details of seating, litter bins, signage & lighting

NEIGHBOUR NOTIFICATIONS:
New Look 1-5 Queens Square; 8, 9, 10, 11 Queens Square; Shoe Zone 12-13 Queen Square; 12-13 First Floor and Second Floor; 14-21 Queens Square; Dixons 22-23 Queens Square; Next 24 Queens Square; Deichmann Shoes 25-29 Queens Square; 30-34 Queens Square; Costa Coffee Unit 1 The Pavilions Gerzoo Ltd Unit 2 The Pavilions; Ann Summers Unit 4 The Pavilions; Health And Diet Centres Ltd Unit 5 The Pavilions; 8 Lincoln Close, Furnace Green

RESPONSES RECEIVED:
Two letters of objection have been received commenting the bandstand should be kept in Queens Square and the level of trees proposed is inadequate. It should be noted an application to relocate the bandstand to Memorial Gardens was permitted under ref: CR/2015/0242/FUL.
SITE NOTICE:-
Site notices displayed on the 24/6/15

REASON FOR REPORTING TO COMMITTEE:-
Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

1.1 Queens Square is public open space centrally located within the Town Centre acting as the main focal point of Crawley. The square is defined by an existing sunken area with bandstand and public art ‘bird sculpture’. There are several raised planters with existing semi-mature and young trees throughout the square. The surface area is covered with outdated paving and street furniture. The existing square at present is underutilised.

1.2 There are existing buildings on all four sides of the square with varying heights of 3-5 storeys. Ground level is mainly retail with many of the units currently vacant along the eastern side of 21-24 Queens Square. Pedestrian access is via The Martlets to the south, Queensway to the east and The Pavilions to the west side of the square.

BACKGROUND:-

2.1 Crawley Borough Council and West Sussex County Council undertook a public consultation process regarding on the regeneration of Queens Square which identified the ‘Curved’ design layout, as submitted, as the most preferred option. Results and findings of this process are outlined in the consultation report which can be viewed on the Councils planning website quoting the planning reference number.

2.2 Crawley Borough Council and West Sussex County Council are seeking a long term and high quality design solution to regenerate Queens Square and to create a step change in the townscape quality of the square in order to encourage new investment in retail, leisure and other town centre uses to enhance the vitality and viability of the town centre.

2.3 The analysis of the regeneration project identified that a key weakness of Queens Square is the number of physical obstacles within the square, including the bandstand. The Design and Access Statement advises that the bandstand inhibits the flow of pedestrian traffic. A new location for the bandstand has been chosen within Memorial Gardens and was granted planning permission at the DC planning committee meeting on the 7th July 2015 under ref: CR/2015/0242/FUL.

THE PROPOSED DEVELOPMENT:-

3.1 This application seeks planning permission over an area of 3250sqm for the removal/infilling of the sunken area of the bandstand and removal of the existing planters and trees and existing street furniture. The application would comprise repaving of the entire application site, installation of new seating/street furniture, new lightning, new soft/tree landscaping and installation of a central water feature. The resulting area would comprise 3250sqm.

3.2 The new street furniture would comprise eight new combined high quality granite seating and planters laid out in curved design throughout the application site offering formal and informal seating arrangements due to their varied shape and positioning.

3.3 The repaving of the site would comprise high quality granite slab paving laid out in different coloured patterns with the central area incorporating a textured surface to reduce slippage. Samples of the paving would be secured by way of condition.

3.4 The proposed lighting would comprise two sets of four LED light columns six and eight metres high. The eight metre columns would be positioned around the edge of the centre space and the six metre columns within the central space. LED lightning would be mounted underneath the combined curved seating areas/planters. Precise details would be secured by way of condition.
3.5 The new water feature would create the visual focal point for Queens Square. It would comprise variable water jets and would be designed based on a timed system in order to be turned off when not in use to allow the central area to be used as a performance space or events when required. The paving would have slip resistant surface and water would collect in drainage gullies to be recycled. An Operational Statement into when and how the water feature would operate would be secured by means of condition.

PLANNING HISTORY:

4.1 In 1957 planning permission was granted for the erection of the bandstand in Queens Square. Ref. CR/572/57.

4.2 In 1994 planning permission was granted to relocate the bandstand within Queens Square. Ref. CR/94/0615/RG3.

4.3 On the 7th July of 2015 planning permission was granted to relocate the bandstand to Memorial Gardens. Ref: CR/2015/0242/FUL.

PLANNING POLICY:

5.1 The NPPF has a golden thread running through it which seeks to ensure a presumption in favour of sustainable development. The NPPF states that there are three dimensions to sustainable development and the planning system performs an economic, social and environmental role. These roles are mutually dependent. The Framework requires applications to be determined in accordance with the development plan.

