

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 4 July 2016
REPORT NO: PES/205

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<u>ITEM</u>	<u>REF NO</u>	<u>LOCATION</u>	<u>RECOMMENDATION</u>
<u>001</u>	CR/2016/0176/FUL	1-3 BETTS WAY, (FORMER PREMIERE HOUSE SITE), LANGLEY GREEN, CRAWLEY	PERMIT
<u>002</u>	CR/2016/0261/RG3	No's: 2, 3, 7, 9, 11, 12, 13, 15, 17, 18, 19, 23, 24, 27, 30, 34, 35, 38, 40, 42, 48, 64, 66, 68, 70 & 72, WOODSIDE ROAD, NORTHGATE, CRAWLEY, RH10 8EQ	PERMIT
<u>003</u>	CR/2016/0294/OUT	OVERLINE HOUSE, CRAWLEY STATION AND ADJACENT HIGHWAY, STATION WAY, NORTHGATE, CRAWLEY	PERMIT
<u>004</u>	CR/2016/0407/RG3	CRAFTS UNIT/OFFICE, TILGATE NATURE CENTRE / TILGATE ZOO, TILGATE PARK, TILGATE DRIVE, TILGATE, CRAWLEY	PERMIT

REFERENCE NO: CR/2016/0176/FUL

LOCATION: 1-3 BETTS WAY, (FORMER PREMIERE HOUSE SITE), LANGLEY GREEN, CRAWLEY
PROPOSAL: ERECTION OF 1 X COMMERCIAL MIXED USE BUILDING (CLASS B8/A1) INCLUDING MEZZANINE, OUTDOOR PROJECT CENTRE AND SECURE COMPOUND, ACCESS AND SERVICING ARRANGEMENTS, CAR PARKING, LANDSCAPING AND ASSOCIATED WORKS (AMENDED DRAWINGS AND ADDITIONAL INFORMATION RECEIVED)

TARGET DECISION DATE: 23 May 2016

CASE OFFICER: Mrs V. Cheesman

APPLICANTS NAME: Wickes Building Supplies Limited

AGENTS NAME: Mr Tim Rainbird

PLANS & DRAWINGS CONSIDERED:

1348-100 Rev B Site Location Plan, 13483-101 Existing Block Plan, 13483-102 Existing Site Layout, 13483-113 Proposed First Floor Plan, 13483-114 Proposed Roof Plan, 2811/E/100 Rev P2 External Lighting Lux Levels Layout, Q50478 Q01 Land Use Plan, 1681-DLA-L-01 Rev 3 Tree Removal, 1681-DLA-L-02 Rev 3 Tree Protection Proposals, 1681-DLA-L-03 Rev 8 Planting Proposals, 1681-DLA-L-04 Rev 6 Hard Landscape Proposals, 13483-CG101A 02B 03B Proposed CGI, 1681-DLA-L-05 Rev 2 Tree Pit Detail, 13483-110A Proposed Block Plan, 13483-111B Proposed Site Layout, 13483-112A Proposed Ground Floor Plan, 13483-115A Proposed Elevations 1 of 2, 13483-116A Proposed Elevations 2 of 2, 13483-117A Proposed Street Scene, 13483-118A Proposed Context Plan, 13483-VT09 Indicative View from Halfords, 13483-VT10 Existing View from Halfords

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. | GAL - Aerodrome Safeguarding | No objection subject to a Bird Hazard Management Plan and a cranes informative |
| 2. | Environment Agency | No comments received |
| 3. | WSCC - Highways | No objections subject to conditions |
| 4. | National Air Traffic Services (NATS) | No safeguarding objection |
| 5. | Thames Water | No objection subject to informatives |
| 6. | Police | Pleased to note some crime prevention measures are incorporated into the design and layout. Also suggest use of CCTV and that lighting conforms to the relevant BS. |
| 7. | CBC - Drainage Officer | Recommends a drainage condition |
| 8. | CBC - Planning Arboricultural Officer | No objections |
| 9. | CBC - Environment Team | No comments received |
| 10. | CBC - Environmental Health | No objections |
| 11. | Cycle Forum and CTC Right to Ride | Comment on location of cycle parking and improvement to cycle links to the site |
| 12. | CBC - FP - Energy Efficiency & Sustainability | BREEAM condition recommended |
| 13. | CBC - FP - Retail & Employment | No objection |
| 14. | Ecology Advisor | No objections subject to conditions |
| 15. | Town Access Group | Comment on ground floor WC |

NEIGHBOUR NOTIFICATIONS:-

The application was advertised by press and site notices.

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

Major application due to floorspace over 1000 sq m

THE APPLICATION SITE:-

- 1.1 The application site is located within the Manor Royal Main Employment Area and is situated to the west of London Road (A23) with access off Betts Way and comprises a vacant 0.73ha site. The previous use of the site was offices with associated car parking and was known as Premier House. Surrounding uses comprise the adjoining Acorn Retail Park to the west (currently under construction), and Pets at Home to the southern boundary; with County Oak Retail Park lying further to the south and Astral Towers to the north. Betts Way is a short access road with direct roundabout access to the east onto the A23 London Road and Fleming Way. To the east of the site across London Road is the Elekta site, which is currently being implemented for a 5 storey office building and car park.
- 1.2 The site which is rectangular in shape and relatively flat in the central section of the site, with a slope from east to west of approximately 1m. The site is set at a lower level than the adjacent highways (London Road and Betts Way). The office building has been cleared from the land and the site is currently surrounded by mesh fencing/hoardings.
- 1.3 The application site is set back from the road frontages by areas of landscaping (grass and trees) and the pavement. Tree Preservation Order 'County Oak No 3' reference P16.5.4 served in 1986 relates to the site and indicates a tree T5 on the south west boundary, however on inspection this tree is absent.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks full planning permission for the erection of a 2481 sq m building for a mixed commercial use (Class B8 and A1) with access and parking facilities and associated works. The use of the building would therefore be classed as 'sui generis' and would not fall into one particular use class or another.
- 2.2 The building would be located on the eastern side of the site with access taken from the Betts Way roundabout. Customer parking (57 spaces) is shown set to the north and west side of the building with a service yard to the south west. To the immediate south of the building is an 'outdoor projects centre' for the outside display of goods and materials.
- 2.3 The proposed building is of a modern contemporary design, 15.1m high (maximum) with a rectangular footprint. The key design concept is the use of solid and void elements with areas of glazing and cladding. There is a variation in the cladding profiles, the vertical and horizontal placement of the cladding, use of columns, capless curtain wall glazing and projections from the building line to add interest and height to the elevations and create shadow movement. The design incorporates a high level oversailing roof with support columns, principally along the eastern elevations, but also wrapping around the front (northern elevation). Overall the building would measure 36.6m wide by 54m long. The main building would be 10.6m high, with the oversailing roof around the perimeter rising in height from 12m to 15.1m at the front. It would have a ground floor of 1920 sq m with a mezzanine floor of 561sq m, and a 2 storey glazed entrance pod of 3.5m x 13.7m.
- 2.4 In support of the application, the applicant has provided the following documents:
 - Design and Access Statement and Design Ethos Statement
 - Waste Management Plan
 - Economic Development Assessment
 - Transport Assessment and Travel Plan
 - Ecology Report
 - Surface Water Drainage Strategy
 - Ground Investigation Report

- Lighting Strategy
- Tree survey and Protection Plan,
- Energy/Sustainability Statement
- Landscaping Scheme

PLANNING HISTORY:-

Application site:

- 3.1 CR/386/87 – erection of 2 and 3 storey buildings for business use (B1)
- 3.2 CR/2006/0531/FUL - demolition of existing building and erection of DIY store with outdoor project centre, access, car parking, servicing and landscaping – planning permission refused due to loss of land for employment purposes.
- 3.3 CR/2008/0022/FUL - demolition of existing building and erection of new building comprising basement, ground plus 3 floors to provide 9588 sq m of B1 (business) floorspace – planning permission granted.
- 3.4 CR/2011/0335/FUL - extension of time limit to CR/2008/0022/FUL - demolition of existing building and erection of new building comprising basement, ground plus 3 floors to provide 9588 sq m of b1 – the s106 agreement was not completed and the application has not been proceeded with.

Adjacent sites:

- 3.5 CR/2014/0760/FUL – Elekta site - erection of two office buildings, a four and a half storey decked car park, a single storey decked car park and surface car parking with landscaping and new access from private roads linking to Fleming Way and London Road - planning permission granted.
- 3.6 CR/2014/0824/FUL – Acorn Retail Park (M &S, Aldi and Smyths Toys) – Class A1 retail development, comprising three retail units and associated parking, landscaping and servicing areas, and the formation of new servicing access off County Oak Way – planning permission granted.

PLANNING POLICY:-

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. The government is committed to securing economic growth in order to create jobs and prosperity (Para 18). The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth (para 19). Paragraph 20 suggests that to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.
 - Section 4: Promoting Sustainable transport. All developments that generate significant amounts of movements should be supported by a transport statement or transport assessment. Proposals should ensure safe and suitable access to the site can be achieved (Para 32). Paragraph 34 seeks to ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. A key tool to facilitate this will be a travel plan (para 36).

- Section 7: Requiring Good Design. The government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute to making places better for people (para 56). Paragraph 61 states that “although the visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment”.

Crawley 2030: The Crawley Borough Local Plan 2015-2013

- 4.3 The plan was adopted on 16th December 2015. Relevant policies include:
- 4.4 Policy SD1: ‘Presumption in favour of Sustainable Development’ states that the Council will take a positive approach to approving development which is sustainable.
- 4.5 Policy CH2 ‘Principles of Good Urban Design’ seeks to assist in the creation, retention or enhancement of successful places in Crawley, with new development proposals required to: respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets.
- 4.6 Policy CH3 ‘Normal Requirements of All New Development’ states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- 4.7 Policy EC1 ‘Sustainable Economic Growth’ states that Crawley’s recognised role and function as the key economic driver for the Gatwick Diamond will be protected and enhanced and the established role of Manor Royal as a key business location for B Use classes is to be protected.
- 4.8 Policy EC2 ‘Economic Growth in Main Employment area’ identifies Manor Royal as a Main Employment Area.
- 4.9 Policy EC3 ‘Manor Royal’ places a clear focus on the delivery of B Class business uses within Manor Royal, though outlines that proposals for non B class uses will be permitted if it can be demonstrated if 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. All development at Manor Royal should contribute positively to the overall setting and employment of this main employment area through high quality design and landscaping.
- 4.10 Policy EC7 ‘Retail and Leisure Development outside the Primary Shopping Area’ outlines the requirements for a sequential test and an impact assessment for out of centre retail development to demonstrate that it would not undermine the vitality or viability of the town centre or neighbourhood facilities. The existing out of town retail locations at County Oak and London Road Retail Parks have an established retail warehouse function and should remain the focus for any out of centre retail proposals subject to satisfying the above requirements.
- 4.11 Policy ENV6 ‘Sustainable Design and Construction’ requires all development to demonstrate sustainable design and construction. Proposals for non-domestic buildings should achieve BREEAM Excellent for water and energy credits where technically and financially viable.
- 4.12 Policy ENV7 ‘District Energy Networks’ (DEN) identifies Manor Royal as a Priority Area and requires that development should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be network ready to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- 4.13 Policy ENV8 ‘Development and Flood Risk’ states that development proposals must avoid areas which are exposed to an unacceptable risk from flooding and must not increase the risk of flooding

elsewhere. Flood risk assessments should be submitted where required and SUDS should be used to reduce run-off.

- 4.14 Policy IN3 'Development and Requirements for Sustainable Transport' states that development should be concentrated in locations where sustainable travel patterns can be achieved. In addition, developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased congestion or highway safety. Where appropriate, Transport Statements or Transport Assessments will be required.
- 4.15 Policy IN4 'Car and Cycle Parking Standards' states development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.

Supplementary Planning Guidance and Documents:

- 4.16 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.

- 4.17 Manor Royal Design Guide – Supplementary Planning Document 2013

The Design Guide SPD recognises that improvements are required to the public realm in Manor Royal through enhancing important primary 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 SPD identifies the Betts Way application site as a Primary Gateway and a Key Opportunity Site, which sits at a major entrance /exit point for Manor Royal. The site has prominence on 3 road frontages at a busy and prominent interchange. The SPD requires a high quality landmark building, of an appropriate scale with robust and active site frontages and high quality landscaping.