5.2 Paragraph 17 (Core planning principles) seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

5.3 Paragraph 21 (Building a strong, competitive economy) seeks to identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.

5.4 Paragraph 23 (Ensuring the vitality of Town Centres) indicates planning policies should be positive, promote competitive town centre environments. Where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity. They should promote competitive town centres that provide customer choice and a diverse retail offer which reflect the individuality of town centres.

5.5 Paragraph 56 and 57 (Requiring good design) attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Crawley Borough Local Development Framework: Core Strategy (2008):

5.6 Policy EN5 requires all new development to be based on a thorough understanding of the site and surroundings and for it to be of a high quality in terms of its urban landscape and architectural design and materials.

5.7 Policy ICS1 supports the provision of new or improved community facilities where they add to the range and quality of facilities in the town.

Crawley Borough Local Plan (2000):

5.8 Policy GD1 seeks to ensure that the scale, height and form of the development is appropriate, and that the development does not cause unreasonable harm to the amenity of the area and to neighbouring occupiers.
5.9 Policy GD2 requires new development to respect townscape features such as street patterns, frontage lines and public views.

5.10 Policy GD3 seeks to ensure the operational requirements of any development are met for a particular use such as access, parking, loading, storage of materials and emergency access.

5.11 Policy GD5 requires landscaping to be incorporated as part of development, respecting the character of the area.

5.12 Policy GD6 requires the design and layout of development to allow adequate scope for the natural growth to maturity of trees and vegetation which are to be retained or planted.

5.13 Policy GD8 requires all development will be required to be designed and laid-out to provide environments which prevent or deter crime, vandalism and anti-social behaviour.

5.14 Policy GD10 seeks that development takes into consideration that suitable access is provided for people with disabilities or restricted personal mobility.

Crawley Borough Local Plan (2015-2030): Submission Modifications Draft June 2015:

5.15 Crawley 2030: The Crawley Borough Local Plan 2015-2030 Submission Consultation Draft September 2014. The plan has now been subject of an Examination in Public and a consultation on further proposed modifications is under way 1st July – 12th August 2015 with changes proposed to a limited number of policies. It is considered that the document now has substantial weight as it moves towards adoption (expected around December 2015).

5.16 Policy CH2 (Principles of Good Urban Design) seeks to assist in the creation, retention or enhancement of successful places in Crawley, with development proposals will be required to: b) Create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas; c) Create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people; d) Make places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport networks.

5.17 Policy CH3 (Normal Requirements of All Development) requires all proposals for development in Crawley will be required to be: a) Based on a thorough understanding of the significance and distinctiveness of the site; b) Be of high quality in terms of their urban, landscape and architectural design; c) Protect amenities; d) Retain trees or require suitable replacement planting; e) ensure the impact on crime is considered where appropriate; and f) require that the use can be utilised safely and properly.

5.18 Policy EC5 (Town Centre Uses) states Crawley Town Centre is a main employment area, and a key retail destination that is of sub-regional significance. Development that promotes Crawley’s vitality and viability as a sub-regional retail centre will be encouraged in the town centre.

Supplementary Planning Guidance

5.19 The Town Centre Wide Supplementary Planning Document (SPD) adopted in September 2009 is also of relevance. It sets out the development principles for areas of the Town Centre, in particular Queens Square, identifying this area as the heart of the town centre and to encourage refurbishment and improvements to buildings and the environment of the square itself through good urban design.

PLANNING CONSIDERATIONS:

6.1 The main planning considerations in the determination of this planning application are:

- The principle of the development in this location
- The impact on the visual amenities and character of the locality
The principle of the development in this location

6.2 The site lies in the built up area, and forms the main focal point of the Town Centre. Development Control policies seek to promote the town centre and support development that would improve the overall vitality and viability of the town centre.

6.3 As part of a joint project between Crawley Borough Council and West Sussex County Council, major improvement and enhancement works to Queen Square are to be undertaken to transform the area into a high profile, distinctive and enjoyable public space.

6.4 It is considered that the principle of the town centre regeneration project of Queens Square is acceptable and would help to encourage new investment in retail and other town centre uses, enhancing the vitality and viability of the town centre in generating employment. As such the proposal is consistent with Local Plan policies and the overarching NPPF objectives to ensure the vitality of town centres.

The impact on the visual amenities and character of the locality

6.5 The redevelopment of the square would declutter the existing outdated square by removing the sunken space which appears visually disconnected and uninteresting and does not lend itself to the circulation requirements of the square.