PLANNING CONSIDERATIONS:-

- 5.1 The planning considerations are:
- the principle of a mixed use development (A1 retail and B8 storage and distribution) in this location and the impact on Manor Royal and the town centre
 - the impact on the street scene and the character of the area
 - highway safety, access and parking
 - trees and landscaping
 - the impact on the amenities of the occupiers of neighbouring properties
 - sustainable construction
 - s106 requirements

The principle of the development in this location

- 5.2 The site is within the Manor Royal Main Employment Area and the previous buildings on the site were in use as offices. The site is in a location where the provision and protection of business uses and the redevelopment and intensification of business employment uses is emphasised. Retail development is to be directed to town centre locations as set out in the policies, at both national level in the NPPF and locally in the Local Plan.
- 5.3 In this case, the application has been made on behalf of Wickes Building Supplies Limited and their submission is that their use of the proposed building is for a mixed use, comprising A1 retail and B8

storage and distribution. Their submission is supported by an appeal decision from LB Sutton, where a similar Wickes store was proposed and an appeal Inspector considered that the use was a mixed one (A1/B8) albeit with a significant element of retail.

- 5.4 This is based on the business model of Wickes, products sold and their customer profile. So whilst usually DIY stores would be classed as retail (A1), given these particular circumstances and the information presented with the application, including that the customer base is predominantly to the trade, it is acknowledged that as this dual activities would include activities within the B use class, which are encouraged in Manor Royal.
- 5.5 The key issues therefore are the extent to which the use is a business use and its compatibility as a whole with Manor Royal. In addition, regard must be had to the retail element of the proposal and the impact on the town centre vitality and viability.

Manor Royal

- 5.6 There is a strong unmet demand for business land in Crawley and the Economic Growth policies of the Local Plan seek to promote Manor Royal for business use. Policy EC3 plans positively for B class development that is compatible with the economic function of Manor Royal, but also allows for flexibility for other uses where it can be demonstrated that these are a scale and type that enhance and would not undermine the established role and business function of Manor Royal.
- 5.7 The applicant has submitted information explaining the nature of Wickes business, making the case that a significant element of its operations are of a business nature. The statement outlines that between 40% and 50% of its sales are derived from trade professionals, with survey work undertaken by the company suggesting that some 54% of its customers identify themselves as being of a trade nature (46% retail). The supporting information sets out that much of Wickes' custom occurs during the week when traders are operating, rather than at weekends which would be more typically associated with 'retail' sales. The trade focus of the company is reiterated through earlier store opening times to support the trade, and store parking layout which provides van spaces in addition to private car spaces serve trade customers.
- 5.8 The statement considers the trade focus of the store to also be reflected in the Wickes product range, which is less focussed on customer 'choice', and stocks a more limited product range of Wickes own-brand goods. Much of the offer centres on the sale of bulky 'heavyside' goods aimed at trade professionals, including building materials, timber, joinery and sheet metal, decorating and plumbing products, and fitted kitchens and bathrooms. In this regard, reference is made to a recent appeal decision at Sutton in which the Inspector endorsed the operation of Wickes as comprising a mixed B8/A1 use, and considered its offer to be distinguishable from retail-focussed DIY stores. As such, the applicant outlines that based on the specific trade focus of its business model, its main competitors are builders' merchants such as Jewson rather than DIY stores such as B&Q and Homebase.
- 5.9 Based on the information provided, it is accepted that there is a significant business element to the proposal, and the applicant has demonstrated that much of its business model, in terms of product lines and customer base, is focussed on trade professionals. Manor Royal contains a number of operations that provide building supplies, and in this regard the specific business element of the proposal is not inconsistent with similar uses within the business district.
- 5.10 Notwithstanding the trade focus, there remains a significant retail element to the proposal, as the store is open to the general public and store format remains more akin to a retail warehouse as opposed to a trade counter or builders yard operation. Indeed, the Sutton appeal inspector recognised that Wickes stores are intended to attract both trade and retail customers, and found the proposal to include a 'significant' retail proportion. It is therefore appropriate to consider if the retail element, when taken as part of the overall Sui Generis use, is acceptable in this location.
- 5.11 The Premier House site is closely linked to County Oak Retail Park to the south and the Acorn Retail Park to the north west (currently under construction). Paragraph 5.42 of the Local Plan (2015) recognises that whilst Policy EC3 places clear focus on protecting the business function of Manor Royal, the County Oak area has an established retail warehouse function. Given its location

between existing retail uses, the Premier House site is recognised as representing a natural extension of County Oak, and given that the site is separated from the formal Manor Royal BID area, it is considered that the Sui Generis (B8/A1) development proposed can be delivered in this specific location in a manner that enhances and does not undermine the overall the business function of Manor Royal.

Town Centre

- 5.12 The NPPF and Planning Practice Guidance, and Local Plan Policy EC7 promote the vitality and viability of town centres through the town centre first approach. The site is in an out of centre location, being approximately 1.4miles from Crawley town centre, although it should be noted that is adjacent to an established retail cluster including Pets At Home to the immediate south and the County Oak Retail Park in County Oak Way, further to the south. There is also the Acorn Retail Park which is under construction adjacent to the western boundary of the application site.
- 5.13 As the proposal contains a significant A1 retail element, and is situated in an out-of-centre location, the key policy considerations relate to application of sequential test and assessment of potential impact on the town centre that would result from the proposal.
- 5.14 *Sequential Assessment:* As a main town centre use, proposals for retail development should be directed to the town centre or sustainable edge-of-centre locations before out-of-centre locations are considered. To this end, the applicant's Economic Statement considers the suitability of more central locations, comprising Town Centre and edge-of-centre sites identified in Local Plan Policy EC6, and a selection of vacant town centre units. In each case the assessment finds the more central sites to be of either insufficient size to support the proposal, unsuitable due to their status as Local Plan housing allocation sites (Policy H2), or lacking the necessary access/servicing to support operations. The assessment concludes that, having considered alternative formats, the development cannot be accommodated at more sequentially preferable location(s).
- 5.15 The applicant draws attention to the Case Law of Tesco v Dundee City Council where Lord Reed found that sequential assessment should consider 'whether an alternative site is suitable for the proposed development, not whether the proposed development can be altered or reduced so that it can be made to fit an alternative site'. The economic statement outlines that Wickes' operational requirements dictate that a site must be capable of accommodating a minimum ground area of 1,858 sq m in order to allow display of a full product range, and requires adjacent surface car parking capable of providing space for cars and vans, as well as sufficient space for HGVs to makes deliveries. The case is also made that an industrial location in proximity to other trade uses, and subsequently Wickes' target audience, is required.
- 5.16 In policy terms, it is evident that the proposed product range is trade focussed, with a significant amount of goods being bulky in nature. Paragraph 11 of the Planning Practice Guidance (Ensuring the Vitality of Town Centres) outlines that use of the sequential test should recognise that certain main town centre uses have particular market and locational requirements that mean they may only be accommodated in specific locations. It is therefore accepted that for operational reasons the proposal cannot at this time be accommodated on a more sequentially preferable site, and given the bulky/trade nature of products sold, an out-of-centre location is justified in this instance. For these reasons it is considered that the requirements of the sequential assessment are satisfied, and the proposal is considered to comply with part (a) of Local Plan Policy EC7.
- 5.17 *Impact Test:* Turning to impact, the council's evidence base (DTZ Retail Capacity & Impact Study, 2013) outlines that capacity exists to support delivery of up to 26,650 sq m comparison retail floorspace over the Local Plan period to 2030. This figure has regard to the permitted non-food retail permission at Betts Way, though does not take account of the consented 3,049 sq m retail extension at the out-of-centre Next store at County Oak, nor the increase in net retail sales area of 3,897sq m associated with the recent permitted scheme at the Homebase site at Crawley Avenue. However, taking account of commitments, there remains sufficient available expenditure capacity over the Plan period to accommodate the proposal.
- 5.18 In assessing the impact of development proposals, the council's retail capacity and impact work identifies that any impacts of greater than about 1% on the town centre should potentially give rise

to concern. Given the trade focussed nature of much of Wickes customer base, and the bulky, more specialised nature of its product range, the applicant makes the case that there is very limited scope for cross-over with the product offer of the town centre. The impact statement puts forward that rather than drawing custom from the town centre, much of the retail element of the proposed Wickes' trade will be drawn from the existing out-of-centre DIY units at Homebase and B&Q. To this end, the applicant sets out a 'worst case' assumption that the store would draw up to 0.4% of its custom from the town centre, which remains well below the figure identified by the council as giving rise to concern.

- 5.19 In determining the potential impact of the proposed store, it is accepted that there is very limited scope for cross-over with the town centre, particularly as there is no equivalent 'like-for-like' town centre retailer that would be significantly negatively affected by the proposals. The argument that the store focus particularly on trade sales, with retail sales drawn from other out-of-centre stores is also a reasonable one, and this is reflected in the limited forecast trade-draw (theoretical worst case) of 0.4%. Further, it is recognised that the council's evidence base has identified a potential under-provision in the DIY sector that this proposal would help to address. Overall, in impact terms, it is accepted that the proposed development, by way of its trade focussed and bulky comparison retail offer, is largely distinct to the retail offer of the town centre, and therefore would be highly unlikely to have a significant negative impact on the vitality and viability of the town centre.
- 5.20 In order to protect the future vitality and viability of the town centre, it will however be important to ensure by way of condition that the product range is limited to the bulky builders materials and DIY uses proposed, and that it does not extend to non-bulky goods that would more typically be associated with the high street, for example fashion or jewellery. The conditions suggested in the Sutton appeal decision sought to limit that nature of the operation to the sale of DIY, home improvement and building materials/items on the ground floor with kitchen and bathroom showroom on the mezzanine. It would also be a requirement to limit by way of condition the sales/display areas.
- 5.21 To conclude on these policy issues, it is considered the applicant has demonstrated that, the proposal is compatible with, and does not undermine, the core business function of Manor Royal, albeit that the proposal does contain a significant retail element together with the business element of the operation. The applicant has demonstrated that for operational reasons, the site cannot readily be accommodated on a sequentially preferable site. As a result of its more specialised builders/DIY focussed product range and the limited like-for-like cross over with products sold in the town centre, it is considered that the proposal is unlikely to have a significant negative impact on the town centre, and would not undermine its overall vitality and viability. Thus, there is no objection to the proposal in economic or retail policy terms.

The impact on the street scene and the character of the area

- 5.22 The design of the building and the site layout has been the subject of extensive pre-application discussions and also during the course of the consideration of the application to address the requirements of EC3 and the Manor Royal Design Guide SPD.
- 5.23 The policy requirements and guidance set out that a high quality landmark building, of an appropriate scale with robust and active site frontages and high quality landscaping is required for this Primary Gateway and Key Opportunity Site, which sits at a major entrance /exit point for Manor Royal.
- 5.24 The applicant has stated in the submitted 'Design Ethos' Statement that '*From the early stages the proposals were to produce a scheme which was not the standard Wickes building. The brief was to produce a scheme that whilst not replicating the context of the site has an awareness of the buildings currently existing or approved through planning but made a unique statement...and .. the aim (was) to produce a scheme which would be a flagship example of the brand*'.
- 5.25 The discussions have explored the need for the building to have a more office-like appearance, in keeping with the other surrounding commercial uses, rather than a more retail appearance. In particular, the building needed to be situated on the site frontages and be of an appropriate height, to have a presence and to create the landmark effect required.

- 5.26 The design concept now put forward for the building incorporates the use of solid and void elements with areas of glazing and cladding, with columns and projections from the building line together with a high level oversailing roof with support columns, principally along the eastern elevation, but also wrapping around the front (northern elevation) and west elevation.
- 5.27 The height of the overall building has been increased to a maximum of 15.1m on the north and east elevations, by increasing the depth of the cladding element on this section of the oversailing roof, which wraps around the building. The 'Design Ethos' Statement advises that the standard ridge height for a usual Wickes unit would be 10.7m. The height of this roof feature then steps down to the west and south to 12m and 9m, with the ridge of the central roof at 10.5m
- 5.28 The building is positioned parallel to London Road, with a set back of some 8 - 11m to allow for landscaping. Parking is provided to the west of the site and to the north, so that the building is set back from Betts Way by 26m, including a landscaping strip of 6m within the application site. There is then a further segment of land of some 4m in width at its maximum point between the boundary of the application site and the pavement, where 4 existing trees are located.
- 5.29 Whilst the building does not compare to the height of the Astral Towers building (8 storeys) or the development approved on the Elekta site (5 storeys/20m), it does sit immediately adjacent to the Pets At Home building which is some 7.5m high. It is therefore considered in this context and with the stepped height, rising to 15.1m, that the overall impact of the building would be satisfactory in the street scene and that the design solution put forward in this particular case has responded to the SPD requirements. A condition is recommended relating to the submission of material samples to ensure a finished development of an appropriate standard and quality.

Highway safety, access and parking

- 5.30 Access is proposed to be taken from the existing roundabout in Betts Way, leading to a customer parking area to the north and west of the building. The layout incorporates 57 spaces, including 3 to accessible standards and 6 spaces specifically for vans. Whilst parking standards would require 124 spaces for a wholly A1 retail unit or 25 spaces for a B8 use, the proposed end user would be operating a sui generis use with a mix of B8 and A1 activities. Within The Transport Assessment a case is made for the provision of 57 spaces based upon the occupiers own demands. It is stated that the trade customers do not generate as many trips as DIY customers, make bulk purchases or order goods to be delivered direct to site. In addition, peak periods for trade and non-trade customers differ so parking demand is spread over a longer period.
- 5.31 Cycle parking is to be located to the front of the unit adjacent to the entrance, following concerns raised during the consultation process. The amended plans also show a revised design for the pedestrian ramp leading from the pavement on London Road round to the front of the store.
- 5.32 The service access leads from the roundabout down to the south of the site to the compound area incorporating a turning area for HGVs, rear loading bay to the building, staff cycle parking and refuse and recycling facilities.
- 5.33 WSCC highways have no objections to the scheme, commenting that the access from the Betts Way roundabout is acceptable to accommodate the proposed use, the development is not anticipated to result in any severe highway safety or capacity impacts, parking provision would be adequate given the occupier and the site is accessible by sustainable modes of transport. A condition relating to vehicle parking and turning is recommended.

Trees and landscaping

- 5.34 The application is accompanied by a landscaping scheme showing tree, shrub and hedge planting together with hard surfacing proposals. In particular a number of trees (hornbeam, lime and oak) with areas of mown grass and wild flowers are shown to be planted along the London Road and Betts Way frontages to meet the requirements of the Manor Royal Design Guide SPD. The existing trees, to the immediate north of the site (outside of the application site) are to be retained and protected during construction.

- 5.35 Subject to a condition relating to the implementation of the landscaping proposals, it is considered that the scheme is acceptable in this respect.

The impact on the amenities of the occupiers of neighbouring properties

- 5.36 There are no residential properties in close proximity to this site. In terms of commercial properties, the closest neighbour is Pets at Home on the southern boundary and there would be a separation distance of 20m between the buildings and it has no windows facing the application site. The site adjoins the car park area to the Acorn Retail Park to the west, with the building being some 75m to the north west. The relationship between the site and the adjacent properties is considered to be acceptable.

Sustainable construction

- 5.37 An Energy/Sustainability Statement has been submitted to support the application. This outlines the various measures that have been incorporated into the design. These include improvements to the fabric of the building over and above those required for Building Regulations compliance, inclusion of low/zero carbon and renewable energy technologies, including 128 sq m (80 modules) of roof mounted PV cells, and an air source heat pump, specification of efficient water fittings, consideration to minimising the loss of embedded carbon in the form of construction waste and consideration given to the sourcing of environmentally responsible materials.
- 5.38 A condition requiring BREEAM excellent for minimum energy and water standards is recommended.

S106 requirements

- 5.39 The SPD Planning Obligations and s106 Agreements sets out the approach and the mechanism for planning obligations to provide for new and improved infrastructure requirements from new development. In this case this would comprise a Manor Royal contribution of £4962 to be used towards public realm improvements at County Oak Corner (pocket park). A draft Unilateral Undertaking has been supplied by the applicants to cover these requirements.

Other matters

- 5.40 With regard to an earlier application on this site for a DIY store - CR/2006/0531/FUL, that application was submitted by Wickes and was refused due to loss of land for employment purposes and was for a wholly A1 retail scheme. Since that time there has been a change in circumstances. Retail has been included in the NPPF as an economic development generating use. The current policies for this location are more flexible allowing for B Class uses or other uses where they would enhance the role and function of Manor Royal. Furthermore, the Acorn Retail Park units to the immediate west of the site have been permitted and are under construction. In addition, the agents have advised that Wickes' business is more focussed on its trade customers and so now have applied for a mixed use of B8/A1. It is therefore considered that the context of this application is different to the earlier refusal and need to be considered on its own merits in the light of current national and local policies.

CONCLUSIONS:-

- 6.1 It is considered that the applicant has demonstrated that, given its trade focussed offer and location at County Oak, the proposal is compatible with, and does not undermine, the core business function of Manor Royal and as a result of its more specialised builders/DIY focussed product range and the limited like-for-like cross over with products sold in the town centre, the proposal is unlikely to have a significant negative impact on the town centre, and would not undermine its overall vitality and viability.
- 6.2 The amended plans are considered to be acceptable in terms of the visual appearance and impact of the new buildings on the street scene for this key site in Manor Royal. The landscaping proposals and the access and parking arrangements are satisfactory.

- 6.3 The s106 agreement would need to be completed in order for the decision to be issued before 17th August 2016, as this is when CIL would be operational and the new requirements would apply.

RECOMMENDATION RE: CR/2016/0176/FUL

PERMIT subject to the following conditions and the completion of a section 106 legal agreement to secure the infrastructure contributions:

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 following plans, save as varied by the conditions hereafter and unless otherwise agreed in writing by the Local Planning Authority.

1348-100 Rev B Site Location Plan,
13483-101 Existing Block Plan,
13483-102 Existing Site Layout,
13483-113 Proposed First Floor Plan,
13483-114 Proposed Roof Plan,
2811/E/100 Rev P2 External Lighting Lux Levels Layout,
Q50478 Q01 Land Use Plan,
1681-DLA-L-01 Rev 3 Tree Removal,
1681-DLA-L-02 Rev 3 Tree Protection Proposals,
1681-DLA-L-03 Rev 8 Planting Proposals,
1681-DLA-L-04 Rev 6 Hard Landscape Proposals,
13483-CG101A 02B 03B Proposed CGI,
1681-DLA-L-05 Rev 2 Tree Pit Detail,
13483-110A Proposed Block Plan,
13483-111B Proposed Site Layout,
13483-112A Proposed Ground Floor Plan,
13483-115A Proposed Elevations 1 of 2,
13483-116A Proposed Elevations 2 of 2,
13483-117A Proposed Street Scene,
13483-118A Proposed Context Plan,
13483-VT09 Indicative View from Halfords, 13483-VT10 Existing View from Halfords

REASON: For the avoidance of doubt and in the interests of proper planning.

3. The ground floor of the building and outdoor project centre shall only be used for the sale of DIY, home improvement and building materials/items and the mezzanine shall only be used as a showroom for the sale of kitchens and bathrooms. Neither area shall be used for any other purpose in Classes B8 or A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking, re-enacting or modifying that Order).
REASON: To accord with the terms of the application and to enable the Local Planning Authority to control the development in detail to protect the business function of Manor Royal and the vitality and viability of the town centre and neighbourhood centres in accordance with policies EC2, EC3, EC5 and EC7 of the Crawley Borough Local Plan 2015-2013.
4. The development shall at all times operate as one unit, and shall not be subject to sub-division unless otherwise permitted by the Local Planning Authority on an application in that behalf.
REASON: To accord with the terms of the application and to enable the Local Planning Authority to control the development in detail to protect the vitality and viability of the town centre and neighbourhood centres in accordance with policies EC5 and EC7 of the Crawley Borough Local Plan 2015-2013.
5. No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan

shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- hours of working and deliveries,
- 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 hoardings;
- the erection of site offices and ancillary buildings;
- the provision of wheel washing facilities;
- the measures to control the emission of dust and dirt during demolition and construction;
- lighting for construction and security.

REASON: In the interests of highway safety and the amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2013.

6. No above ground works shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls (and roofs) of the proposed building, including the glazing and cladding, the hard landscaping and the access ramp, railings and steps have been submitted to and approved by the Local Planning Authority. The development shall thereafter only be constructed in accordance with the approved materials.

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

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

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

8. The development hereby permitted shall not proceed until details of the proposed surface water and foul drainage and means of disposal have been submitted to and approved by the Local Planning Authority. The details shall include a programme for implementation and proposals for the subsequent management and maintenance of the drainage system. The building shall not be occupied until all drainage works have been carried out in accordance with such details as approved by the Local Planning Authority.

REASON: To ensure that the proposed development is satisfactorily drained in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015 – 2030.

9. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved by the Local Planning Authority. The submitted plan shall include details of:

Management of any flat/shallow pitched roofs on the proposed building which may be attractive to nesting, roosting and 'loafing' birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available at www.aoa.org.uk/policy-campaigns/operations-safety/)

The Bird Hazard Management Plan shall be implemented in accordance with the details within the report upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place, unless first submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of the environment of the development and to mitigate bird hazard and avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds, in the accordance with Policy CH3 of the Crawley Borough Local Plan 2015 – 2030.

10. The development hereby permitted shall not be occupied until the access, parking spaces and turning facilities shown on the submitted plans have been provided and constructed in accordance

with the approved details. The areas of land so provided shall not thereafter be used for any purpose other than the access, parking and turning of vehicles.

REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2013.

11. The development hereby permitted shall not be occupied unless and until provision for the parking of cycles has been made within the site in accordance with details to be submitted to and approved in writing by the Local Planning authority. The facilities so provided shall be retained solely for that purpose.
REASON: To ensure the adequate provision for the parking of cycles in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2013.
12. The construction of the development shall be undertaken in accordance with the safeguards detailed in the submitted Ecological Assessment – Land at Betts Way, Crawley dated February 2016 provided by Ecology Solutions Ltd.
REASON: to ensure that the ecology of the site is protected and enhanced in accordance with policy ENV2 of the Crawley Borough Local Plan 2015 – 2030 and para 116 of the NPPF 2012.
13. Prior to the commencement of the development or any preparatory work hereby approved, retained trees shall be protected in accordance with BS5837:2012 and the details shown on plan ‘Tree Protection Proposals’ drawing number 02 Rev 3.
REASON: To maintain the long term health of the trees which are important to the site in accordance with policies CH3 of the Crawley Borough Local Plan 2015 – 2030.
14. The soft landscaping shall be implemented in full prior to the end of the first planting and seeding season following the occupation of the building or the completion of the development, whichever is the sooner, in accordance with the following details:
Planting Proposals - drawing number O3 Rev 8
Tree Pit Detail – drawing number 05 Rev 1
Any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
15. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the Local Planning Authority before the approved landscaping scheme is implemented. The landscaping management plan shall be carried out as approved and maintained in accordance with the agreed details.
REASON: In the interests of public amenity and to protect and enhance the public realm in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
16. The hard landscaping for the site shall be implemented prior to the occupation of the building or the completion of the development, whichever is the sooner, in accordance with the following details:
Hard Landscape Proposals - drawing number O4 Rev 6
REASON: In the interests of the visual amenity of the development and to achieve a development of visual quality in accordance with policy CH3 of the Crawley Borough Local Plan 2015 -2030.
17. The development hereby permitted shall not be occupied unless details of any proposed gates, fences and walls or other means of enclosure has been made within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of the visual amenity of the development and to achieve a development of visual quality in accordance with policy CH3 of the Crawley Borough Local Plan 2015 -2030.
18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended in any provision equivalent to these classes in any statutory instrument revoking and re-enacting the Order, the building hereby permitted shall not be extended or altered

in any way unless planning permission is granted by the Local Planning Authority on an application in that behalf.

REASON: To enable the Local Planning Authority to control the development in detail to protect the vitality and viability of the town centre and neighbourhood centres and to ensure adequate parking is provided on site in accordance with policies EC2, EC3, EC5, EC7, CH3 and IN4 of the Crawley Borough Local Plan 2015-2013.