6.6 The new square would create a high quality multifunctional public space which would improve the user experience of the space. The mixture of the new granite paving, granite planters and seating, with new trees and street lighting coupled with the central water feature and curved layout is considered to be a significant improvement from the current underutilised space and would enhance the overall visual amenity and character of the locality in accordance with policies GD1 of the Local Plan and EN5 of the Core Strategy.

The impact on amenity of neighbouring occupiers and pedestrian movement

6.7 It is anticipated some disruption to existing occupiers and pedestrian movement would occur during the site clearance and construction stage however this would be on a temporary basis and would be controlled by means of a Construction Management Plan (CMP).

6.8 The existing outdoor seating areas of Costa Coffee at unit 1, The Pavilions and Starbucks at 12-13 Queens Square have been incorporated into the layout which would mean coffee shops like these would still maintain an element of dedicated seating. The proposed layout would allow other areas for potential outdoor seating subject to separate applications for planning permission.

6.9 The proposal would improve connectivity for pedestrians moving through the square with safe level and legible paths. Pedestrian free flow along the building frontages and desire lines across the square to access the shops would be maintained and would be clear from obstruction.

6.10 The proposal would relate solely to the existing square and not to any other buildings. As such the proposal is considered to accord with the policies of the Local Plan and it is not considered would result in a development that would cause any adverse harm to neighbouring occupiers.

The impact on trees

6.11 There are currently ten trees planted within raised planters throughout Queens Square apart from T7 that is planted directly into the ground. Species include three Hawthorns (crataegus monogyna), four Norway maples (acer platanoides), one Hornbeam (Carpinus betulus) and one Yew (Taxus baccata) all of which appear to be in good condition as outlined in the Arboricultural survey. The
trees provide visual amenity to the immediate area but do not contribute to the wider urban landscape.

6.12 These trees would be removed as part of the redevelopment as if they were to be retained they would be in conflict with the proposed design of the layout. Retaining these would not be possible unless they were moved off site, which would be at the developer’s expense.

6.13 Whilst ten existing trees would be removed, they would be replaced with new trees of which the species, size and age would be subject to control by condition. The trees would be positioned to provide areas with shading whilst not to blocking sunlight from reaching other parts of the square.

6.14 It is considered the benefits that would be generated as a result of the redevelopment would outweigh the loss of the existing trees. The Councils’ Arboricultural Officer has raised no objection.

Access considerations

6.15 The proposal has been designed to allow free and unobstructed movement for all users. Access to the square would be step free by making the whole area one level with no disabling barriers and with wide footpaths under the exiting canopies maintained to allow sufficient space for the manoeuvre of those that are wheelchair bound. The improvements to the access would therefore accord with policy GD10 of the local plan.

6.16 The proposal would improve connectivity for pedestrians moving through the square with safe and legible paths. Pedestrian flow along the building frontages to access the shops would be maintained. Pedestrian desire lines across the square would also be maintained. The proposal does not seek to alter access arrangements or permissions, but looks to enhance to existing public realm.

6.17 Sufficient access for delivery, emergency and other authorised vehicles to manoeuvre around the site would be maintained.

6.18 Given the potential for disruption to the highway during construction, West Sussex County Council Highways recommend a Construction Management Plan (CMP) to be submitted with details of storage and access for construction vehicles and materials during the construction period and an operation statement setting out the details of when the water feature would be used and emergency cut-off arrangements. These matters can be controlled by way of conditions.

Other

6.19 Details of litter bins, lighting, planting and tree species would be controlled by way of condition. The existing ‘bird sculpture’ sited on the approach to The Martlets would be removed and set aside for reuse. Discussions of the potential location with other Council Departments regarding its re-siting are ongoing.

6.20 The Council’s Design Officer has raised no objection to the proposal, however reference is made to how the link in the paving between the new scheme and the existing paving on Queensway and The Martlets would be made.

CONCLUSIONS:-

7.1 In conclusion it is considered the principle of the town centre regeneration project of Queens Square is acceptable and would help to encourage new investment in retail and other town centre uses, generating employment which would comply with the overarching local and national aims of supporting competitive and attractive town centres.

7.2 The redevelopment of the square would declutter the existing outdated square and would create a high quality multifunctional public space which would vastly improve the user experience of the space.

7.3 It is therefore recommended that planning permission is granted subject to the conditions as set out below.
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. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
   REASON: For the avoidance of doubt and in the interests of proper planning.

3. The paving layout and paving materials for the development shall be in accordance with the details within the Paving Strategy document dated, 8th June 2015, the Typical Paving Detail Plan drawing no. PL_10326.013 and the Proposed Illustrative General Arrangement drawing no. PL_10326.007 unless otherwise agreed in writing 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 public space of visual quality in accordance with Policy GD1 of the Crawley Borough Local Plan 2000.