19. The development hereby permitted shall be implemented in accordance with the Energy/Sustainability Statement as detailed in the application. Unless otherwise approved in writing by the Local Planning Authority, no part of the building hereby permitted shall be occupied until a copy of a post-construction certificate, verifying that the building has achieved the minimum Energy and Water standards for BREEAM 'Excellent', has been submitted to the Local Planning Authority.
REASON: in the interests of sustainable development in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015 - 2030
20. No external lighting or floodlighting shall be installed without the prior written approval of the Local Planning Authority.
REASON: In the interests of the amenities of the locality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030

INFORMATIVES

1. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, and testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
2. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
3. Thames water advise that there are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover
4. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
5. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/operations-safety/>)

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

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



Crawley Borough Council,
Town Hall,
The Boulevard,
Crawley,
West Sussex RH10 1UZ

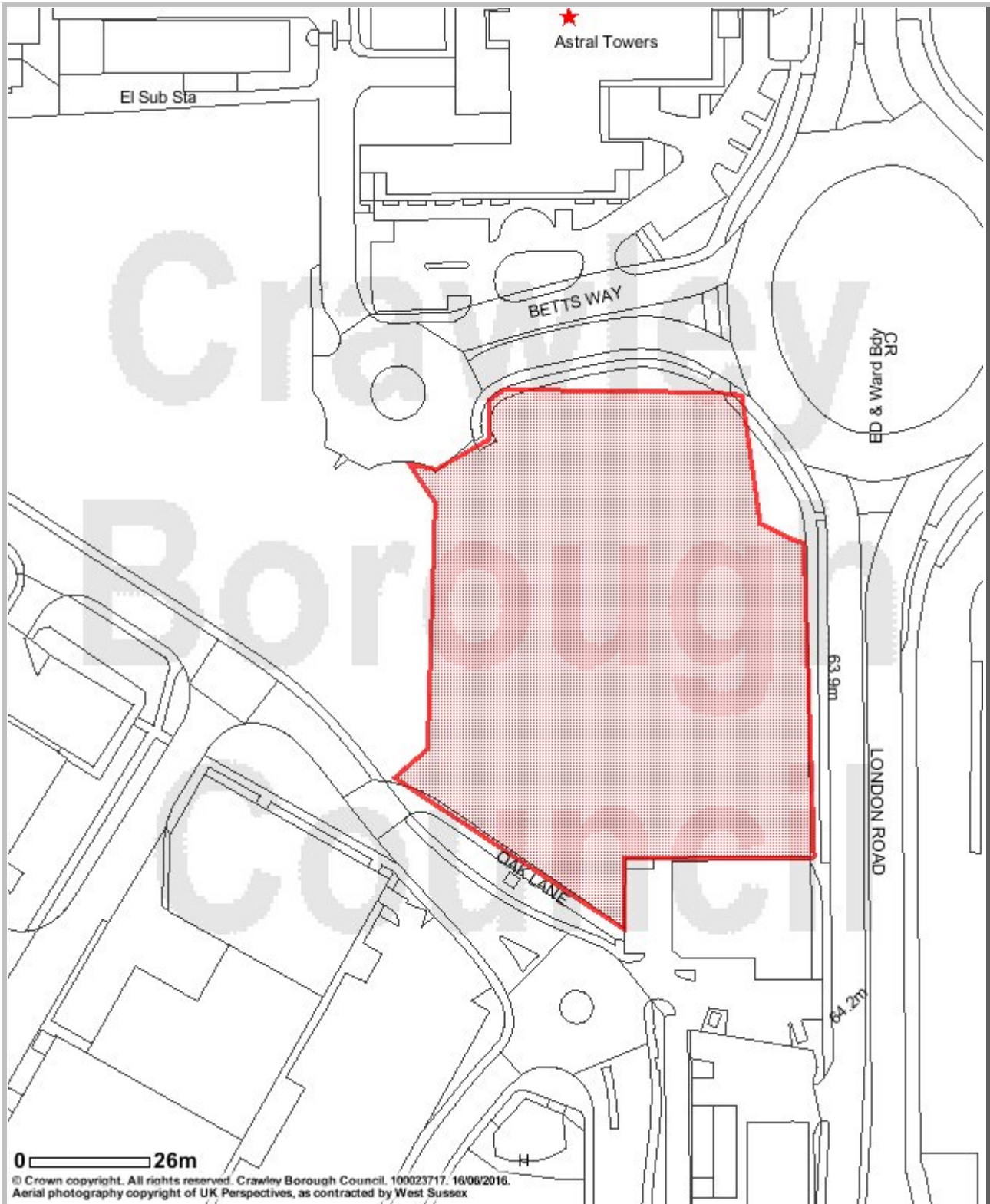
Tel: 01293 438000
Fax: 01293 438603

CR/2016/0176/FUL

Date 13 June 2016

Approx. Scale 1:1,250

1-3 BETTS WAY, (FORMER PREMIERE HOUSE SITE), LANGLEY GREEN, CRAWLEY



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REFERENCE NO: CR/2016/0261/RG3

LOCATION: No's: 2, 3, 7, 9, 11, 12, 13, 15, 17, 18, 19, 23, 24, 27, 30, 34, 35, 38, 40, 42, 48, 64, 66, 68, 70 & 72, WOODSIDE ROAD, NORTHGATE, CRAWLEY, RH10 8EQ

PROPOSAL: INSTALLATION OF INSULATED RENDER TO THE EXTERNAL WALLS OF THESE PROPERTIES

TARGET DECISION DATE: 11 July 2016

CASE OFFICER: Mr C. Peters

APPLICANTS NAME: Crawley Homes

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

External wall Installation Details, Site Location Plan, Proposed elevations mid terraces, Proposed elevations end terraces/gable end, Existing elevations and terraces/gable end, Existing elevations mid terraces

CONSULTEE NOTIFICATIONS & RESPONSES:-

None

NEIGHBOUR NOTIFICATIONS:-

118, 120, 124, 126, 134, 136, 138, 140 Woodfield Road, Northgate.
1, 4, 5, 10, 14, 16, 20, 21, 22, 25, 28, 29, 32, 33, 36, 44, 46, 50 and 62 Woodside Road, Northgate.

RESPONSES RECEIVED:-

Following neighbour notification 2 letters of representation were received. The main issues raised were as follows:

- The proposal would substantially change the look, character and design of these houses making them out of place with the remaining properties in this area.
- Concerns relating to noise caused by the works.
- Works should be carried out to all remaining properties

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

1.1 The application site relates to 27 individual, 2 storey terraced residential dwellings all of which are located within Woodside Road. The surrounding area is residential in character and the properties are finished in a grey, white, yellow or cream pebble dash render.

THE PROPOSED DEVELOPMENT:-

2.1 This planning application seeks permission for the installation of external insulation to the front, and rear elevations and where present the flank walls of the 27 residential dwellings. The purpose of this application is as Crawley Borough Council as the current owners in association with British Gas want to improve the energy efficiency and thermal properties of the dwellings.

- 2.2 The proposed insulation would consist of the applying of an adhesive mortar to the external wall of the existing dwellings, insulation, base coat, universal reinforcing mesh followed by the application of a decorative coat (render). The overall projection of the insulation would be 100mm.

PLANNING HISTORY:-

- 3.1 No relevant planning history

PLANNING POLICY:-

- 4.1 National Planning Policy Framework 2013 (NPPF):

Section 7: Requiring Good Design. The government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute to making places better for people (para 56). Paragraph 61 states that “although the visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment”.

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

- Policy SD1: (Presumption in favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH2: (Principles of Good Urban Design) States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy ENV6: (Sustainable Design and Construction) states that all development including the alteration of existing buildings should consider how, in relation to carbon, it may achieve the sustainability objectives of taking an active approach to reducing its need to consume energy; and utilising renewable and low carbon energy technologies where appropriate.

PLANNING CONSIDERATIONS:-

- 5.1 The determining considerations in this application are:

- Impact on visual amenity/the character of the area
- Impact on the neighbouring uses/visitors amenities
- Sustainability

Impact on visual amenity/the character of the area.

- 5.2 The alterations to the properties would comprise the mounting of 100mm external insulation to the front, and rear and where present on the end of terrace properties to their side elevations. The

insulation would then be rendered. The proposed render would be applied over the insulation. A sample of the proposed rendering has been provided which indicates that the colour of the render would be an off white. The colour of the render could be controlled by condition.

- 5.3 The increase in the depth of the walls by increasing their projection by an additional 100mm is not considered to result in a substantial change to the external appearance of the dwellings. It is considered that the benefits and improvements by way of the insulation would outweigh any concerns relating to the visual amendments to the properties.
- 5.4 The dwellings are of a uniform appearance in terms of their design and scale, many of which have a pebble dash finish. The application covers a large proportion of the dwellings within Woodside Road and the shift from the existing finishes to the proposed render is considered acceptable on the basis that the existing finish does not merit retention on design grounds. The new rendering is considered to enhance the character of these dwellings and thus would act as an improvement to the character of the streetscene.
- 5.5 It is not considered that the alterations proposed would be detrimental to the character or the appearance of the dwellings and the proposal would be acceptable in the streetscenes wider context. As such the proposal is considered to accord with Local Plan 2015- 2030 Policies CH2 and CH3 and the NPPF.

Impact on the neighbouring uses/visitors amenities

- 5.6 In terms of neighbouring amenity, the depth of the wall would be increased by 100mm to the front and rear and where appropriate to the side of the properties. Due to the modest increase in projection, Officers do not consider that there would be any adverse impacts on adjoining or nearby neighbours from the works.

Sustainability

- 5.7 Policy SD1 of the Local Plan sets out the presumption in favour of Sustainable Development, and states that development will be supported where it meets the strategic objectives which include progress towards Crawley's commitment to being carbon neutral by 2050. Policy ENV6 states that all development should consider how it may achieve carbon reduction by utilising renewable and low carbon energy technologies where appropriate.
- 5.8 This proposal would result in the insulation of the properties, reducing energy use also helps tackle climate change, and will contribute to the ambition of an 80 per cent CO2 reduction by 2050. The energy efficiency initiatives place an obligation on energy suppliers and electricity generators to meet a CO2 reduction target by providing energy efficiency measures to domestic consumers. Requiring that this obligation is met by providing these measures to households in areas with high levels of low incomes. To offer these measures as a package to homes, deliver a 'whole approach' so that homes can receive all the major energy efficiency measures they need, which could also include district heating schemes. Specifying that only certain measures are eligible to count towards the CO2 targets, focusing on those measures which can make a substantial difference to a household emissions and fuel bills.

CONCLUSIONS:-

- 6.1 For the reasons above, the proposal is considered to be acceptable in respect of the impact on the character and appearance of the existing dwellings and the street scene. The proposal would not be detrimental to the amenities of neighbouring occupiers. The proposal would have an acceptable impact on visual and neighbours amenities, and it would therefore accord with Local Plan Policies CH2, CH3, ENV6 and the NPPF.

RECOMMENDATION RE: CR/2016/0261/RG3

Permit subject to the following condition:

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.
REASON: For the avoidance of doubt and in the interests of proper Planning.

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.

REFERENCE NO: CR/2016/0294/OUT

LOCATION: OVERLINE HOUSE, CRAWLEY STATION AND ADJACENT HIGHWAY, STATION WAY, NORTHGATE, CRAWLEY

PROPOSAL: OUTLINE APPLICATION (ALL MATTERS RESERVED) FOR DEMOLITION OF EXISTING OFFICE BUILDING AND INTEGRATED RAILWAY STATION BUILDING, FOOTBRIDGES AND ANCILLARY STRUCTURES. ERECTION OF 308 STUDIO, 1, 2 AND 3 BEDROOM RESIDENTIAL APARTMENTS AND ASSOCIATED PARKING (C3 USE CLASS); INTEGRATED RAILWAY STATION BUILDING, FOOTBRIDGES, AND ANCILLARY STRUCTURES; FLEXIBLE USE RETAIL / COFFEE SHOP / BUSINESS CENTRE (A1 / A3 / B1 USE CLASSES); 120 SPACE MULTI-DECK STATION CAR PARK, VEHICLE DROP-OFF LAY-BY AND ASSOCIATED HIGHWAY WORKS AND PUBLIC REALM ENHANCEMENTS

TARGET DECISION DATE: 15 July 2016

CASE OFFICER: Mrs M. Harper

APPLICANTS NAME: Rockspring UK Value Crawley (Jersey) Ltd C/O Arora

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

039-LE-100C Site Location Plan, 030-EX-200 Site Plan Existing/Topographic Survey, 039- GA-200 Rev M Site Plan Proposed , 039-GA-1-300 Rev D Building 1 Core A/B/C Ground Floor Plan Proposed, 039-GA-1-301 Rev D Building 1 Core A/B/C 1st Floor Plan Proposed, 039-GA-1-302 Rev E Building 1 Core A/B/C 2nd Floor Plan Proposed, 039-GA-1-303 Rev D Building 1 Core A/B/C 3rd Floor Plan Proposed, 039-GA-1-304 Rev D Building 1 Core A/B/C 4th Floor Plan Proposed, 039-GA-1-305 Rev D Building 1 Core A/B/C 5th Floor Plan Proposed, 039-GA-1-306 Rev D Building 1 Core A/B/C 6th Floor Plan Proposed, 039-GA-1-307 Rev D Building 1 Core A/B/C 7th Floor Plan Proposed, 039-GA-30R Rev A Building 1 Core A/B/C Roof Plan Proposed, 039-EL-501 Rev C Building 1 Elevations, 039-GA-2-300 Rev D Building 2 Core D/E Ground Floor Plan Proposed, 039-GA-2-301 Rev E Building 2 Core D/E 1st Floor Plan Proposed, 039-GA-2-302 Rev E Building 2 Core D/E 2nd Floor Plan Proposed, 039-GA-2-303 Rev D Building 2 Core D/E 3rd Floor Plan Proposed, 039-GA-2-304 Rev D Building 2 Core D/E/F 4th Floor Plan Proposed, 039-GA-2-305 Rev D Building 2 D/E 5th Floor Plan Proposed, 039-GA-2-306 Rev D Building 2 D/E 6th Floor Plan Proposed, 039-GA-2-307 Rev D Building 2 Core D/E 7th Floor Plan Proposed, 039-GA-2-308 Rev D Building 2 D/E 8th Floor Plan Proposed, 039 -GA-2 309 Rev D Building 2 Core D/E 9th Floor Plan Proposed, 039-GA-2-30R Rev A Building 2 Core D/E/F Roof Plan Proposed, 039-EL-502 Rev C Building 2 Elevations, 039-GA-3-300 Rev D Building 3 & Station House Ground Floor Proposed, 039-GA-3-301 Rev G Building 3 & Business Use Core G/H 1st Floor Proposed, 039-GA-3-302 Rev F Building 3 Core F/G 2nd Floor Plan Proposed, 039-GA-3-303 Rev D Building 3 Core F/G 3rd Floor Plan Proposed, 039-GA-3-304 Rev D Building 3 4th Floor Plan Proposed, 039-GA-3-305 Rev D Building 3 Core F/G 5th Floor Proposed, 039-GA-3-306 Rev D Building 3 Core F/G 6th Floor Plan Proposed, 039-GA-3-307 Rev D Building 3 Core F/G 7th Floor Plan Proposed, 039-GA-3-308 Rev B Building 3 Core F/G 8th Floor Plan Proposed, 039-GA-3-309 Rev B Building 3 Core F 9th Floor Plan Proposed, 039-GA-3-30R Rev A Building 3 Roof Plan Proposed, 039-EL-503 Rev C Building 3 Elevations Plan Proposed, 039-GA-4-300 Station Car park Ground Floor Plan Proposed, 039-GA-4-301 Station Car Park First Floor Plan Proposed, 039-GA-4-302 Station Car Park Second Floor Plan Proposed, 039-GA-4-303 Station Car Park Third Floor Plan Proposed, 039-GA-304 Rev E Station Car Park Fourth Floor Plan Proposed, 039-GA-305 Rev E Station Car Park Fifth Floor Plan Proposed, 039-GA-306 Rev E Station Car Park Sixth Floor Plan Proposed, 039-GA-307 Rev E Station Car Park Seventh Floor Plan Proposed, 039-GA-308 Rev E Station Car Park Eighth Floor Plan Proposed, 039-GA-309 Rev E Station Car Park Ninth Floor Plan Proposed, 039-GA-30R Rev B Station Car Park Roof Plan Proposed, 039-GA-4-30R Station Car Park Roof Plan Proposed, 039-SE-504 MSCP Elevations, 039-SE-400 Rev D Section A-A Proposed Stair Core A , 039-GA-401 Rev D Section B-B Stair Core A, 039-GA-402 Rev D Section C-C Stair Core B, 039-SE-405 Rev

D Section D-D Stair Core D , 039-SE-406 Rev D Section E-E Stair Core E , 039-SE-408 Rev D Section H-H Railway Station Proposed, 039-SE-409 Rev D Section I-I Retail/Business Hub Proposed, 039-SE-410 Rev D Section J-J Car Park cross Section, 039-SE-411 Rev D Section K-K Car Park Long Section, 039-SE-412 Rev D Section L-L Stair F Proposed, 039-SE-413 Rev F Section M-M Car Park Link/Pedestrian Bridge Over Railway, 039-SE-414 Section N-N Railway Sataion Cross Platform Stairs/ Lifts, 039-EL-500 Rev E Contextual Elevations Proposed, 039-IM-001 Rev D Massing Model Image - Proposed View Looking East along Station Way Street Level and Birds Eye View, 039-IM-002 Rev E Massing Model Image Birds Eye View North, 039-IM-003 Rev C Massing Model Birds Eye View Image South, 039-IM-004 Rev C Massing Model Image South along Friary Way, 039-IM-005 Rev E Massing Model Image Proposed Street View looking West along Station Way, 039-IM-006 Rev A Massing Model Image Existing View East along Station Way Street View and Birds Eye , 039-IM-007 Rev A Massing Model Image - Existing Birds Eye View North, 039-IM-008 Massing Model Image - Existing Street Level View Looking West along Station Way, 039-IM-009 Rev A Massing Model Image - Existing/Proposed Birds Eye View South, 039-IM-014 Rev D Massing Model Image - Existing/Proposed Railway Station Friary Way, 039-IM-015 Rev A Massing Model Image-Railway Station Platform Views, 039-IM-016 Rev A Massing Model Image - Pegler Way View, 039-IM 020 Rev B 3D CGI - View towards Station House from Friary Way, 039-IM-021 Rev B 3D CGI - View at Station House Frontage Area - Eye Level, 039-IM-022 Rev B View at Station House Frontage Area-High Level, 2003/08 Rev D Illustrative Landscape Master Plan , CBC 0001 Topographic and Underground Services Survey Drawing

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	Environment Agency	None received.
2.	CBC - Contaminated Land	No objection subject to condition.
3.	GAL - Aerodrome Safeguarding	No objection subject to conditions and informative covering use of cranes.
4.	Network Rail	None received.
5.	WSCC – Highways	No objection subject to conditions and informatives.
6.	National Air Traffic Services (NATS)	No objection.
7.	Thames Water	No objection subject to conditions.
8.	Sussex Building Control Partnership	None received.
9.	Gatwick Diamond GROW Group	Supports the development.
10.	Police	Requested Section 106 contribution and offered Secure by Design advice.
11.	CBC - Drainage Officer	No objection subject to conditions.
12.	CBC - Planning Arboriculture Officer	No objection.
13.	UK Power Networks	No objection.
14.	CBC - Environment Team (Contamination)	No objection subject to condition.
15.	CBC - Environmental Health	No objection subject to conditions.
16.	Cycle Forum	Cycle provision is below adopted standards, cycle parking for station is insufficient, detailed comments on safety audit and road layout.
17.	CBC - Refuse & Recycling Team	None received.
18.	Southern Water	No objection subject to informatives.
19.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to condition.
20.	CBC - FP - Urban Design	No objection subject to conditions covering detailed design.
21.	WSCC - Surface Water Drainage (SWD)	None received.
22.	NHS Crawley Clinical Commissioning Group	None received.
23.	NHS South East Coast Ambulance Service	None received.
24.	CBC - Property Division	No objection.
25.	Homes & Communities Agency (HCA)	None received.
26.	Central Crawley CAAC	No objection but comments concerning the density of the development.
27.	Archaeology	Reply awaited

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised by press and site notices.

RESPONSES RECEIVED:-

11 individual letters of representation have been received together with a letter attaching 41 signatures raising the following concerns:-

- Overdevelopment/buildings too high;
- Overlooking and loss of amenity to residents in East Park;
- Proposed development out of character in terms of finishing materials;
- Provision of insufficient parking to serve number of flats;
- Increased traffic and pollution to surrounding area;
- Loss of footbridge
- Development should incorporate more green space
- Need for better lighting and maintenance within the area;
- Insufficient shelter to be provided for station users.

A further paper petition has also been received containing 212 signatures and online petition containing 172 signatures relating specifically to the loss of the existing Victorian railway bridge.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

- 1.1 The application site comprises a long narrow strip of land (2.1 hectares) that lies immediately to the north of the main Arun Valley railway line and to the south of Station Way, a dual carriageway. It is centred at Station Way's junction with Friary Way on the southern edge of Crawley Town Centre. The site includes Crawley railway station, Overline House (a 6 storey office building which is now largely vacant) and the associated car parking areas.
- 1.2 The southern boundary of the site is defined by the railway way line which links to the main Brighton line at Three Bridges. Beyond the railway is the Southgate neighbourhood which is primarily residential in character. There are however a number of larger commercial buildings including Zurich House and Longley House, situated at the south east end of East Park, and The Courtyard, a small complex of live and work units at its western end which provide commercial uses at ground floor level with residential accommodation above.
- 1.3 To the east of the site is the Moka nightclub beyond which is Belmont House, a 4 storey office building. To the north east of the site is the County Mall Shopping centre with its associated multi deck car park, and opposite are a number of office buildings one of which, Belgrave House, has prior approval for conversion to residential use. To the west of the site is the High Street and the railway crossing with an area of car parking which serves the Taj Mahal car park.
- 1.4 The site is relatively flat, the western part of the site being within an archaeological area. The Brighton Road Conservation Area borders the site to the south-west.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application seeks outline planning permission for the demolition of Overline House and integrated station buildings and structures, and erection of 308 studios and apartments with integrated station building, footbridges and structures, retail/coffee shop and business centre, multi-deck station car park with all matters reserved. The application is however accompanied by a full set of illustrative floor plans and elevational plans for all the buildings and drawings indicating the proposed highway, access and parking arrangements and proposed public realm improvements. Other supportive documents include:-
 - Design and access statement
 - Transport assessment
 - Highway safety Audit
 - Flood Risk assessment
 - Noise and Vibration assessment

- Energy statement
- Viability appraisal
- Statement of community involvement
- Employment statement

- 2.2 The illustrative plans which accompany the application show the development would primarily comprise 3 separate residential blocks set on a curved alignment running along the site facing north onto Station Way and backing onto the railway line to the south. A new station forecourt and service road would be provided which would involve changes to the existing site access arrangement, including the re-alignment of Station Way and an upgrading of the existing traffic signal junction at Friary Way. Public realm enhancements are also proposed to improve the visual appearance of Station Way and to create better connectivity between the station and Crawley Town centre. The red line of the application therefore includes Station Way as part of the application site.
- 2.3 The new station entrance would be provided within Building 3 with its associated ticket office and ancillary railway related accommodation. At ground floor level a café/retail area and business area are also proposed. To the east of Building 3 is a 4 storey multi deck car park providing 120 spaces. Vehicular access into the site would be via the existing entrance next to the Moka nightclub which would lead into the car park and into a new station drop off and taxi rank. All vehicles would exit the site via the existing traffic light junction at Friary Way/Station Way which would be exit only.
- 2.4 In more detail the illustrative plans show the buildings would comprise:-

Building 1

Positioned at the western end of the site, the building steps up west to east from 6 floors to 8 floors comprising car park at ground floor level providing 55 car parking spaces, motorbike and cycling parking and refuse store, with 5-7 floors of residential accommodation above providing 131 apartments. Three cores would provide pedestrian entrances and vertical access to the floors above with a vehicular access provided to the car park midway along the building frontage. Servicing would be provided by the provision of a layby to the front of the building off Station Way. A number of the apartments have balconies and a communal garden area is shown at the western end of the building. At the eastern end of the building a landscaped pedestrian link would be provided to a pedestrian footbridge crossing over to East Park.

Building 2

Positioned between Buildings 1 and 3 this building is linked at ground floor car park level to Building 3. The building steps up west to east from 7 to 10 floors and would provide 87 apartments served by 2 cores. The car park would provide 56 car parking spaces, motor and cycle parking provision and refuse store. A centrally located access would be provided to serve the car park. Servicing for larger vehicles would be provided by the provision of a layby to the front of the building. A number of the apartments have balconies and the plans show a first floor roof terrace would be provided which would be shielded from the railway behind by a solid wall. At the eastern end of the building a replacement bridge is proposed crossing between the Railway platforms.