4. The development shall not be brought into use until there has been submitted to, and approved by, the Local Planning Authority a soft landscaping scheme. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the completion of the development or during the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation.
   REASON: In the interests of the amenity and of the environment of the development in accordance with Policy GD1 and GD5 of the Crawley Borough Local Plan 2000.

5. The development shall not be brought into use until litter bins, lighting, planting and seating have provided in accordance with details that have first 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 public space of visual quality in accordance with Policy GD1 of the Crawley Borough Local Plan 2000.

6. No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall thereafter be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,
   - The anticipated number, frequency and types of vehicles used during construction,
   - The method of access and routing of vehicles during construction,
   - The parking of vehicles by site operatives and visitors,
   - The loading and unloading of plant, materials and waste,
   - The storage of plant and materials used in construction of the development,
   - The erection and maintenance of security hoarding,
   - The erection of site offices and ancillary buildings,
   - Lighting for construction and security
   - Any works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
   - Details of public engagement both prior to and during construction works.
   REASON: In the interests of highway safety and the amenities of the area in accordance with Policy GD34 of the Crawley Borough Local Plan 2000.

7. Prior to first operation of the water feature, an Operation Statement shall be submitted to the Planning Authority setting out, but not limited to, the times of use, minimum temperatures when the water feature can be used and emergency cut-off arrangements. Once approved, this document
shall be adhered to whilst the water feature is in situ, with any revisions to the plan to be approved by the Planning Authority.

REASON: In the interests of highway safety and the amenities of the area in accordance with Policy GD34 of the Crawley Borough Local Plan 2000.

INFORMATIVES

Temporary Works Required During Construction

1. The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

2. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

NPPF STATEMENT

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.

- Liaising with consultees and the applicant discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.
LOCATION: 247 IFIELD ROAD, WEST GREEN, CRAWLEY

PROPOSAL: T1 OAK - REMOVE EPICORMIC GROWTH TO APPROX 6M & CUT BACK ON HOUSE SIDE BY UP TO 1.5M MAXIMUM. REMOVE DEADWOOD TO ALLOW LIGHT

TARGET DECISION DATE: 19 August 2015

CASE OFFICER: Mr R. Spurrell

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

001 Tree Plan

CONSULTEE NOTIFICATION & RESPONSES:-

CBC Arboricultural Officer – no objections

NEIGHBOUR NOTIFICATIONS:-

None

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

Application submitted by CBC and relates to a tree on CBC land

THE APPLICATION SITE:-

1.1 The application relates to an Oak tree located in the front garden of 247 Ifield Road, West Green. The tree is one of many trees lining the street and together give the area an attractive leafy quality.

1.2 The tree id identified as ‘A’ and protected by The Crawley Borough Council (Ifield No. 5) Tree Preservation Order P16.12.11 confirmed on 22.03.1993.

PROPOSED DEVELOPMENT:

2.1 Permission is sought to remove epicormic growth up to 6m, reduce branches on house side by up to 1.5m and remove deadwood.

PLANNING HISTORY:-

3.1 There is no recent relevant planning history

PLANNING POLICY:-

4.1 This application must be considered in the context of Part VIII of the Town and Country Planning Act 1990 and The Town and Country Planning (Tree Preservation) (England) Regulation 2012.
4.2 The development plan for the area includes the saved policies of Crawley Borough Local Plan 2000. Policy BN21 states that work on trees protected by a preservation order may be permitted if it does not detract from the health or appearance of the tree.

4.3 The Council’s Supplementary Planning Guidance (SPG) Note 6 ‘Trees’ is a non-statutory document which supplements the Policy BN21 of the Local Plan.

PLANNING CONSIDERATIONS:-

5.1 The main issues to consider in the determination of this application are the impact of the proposed works on the health and appearance of the tree and the resulting impact it would have on the amenity of the surrounding area.

5.2 The tree is highly visible in the street scene and is one of 4 individually protected trees within the TPO. This tree together with the other members of the TPO brings considerable visual amenity to the area. The proposed works would retain the amenity value of the tree.

5.3 The proposed works are considered to be justified and of sound tree management given the trees position in close proximity to the house and road and would not detract of the trees amenity value.

RECOMMENDATION RE: CR/2015/0426/TPO

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

1. This consent is valid for a period of two years from the date of this notice and shall only be carried out once.
   REASON: To enable the Local Planning Authority to control the works in the interests of good tree management in accordance with Regulation 17 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

2. All works should be carried out in accordance with BS3998: 2010 ‘Tree Work Recommendations’.
   REASON: In the interests of visual amenity and to ensure the continuing health of the tree(s) in accordance with ‘saved’ policy BN21 of the Crawley Borough Local Plan 2000.