Building 3

Positioned between Building 2 and the proposed multi deck car park this building would incorporate the station concourse at ground floor level with associated ticket office, toilets and waiting area. The building steps down west to east from 10 floors to 8 and would provide 90 apartments with provision for 35 car parking spaces on the ground floor space and provision for motor and cycle parking and refuse store. Some of the first floor apartments would have access to an external terrace which again would be screened from the railway whilst some others would be served by balconies. Also adjoining the station would be space for the potential provision of a kiosk, A1/A3 unit and business centre. The applicant has advised that it is their intention to provide a start-up business centre which would not provide a traditionally serviced office but would be an incubation centre for start-ups including turn up and use space. From a planning point of view this space would fall within B1 Business Use.

Multi-deck Car Park

Positioned at the eastern end of the site is a 4 storey split level multi-deck car park which would provide 120 spaces including 7 disabled spaces for station users plus 14 motorcycle spaces and 42 cycle spaces. It would be served by 2 lifts and stair cores.

Highway / Public Realm Works

- 2.5 In addition to the above, highway works are proposed to Station Way. These would involve the removal of 1 lane from the Station Way west bound carriageway from the County Mall roundabout leading up to the traffic lights at the Friary Way junction to allow the significant enlargement of the station forecourt and the provision of a more controlled access to the site whilst retaining the existing right turn bus lane. Station Way is proposed to be traffic calmed between Peglar Way and the County Mall South roundabout to 20mph.
- 2.6 The Station Way/ Friary traffic junction would be remodelled to include the introduction of new signalling equipment to improve the operational efficiency of the junction. Access to the Station would be via the existing entrance next to the Moka nightclub with a one-way station road provided between the entrance and exit running parallel to Station Way serving the proposed multi-storey car park, taxi rank and public setting down/picking up layby.
- 2.7 An upgraded signalling system, signage, staggered pedestrian crossings raised table and road traffic calming would then be introduced with areas of landscaping around the Station entrance, and to the north and south of Station Way. Intermittent trees would also be provided within the central reservation of Station Way. An east bound 1.5m cycle lane would be provided between Peglar Way and the junction with Friary Way with provision for crossing to provide access to the station.

PLANNING HISTORY:-

- 3.1 There is a long history in terms of the site's use as a station with its associated facilities although none of direct relevance to this proposal.
- 3.2 Prior approval was granted for the change of use of Belgrave House opposite from offices to provide 16 flats under reference CR/2014/0712/PA3 and Zurich House to the rear (south) of the site was granted planning permission under reference CR/2013/0223/FUL for a residential building rising to 5 storeys for 59 dwellings, associated car parking, cycle store and private amenity space.

PLANNING POLICY:-

The National Planning Policy Framework (2012):

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 4.2 Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 4.3 Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development.

The Crawley Borough Local Plan 2015-2030

- 4.4 The plan was adopted in December 2015 and the following policies are of relevance:-

- 4.5 Policy SD1 states that there will be a presumption in favour of sustainable development
- 4.6 Policy CH2 'Principles of Good Urban Design' seeks to assist in the creation, retention or enhancement of successful places in Crawley. In particular it seeks to reinforce locally distinctive patterns of development, create continuous frontages onto streets, create public spaces and routes that are attractive whilst integrating land uses and transport networks.
- 4.7 Policy CH3 'Normal Requirements of All New Development' states that all proposals should be based on a thorough understanding of the significance and distinctiveness of the site, of a high quality in terms of its design, sympathetic to its surroundings, provide a good standard for of amenity for future occupants, retain trees which contribute positively to the area, meets its own operational requirement and demonstrate that it addresses the principles included within both 'Secure by Design' and 'Building for Life' criteria.
- 4.8 Policy CH5 'Standards for All New Dwellings' requires development to accord with the Nationally Described Space Standards.
- 4.9 Policy CH6 'Tree Planting and Replacement Standards' requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site however, where this is not feasible commuted sums will be sought in lieu on a per tree basis.
- 4.10 Policy CH8 identifies important views which should be protected. These views are divided into two categories, linear contained and long distance views. Of particular relevance to this site are the linear view north along Brighton Road from A23/A264 junction and the long distance view from Tilgate Park.
- 4.11 Policies EC1 and EC2 seek to promote economic growth by ensuring there is no net loss of employment space within the Main Employment Areas one of which is Crawley town centre. However paragraph 5.27 which precedes Policy EC2 confirms that this policy does not apply where residential development is proposed on housing sites identified under Policy H2 set out below.
- 4.12 Policy EC6 deals with development sites within the Town Centre boundary and requires them to promote town centre vitality and viability in a sustainable location through mixed use schemes that meet housing and economic needs.
- 4.13 Policy H2 identifies key housing sites. Within the Town Centre these comprise 4 key opportunity sites:-
- Telford Place, Three Bridges;
 - Crawley Station and car parks;
 - County Buildings; and,
 - Land north of the Boulevard.
- 4.14 Policy H3 states that all housing development should provide a mix of dwelling types and sizes to address local housing needs and market demand.
- 4.15 Policy H4 requires 40% affordable housing from all residential developments. In addition 10% low cost housing is required on developments for 15 or more dwellings. These targets will apply unless evidence can be provided to show that the site cannot support those requirements from a viability perspective and that the development clearly meets a demonstrable need.
- 4.16 Policy IN2 requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- 4.17 Policy IN3 requires development to be concentrated in locations where sustainable travel patterns can be achieved.

- 4.18 Policy IN4 'Car and Cycle Parking Standards' states that the appropriate amount of car and cycle parking to meet the needs of a development is assessed against the Council's car and cycle parking standards.
- 4.19 Policy IN6 states that any improvements or development at or within the vicinity of the railway stations will be expected to enhance the specific roles of the individual stations. At Crawley Station it should support its role as a major gateway to the Town Centre and improve its integration with the main shopping area and bus station.
- 4.20 Policy ENV5 requires development to make provision for open space and recreational facilities.
- 4.21 Policy ENV6 requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes.
- 4.22 The site is within a priority area for District Energy Networks and Policy ENV7 encourages the delivery of district energy networks and associated infrastructure or low carbon energy approach for new development.
- 4.23 Policy ENV9 requires development to minimise its impact on water resources and promote water efficiency.
- 4.24 Policy ENV10 deals with pollution management and land contamination.
- 4.25 Policy ENV11 requires applications to be accompanied by a noise impact assessment where there is likely to be exposure to significant or unacceptable noise exposure.

Other Material Considerations:

- 4.25 Detailed design advice is provided in the Councils adopted Supplementary Planning Guidance/ Documents including SPG Note 4 'Standards for Private Open Space' and Supplementary Planning Document 'Planning Obligations and S106 Agreements' which sets out the nature and extent of planning obligations and also includes the adopted parking standards.
- 4.26 In addition the Town Centre Wide SPD 2008 (TCWSPD) sets out identified objectives and policies for the town centre outside of the Town Centre North masterplan area. The document identifies the site as part of an 'opportunity area' which includes Station Way and Friary Way. The vision for this area is "Transformation of a traffic-dominated area into an integrated part of the Town Centre with a legible gateway, public transport interchange and high quality public realm". The document states there is an opportunity for a landmark / gateway building focussed around the station to enhance views of the station from the town centre.
- 4.27 The Council is in the process of revising and updating its Supplementary Planning Guidance to reflect the new policies in the now adopted Local Plan. The following documents have been subject to public consultation and are progressing towards adoption in Autumn 2016.
- 'Green Infrastructure' – this document includes a costing of £700 per tree in lieu of on-site planting.
- 'Planning and Climate Change' – which provides guidance and justification for the sustainability policies in the Local Plan.
- 'Urban Design' – includes further guidance and examples on public realm design and sets out guidance on outdoor amenity space standards.

PLANNING CONSIDERATIONS:-

- 5.1 The application seeks outline planning permission, all matters reserved, for the re-development of the site to provide a replacement station with associated uses, 308 apartments and public realm improvements and includes illustrative plans and elevations of all the buildings together with illustrative plans of the proposed highway layout for Station Way and the Friary Way junction and public realm improvements prepared by the applicant's highway consultants and landscape architects. The key planning considerations in respect of the application are as follows:-
- The principle of site redevelopment (loss of employment floorspace) and acceptability of the quantum of residential units and mix of uses;

- Design and appearance of the development;
- Impact on the street scene / townscape;
- Adequacy of the accommodation provided (size layout, noise issues)
- Impact on neighbouring properties;
- Impact on highways / access / parking / access.
- Sustainability and Sustainable Urban Drainage
- Scheme Viability - Affordable housing
- Other.

- 5.2 The principle of providing a replacement station and residential development on this site is established by Policies EC6 'Development Sites within the Town Centre Boundary' and H2 'Key Housing Sites' in the Crawley Local Plan 2015-2030. The site occupies one of the most sustainable locations within Crawley and its redevelopment would provide a unique opportunity to create a major gateway to the Town Centre by providing a new station, a mix of uses and improved pedestrian access to the town centre along with associated highway and public realm improvements.
- 5.3 Notwithstanding the proposals would result in some loss of employment space Policy H2 allocates Crawley Station and its associated car parks as one of four Town Centre Key Opportunity Sites. These sites have been collectively identified as providing 499 net new dwellings over the Plan period whilst providing flexibility for other suitable town centre uses. The application as submitted indicates the provision of 308 dwellings and is therefore considered in conformity with this policy in terms of the principle of its residential use and the quantum of units proposed, provided the design of the development is successfully integrated into the Town Centre and does not detract from the character of the surrounding area.
- 5.4 The proposals also include the provision of a 150 sq m of B1 office space to provide flexible shared open business space and a flexible A1 /A3 use that would contribute to the vitality of this part of the Town centre and as such it is considered appropriate to attach a condition to any permission to ensure these units remain an intrinsic part of the development . The mix of uses is therefore considered acceptable. The scheme would make an efficient and effective use of this brownfield site located in a highly sustainable location within the Town Centre and would positively improve the vitality of the area surrounding the station

Design and appearance of the development

- 5.5 As mentioned above the development offers a unique opportunity to replace the existing outdated station, office building and surface level car parking which currently detract from the character of this part of the Town Centre and to deliver positive environmental improvements. Whilst the application does include elevations and floor plans of all the buildings these are intended for illustrative purposes only as all matters are reserved and would be subject to subsequent 'reserved matters' approval. The accompanying Design and Access Statement sets out the architectural rationale behind the proposed design which proposes a modern high density development this highly accessible public transport interchange.
- 5.6 Given the shape of the site the development would be primarily linear in nature, adjacent to the back edge of the footpath at the western end of the site and set back at the junction with Friary Way to create a public square in front the station entrance with a multi deck car park set forward of the railway station building to align more closely with the adjacent night club.
- 5.7 The scheme is designed to step up in height towards a peak focused on the junction with Friary Way to accentuate the entrance to the railway station below. The buildings would then step down at both ends of the site with between 1 and 3 floors of the upper levels are set back from the buildings' frontages and faced with lighter coloured materials to reduce their massing when viewed from street level and to create interest and relief at the upper levels.
- 5.8 At ground floor level the residential car parking would be screened by a 'living' green wall fronting Station Way which is intended to soften its appearance along this section of dual carriageway. A repetitive arrangement of building bays incorporating sections of facing brick of differing types for each bay with floor to ceiling windows to all rooms would give a vertical orientation to the building.

- 5.9 The illustrative plans show the buildings would be greater in height than the others within the Town Centre and therefore the applicant was requested to submit photo montages to show the visual impact of a development of this height both in the context of its immediate surroundings and in more distant views of the Town Centre as specifically required by Policy CH8 of the Local Plan. These photo montages illustrate that, whilst a development of this height would be glimpsed, it would not adversely detract from either the linear Brighton Road contained view or the long distance view from Tilgate Park, and subject to details of the design and the use of appropriately coloured finishing materials, (which would be a condition of the permission), would integrate into the overall roof scape of the town. It is not considered the proposal has an adverse impact on wider views or setting of the Malthouse Road or Brighton Road Conservation Areas.
- 5.10 Given the number of units proposed, the development would result in a much more intensive use of the site with almost the entire site being covered by substantial buildings rising from the back edge of the footpath which would dramatically change the character of this section of the south side of Station Way. However notwithstanding this, in general terms the bulk and massing are considered acceptable in this town centre location where the urban form can be a greater scale subject to ensuring the development takes into consideration a number of design parameters which would need to be addressed as part of the detailed design of the buildings. In particular:-
- When approaching the development from Peglar Way, the proposed development would be seen as the termination of the view along the north-south Peglar Way axis. The illustrative drawings are not considered to provide a satisfactory termination or focus to this view and the detailed design would therefore need to create a focal point when viewed from this axis to establish a recognisable route and landmark.
 - The width of the proposed residential entrances should provide adequate space for the removal and delivery of bulky items such as furniture.
 - The choice of finishing materials should satisfactorily demonstrate how the scheme provides a high quality design solution for this important Town Centre gateway site.
 - Detailed consideration of the design of the resultant buildings to mitigate the impact on properties to the south to minimise any potential overlooking through appropriate window and balcony design and reconsideration of the massing/ building/space between the buildings.
 - The need to deliver a high quality landmark building with improved legibility for the railway station.
- 5.11 Therefore, subject to these matters being addressed in the detailed design of the scheme at the reserved matters stage, it is considered in principle the development accords with the NPPF which emphasises the importance of good design and Policies CH2 and CH3 of the Local Plan which require development to be based on a thorough understanding of the significance and distinctiveness of a site and context whilst integrating with the transport network.

Public realm and landscaping

- 5.12 A key element of the development is ensuring its integration within the Town Centre and in particular a requirement to provide an appropriate gateway and improved pedestrian connectivity between the new station and the Town Centre. The proposals therefore include an illustrative design for the station plaza and the stretch of highway between County Mall Roundabout and Peglar Way. This has been the subject of lengthy negotiations with WSCC highways, Metrobus and planning officers to agree principles which would provide both a satisfactory highway layout for operational purposes and provide public realm improvements by way of hard and soft landscaping.
- 5.13 The proposed station forecourt scheme would provide a significantly larger pedestrian circulation area in front of the new station building, a Zebra crossing facility and a much clearer visual reference point to the Town Centre. The proposals therefore include public realm improvements at the Station Way/Friary Way traffic signals and to Station Way to better balance the needs of competing highway users by reducing street furniture to a minimum and enhancing road and footway surfacing to encourage lower traffic speeds. Soft landscaping would also enhance the appearance of the area and make it much less car dominated than the existing arrangements. It

would therefore result in a significant improvements to the public realm which could also be linked to other future schemes within the surrounding area, particularly Friary Way.

Adequacy of the accommodation provided (size layout, noise issues)

- 5.14 The proposed development would deliver a range of studio and 1-3 bedroom apartments. The illustrative floor plans show the provision of 31 different types of apartments spread throughout the development. Whilst in general these comply with the national space standards it is considered appropriate to attach a condition requiring all units comply with the Nationally Described Space Standards set out in Policy CH5. Refinements to their indicative proposed layout and the insertion of additional windows where appropriate would also improve the natural light to the apartments and would need to be addressed at reserved matters stage. It is therefore considered that the development could provide an acceptable standard of internal living accommodation for future residents.
- 5.15 In terms of outdoor amenity space the illustrative drawings show that communal outdoor amenity space would be provided principally at ground floor level at the western end of the site and also at first floor level on the south side of the building with some smaller areas being private areas for adjacent apartments. Some apartments would also benefit from modest balconies set within the building to avoid projecting out beyond the building line. This level of provision is considered appropriate given the context of the site and nature of accommodation proposed, but would be subject to detailed consideration within the reserved matters application.
- 5.16 The site is subject to disturbance from a variety of noise sources as the site is located adjacent to a busy railway line, is affected by traffic noise from the adjacent roads, and has a nightclub situated adjacent to its eastern boundary. The applicant's noise report recommends that good quality double glazing and windows kept closed would be required to maintain an acceptable internal noise climate. The Environmental Health officer has commented that the report fails to address how adequate ventilation would be achieved with the windows kept closed, and such ventilation is necessary to maintain suitable air quality and for summer cooling (when residents would otherwise resort to sleeping with the windows open). Mechanical ventilation as an alternative to sleeping with windows open is considered imperative and should be secured via condition. A condition should also be added to control noise output from any mechanical plant needed for the development.
- 5.17 The Crawley Cycle forum have commented that the level of cycle provision is well below adopted standards. It considered that this issue should be addressed by the applicant in their detailed design as the site is a highly sustainable location and future occupants may therefore be more likely to use sustainable transport modes. It is considered reasonable to impose a condition requiring the development design to comply with adopted standards unless the applicant can demonstrate to the satisfaction of the Local Planning Authority why the development should depart from this requirement.

Impact on neighbouring properties

- 5.18 The proposed development represents a dramatic 'step change' in built form for this site and the impact on surrounding properties is greater given that the current site (other than Overline House) is open in character and generally laid as surface car parking. The surrounding properties therefore currently having an open outlook to this land (although larger scale buildings north of Station Way, further to the north are currently visible).
- 5.19 The properties most affected by the development are those situated to the south of the development in East Park. These properties are separated from the site by the intervening railway line. At the far eastern end of East Park are Longley House (a large office building) and Zurich House (an office building which has planning permission for a part 5 storey residential development of 59 flats) which face Overline House and the eastern Crawley Station car park. It is considered the relationship between these properties and the proposed built form on the application site is acceptable as there is currently a 26m distance between Overline House and Zurich House at the closest point, and there would be 19m between Overline House and the approved development ref CR/2012/0223/FUL at Zurich House if this was to be built out.

- 5.20 The indicative building line suggests the replacement building on the Overline House site would be set slightly further back from the railway edge and the impact upon the development permitted at Zurich House could therefore be reduced by the increased separation compared to existing relationship. The additional massing 2 extra floors is considered appropriate given the position of the existing building and the need to create the landmark building for the station. Its impact upon potential occupiers to the south would be subject to detailed consideration during the reserved matter application.
- 5.21 The remaining section of East Park is generally residential and two-storey in scale. Numbers 20-50 (evens) have short rear gardens facing the application site although there are also some car parking / service areas providing separation to the railway line. Number 42 (A to D) East Park faces east/west and sits adjacent to the East Park footbridge. This former office unit was converted to flats and due to its orientation whilst it is closer than the other properties to the application site, it is less affected in terms of outlook from its principle windows. The privacy to these units is already considered to be compromised by the adjacent railway footbridge crossing that allows direct public views into the garden areas.
- 5.22 The Courtyard development in particular nos. 7-11 have very limited separation to the railway and were originally permitted as live/work units (although they now appear only to be in commercial use). For all properties in East Park who have direct views north, the development in terms of scale and massing would result in a dramatic change in outlook as the flats would be readily visible, would appear as a dominant feature and could increase the sense of overlooking. It should be noted however that the window to window separation distances at around 40m and the intervening railway line are considered adequate to ensure some privacy is maintained to facing rear elevation windows and back gardens.
- 5.23 In this respect the concerns raised by the representations received both at pre application public consultation stage and in response to the application are acknowledged and the applicants were asked to submit further information including a daylight and shadowing analysis particularly to assess the impact on the residential properties in East Park. This study demonstrates that, as the development is situated to the north of the properties, and Building 2 would be approximately 40m distant at its closest point from their rear gardens, there would be no harmful impact in terms of overshadowing or direct loss of light.
- 5.24 To the north of the Station Way it is acknowledged that the development is primarily commercial in nature although Belgrave House has prior approval for conversion to residential use. Notwithstanding this, the proposed residential units would be separated from the development by the dual carriageway and therefore their front windows face a public highway. The distance between the buildings is around 23m which given the situation of facing a relatively busy street and would not currently benefit from high levels of privacy, it is considered to be an acceptable relationship. It should however be noted that the outlook for any units in Belgrave House, (if converted to residential), would be compromised by the massing and orientation of Building 1 immediately to the south which would potentially overshadow the front of the building, on balance however, this relationship is considered acceptable.
- 5.25 In conclusion, there would inevitably be a change in terms of the outlook for properties in East Park if a step change in built form (which is considered appropriate in the town centre location) is to be achieved. Some perceived overlooking is likely to occur given the proposed height of the buildings shown on the illustrative drawings and the cumulative extent and massing of the building form along the railway however, on balance, the relationship is considered acceptable given the separation distances, intervening railway line and urban context of the site within the Town Centre. Detailed design of the resultant buildings through the reserved matters should seek where possible to minimise any potential overlooking through appropriate window and balcony design and reconsideration of the massing/building/spaces between the buildings.

Impact on highways

- 5.26 The application has been subject to both pre application and continuing negotiation throughout the application process with WSCC as highway authority, Metrobus the main bus operator, planning officers and other interested parties. The final design, although still illustrative, therefore reflects

these discussions and seeks to demonstrate in principle that the highway layout, access, servicing and car parking arrangements for this development could satisfactorily be provided without detriment to the surrounding highway network and Town Centre, and accordingly WSCC have raised no objection to the proposals.

- 5.27 In terms of the traffic impact, the number of traffic movements generated by the proposed new station and apartments would broadly remain the same as the existing offices (if fully occupied) and station, as the scheme proposes a similar number of parking spaces to the existing arrangement. However, there would be a slight change in traffic distribution as the new station access road would be one-way east to west and the right turn into the station forecourt from the Station Way eastbound carriageway would be banned. Motorists would instead have to continue to the County Mall roundabout to carry out a U turn and then proceed to enter the station from the westbound carriageway. Whilst this would create some additional turning movements on this roundabout, traffic surveys have indicated that this roundabout currently operates well within its capacity and can therefore accommodate the additional movements.
- 5.28 The development site lies opposite Crawley bus station in Friary Way which acts as the main hub for the majority of bus services in the town. Following discussions with Metrobus, it is not proposed to re-route bus services onto the new station service road, but to retain the existing routes into and out of the bus station. The bus station is adequate in terms of bus stands and any potential queuing would be eased by the introduction of new traffic signalling equipment as part of the junction upgrade.
- 5.29 At present there are no off road cycling facilities in the immediate vicinity of the site and Station, this application therefore represents an opportunity to improve the public realm for pedestrians and cyclists. The indicative plans have been subject to a safety audit and while there are no fundamental concerns to the overall design there are still detailed design points to be addressed.

Access

- 5.30 The main access to the railway station via the one way access road referred to above, would be from Station Way and would be positioned at the eastern end of the site adjacent to the Moka nightclub. The proposed forecourt scheme would provide a significantly larger pedestrian circulation area in front of the new station building, a Zebra crossing facility and a much clearer reference point to the Town Centre. Whilst WSCC have indicated that some minor amendments would be required to widen this access, the proposed access arrangements for the station are considered acceptable in principle subject to further review of specification of surface materials and the precise location of landscaping. The proposed improvements to the station for both cars and pedestrians are therefore welcomed and represent a significant improvement.
- 5.31 Buildings 1 and 2 should be served by two new access points from the westbound carriageway of Station Way. Laybys would also be provided to facilitate larger vehicles and provide servicing for all 3 buildings, including the retail and business units. WSCC have confirmed that the location of the access points and service laybys would be acceptable subject to approval of their detailed design and appropriate signage.

Parking

- 5.32 The existing station forecourt contains a total of 124 parking spaces comprising 112 spaces for the public, 6 spaces for mini-cabs, 3 spaces for taxis and 3 spaces for staff. It is proposed to replace the existing car park with a new multi storey car park and station forecourt containing 120 public parking spaces (including 7 disabled spaces and 8 electric vehicle spaces) 7 spaces for taxis, 4 spaces for public setting down/picking up and 14 motorcycle spaces. The level of station car parking would therefore be broadly similar to that existing but more structured than the current arrangements. The proposed 120 space multi storey car park would be available for long and short stay customers. Secure cycle stands would also be provided.
- 5.33 Overline House currently has 158 car parking spaces which are located to the west of the building next to the railway line. 110 of these spaces are accessed from Station Way whilst the remaining 48 spaces are accessed via the existing station forecourt. The site is currently used as a privately owned fee charging public car park. This parking would be removed and replaced with the proposed

apartment blocks and 111 associated parking spaces. With 308 apartments proposed this would equate to a standard of 0.36 spaces per dwelling, although currently no details are provided as to how these spaces would be allocated.

- 5.34 Given the site occupies the most sustainable location within the Town Centre, the level of parking provision proposed is considered acceptable. It is however considered appropriate to attach a condition requiring the submission of a Travel Plan to support the proposed number of residential units.

Sustainability and Sustainable Urban Drainage

- 5.35 The applicants have sought to address the requirements of policies ENV6, ENV7 and ENV9 providing an outline energy and sustainability strategy. This includes a good standard of thermal efficiency for the residential units, aspirations of meeting the water efficiency target of 110 litres/person/day subject to viability and how the buildings would be designed to be capable of being connected into a future district energy network. Subject to conditions it is therefore considered that the development has adequately addressed the requirements in these policies.
- 5.36 WSCC as Lead Flood Authority have not commented on the application. However the Council's Drainage Officer has reviewed the documentation and raised no objection given that the site is previously developed land and therefore comprises hard surfacing.

Scheme Viability/ Affordable Housing

- 5.37 Policy H4 requires 40% affordable housing provision on all residential development unless it can be demonstrated that this would not be viable and that there is a proven need for the development. In this case, the applicants have provided a viability appraisal which has been independently scrutinised by the DVS (District Valuer Services).
- 5.38 It has been clearly demonstrated that the development is not viable with any affordable housing provision. The applicants and the DVS (on behalf of CBC) have agreed that a viable scheme on this site cannot make an affordable housing contribution given the need to provide a replacement railway station, highway improvements and the complex nature of the development adjacent to the railway. The DVS has suggested that the Local Planning Authority should consider a mechanism whereby the viability of the development can be reviewed (given the potential 5 year time limit normally granted by an outline permission). This is being discussed with the applicant and could be incorporated into any S106 agreement.
- 5.39 Due to the commercially sensitive nature of the viability report, should Members wish to scrutinise this conclusion in further detail, the meeting will need to move to Part B (Exempt item) where the report can be discussed in further detail.

Infrastructure contributions

- 5.40 The following infrastructure contributions are considered necessary to support this development:
- Education £260,800 (£112,010 primary, £120,550 secondary, £28,240 6th Form)
 - Fire and Rescue - £ 42,844
 - **TOTAL £ 303,644**
- 5.41 In addition an open space contribution would also apply and has been calculated as £78,432. This would be divided as follows:-
- Allotments improvement and expansion at Railey Road, Baker Close or West Green £7258,
 - Outdoor Sports enhancement of sports pitches £25,920
 - Provision for children contribution to enhancement at Memorial Gardens and/or Southgate Play areas £45,619
- 5.42 As the application exceeds the threshold for which an in full TAD monetary sum is calculated no specific sum is included for TAD. However as the development includes the highway improvements to Station Way and the Station Way/Friary Way junction these would be a condition of the permission

and the applicant would also be required to finance these improvements and the necessary Traffic Regulation Order.

- 5.43 As set out in the emerging SPD on 'Green Infrastructure', 308 trees would need to be provided on site or as payment in lieu of this provision. On this basis a contribution formula for payment will need to be included in the S106 Agreement as the basis for the commuted sum
- No. of units – (Minus) Number of trees provided on site x £700
- 5.44 In addition, in their consultation response the Police have requested a contribution of £106,194 however, it is not considered that the Council has any policy justification to ask for this contribution although it is reasonable to seek a contribution towards CCTV camera provision (amount to be confirmed).

Other

- 5.45 Detailed design comments in respect of security and other matters relating to the design of the building were received from Sussex Police. Many of the items such as lighting, internal CCTV, locks and the management of the building and communal spaces are matters that cannot be controlled via planning condition but will also be further considered as part of the detailed design and approval of reserved matters.
- 5.46 In addition there have been a large number of representations requesting the retention of the footbridge over the railway line are acknowledged and the applicant has confirmed that they are proposing to retain the bridge subject to a full structural survey taking place to ensure this is viable. It is considered appropriate to condition that a survey is undertaken to ensure all options are fully assessed for the future of this footbridge.
- 5.47 In respect of the site ground conditions, the site has been identified as being potentially contaminated due to the former land uses along the railway siding / maintenance area, coal/coke/wood yard. The Council's Contaminated Land Officer has commented that a risk assessment should be carried out and should be secured via a planning condition and that the assessment should also address any measures necessary to successfully remediate any contamination that may be present.
- 5.48 The comments of the Archaeological advisor are yet to be received and an update will be provided at the meeting.

CONCLUSIONS:-

- 6.1 The site is identified as one of four key opportunity sites within the Town Centre. It is a key housing site and its development provides a unique opportunity to replace the existing outdated station and office with associated areas of surface car parking which currently detract from the Town Centre, with a landmark building and opportunity to regenerate this highly visible and important area of the town. Its redevelopment as a high density housing scheme would accord with Policy H2 of the Local Plan and make an important contribution to meeting Crawley's housing needs.
- 6.2 The proposed development is therefore considered appropriate to the site in that it would provide a major gateway development whilst incorporating a new more accessible station, retail and business units. There would also be major highway and public realm improvements to the area surrounding this important transport interchange and improved pedestrian links between the station and the Town Centre.
- 6.3 The application seeks outline planning permission only and therefore the detailed design of all the buildings and highway/public realm would ultimately be subject to the submission of the reserved matters. However, it is considered that sufficient information has been submitted to demonstrate that the proposed quantum of development could be provided on the site without detracting from both the character of the Town Centre and wider area in the context of more distant views of the site subject to satisfactory details being submitted. It is recognised however that the development would have some impact on nearby residents in particular those in East Park to the south.

- 6.4 WSCC is satisfied that the illustrative highway layout to Station Way and the remodelling of its junction with Friary Way would be acceptable and provision could be made for satisfactory access, servicing and parking arrangements for the site to serve a development of this size and mix of uses, subject to detailed design of these elements that would be the subject of the reserved matters and relevant conditions.
- 6.5 Therefore it is concluded that the development would meet the objectives of the NPPF and would comply with the policies in the Local Plan. The scheme would be a sustainable development (having weighted up the social, environmental and economic impacts of the proposal) and subject to the conditions set out below and the conclusion of a Section 106 agreement it is recommended that outline planning permission should be granted.
- 6.6 The applicant must conclude the S106 Agreement prior to the 17th August 2016 after which date the CIL becomes operational and new requirements would apply.

RECOMMENDATION RE: CR/2016/0294/OUT

PERMIT: Delegate decision back to Head of Economic and Environmental Services to await consultation expiry (12th July Archaeology comments) and subject to the following conditions and conclusion of a Section 106 Agreement before 17th August.

1.
 - i) Details of the access (and associated public realm / highway works), appearance, landscaping, layout and scale (including finished floor levels) (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.
 - ii) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last reserved matters to be approved.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.
3. No more than 308 dwellings shall be constructed on this site pursuant to this planning permission.
REASON: For the avoidance of doubt.

Site Constraints/ Infrastructure

4. Archaeology condition (to be advised).
5. No development shall commence until a scheme to deal with the contamination of the land and/or ground water has been submitted to and approved in writing by the Local Planning Authority and until the measures approved in the agreed scheme have been fully implemented. The scheme shall include all the following measures:
 - A Desk Study (including Conceptual Model of potential pollutant linkages) and the following stages where required;
 - A Detailed Site Investigation.
 - Remediation.
 - Post Remediation Verification Testing and Report.
(based on a staged a staged risk assessment as set out in CLR11 – Model Procedures for the Management of Land Contamination), unless the Local Planning Authority dispenses with any such requirement specifically and in writing:
REASON: To safeguard the environment in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.
6. No development shall take place until a Drainage Strategy detailing any on and/or off site drainage works has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. The strategy shall also cover the following:

- Full (proposed) drainage (ideally Micro Drainage) calculations, with level details & node layout drawings, provided within a standalone drainage strategy document detailing any on and/off site drainage works
- The future management regime has been submitted and approved.
- No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the Flood Risk Assessment strategy have been completed.

REASON: The development may lead to sewerage flooding, to ensure that sufficient capacity is made to cope with the new development and to ensure the proposed development is satisfactorily drained in accordance with Policy ENV8 of the Crawley Borough Local plan 2015-2030.

- 7 No physical works shall be carried out until a full structural survey and feasibility study of the East Park footbridge has been submitted to the Local Planning Authority. Should the footbridge not be feasible to retain, the study should identify the options for dismantling the structure and options for its potential re-use.
REASON: In the interest of amenity in accordance with policy CH2 of the Crawley Borough Local Plan 2000.

Highways and Access

- 8 The development hereby permitted shall not commence unless and until full engineering design details and a materials specification for the Station Way highway scheme, shown indicatively on The Cunningham Consultancy drawings 125-GA-01 Rev B, 125-GA-02 Rev B and 125-GA-03 Rev B, have been submitted to and approved by the Local Planning Authority.
REASON: in the interests of highway safety and to accord with Policy CH3 of the Local Plan 2015-2030.
- 9 The development hereby permitted shall not be commenced unless and until full engineering design details and a materials specification of the access arrangements, shown indicatively on The Cunningham Consultancy drawings 125-GA-01 Rev B, 125-GA-02 Rev B and 125-GA-03 Rev B, have been submitted to and approved by the Local Planning Authority.
REASON: in the interests of highway safety and to accord with Policy CH3 of the Local Plan 2015-2030.
- 10 No building construction work shall commence until details of the siting and design of the 42 covered and secure cycle stands to be provided at the station have been submitted and approved by the Local Planning Authority. The cycle stands shall be provided and maintained in accordance with these details.
REASON: To encourage sustainable transport modes and to accord with Policy CH3 of the Local plan 2015-2030.
- 11 The development hereby permitted shall not commence unless and until a signing and lining strategy for the development has been submitted to and approved by the Local Planning Authority.
REASON: In the interests of highway safety and to accord with Policy CH3 of the Local Plan 2015-2030.
- 12 No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport in accordance with emerging Policy IN3 of the Crawley 2015-2030 Local Plan.

Phasing and Implementation

- 13 The development hereby permitted shall not commence unless and until a Phasing and Construction Environment Management Plan has been submitted in order to manage the on and off-site construction impacts of the development and the delivery of the off-site supporting highway infrastructure. This should include the following:
- the programme and phasing of the works

- the proposed traffic routeing
- the location of the construction compound
- the area for loading/unloading of plant and materials
- the area for plant and materials storage
- the location of any site hoardings
- wheel washing facilities

REASON: In the interests of road safety and to accord with Policy CH3 of the Local Plan 2015-2030.

- 14 The development shall not commence until a traffic management contingency plan for Station Way should the single width carriageway be closed due to accident or maintenance purposes has been submitted to and agreed in writing by the Local Planning Authority. The plan should thereafter be implemented in accordance with the agreed details.

REASON: In the interests of road safety and to accord with Policy CH3 of the Local Plan 2015-2030.

- 15 No development shall take place until a Drainage Construction Management Plan has been submitted to and been approved in writing by the Local Planning Authority

- To demonstrate that the proposal would not result in excess flooding from the site during the construction period.
- The Management Plan shall include full pipework details, proposed stored volumes for each phase of construction, and drainage provision to deal with flood events.

REASON: To ensure the proposed site is satisfactorily drained during the construction period in accordance with Policy ENV8 of the Crawley Borough Local plan 2015-2030.

Design Details and Sustainability

- 16 No development shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls (and roofs) of the proposed building(s) have been submitted to and approved by the Local Planning Authority.

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

- 17 Plans and particulars submitted pursuant to condition 1 shall include the following details:

- (1) The layout, specification and construction programme for all roads, footpaths, parking and turning areas, cycle parking, taxi ranks and cycle storage facilities;
- (2) The position, design and materials and type of boundary treatment (including all fences, walls, railings and other means of enclosure to be provided);
- (3) Finished ground levels for all hard landscaping areas, footpaths or similar, including details of surfacing materials, signs, street furniture, lighting and other minor structures and details of the long term management and maintenance of such areas)
- (4) Details of landscaping for all areas, together with planting plans, schedules of plants (noting species, size, numbers) and a programme for the implementation, cultivation and establishment of the landscaping

18. No part of the buildings or associated structures hereby permitted shall exceed 107.400m AOD.
REASON: To ensure that the proposed development does not further penetrate the Obstacle Limitation Surface (OLS) surrounding Gatwick Airport which could endanger aircraft movements and the safe operation of the aerodrome.

- 19 Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' and shall be implemented as approved, upon

completion of the roofs and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manage the roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport.

- 20 No development shall take place until full details of the sustainability measures for the development have been submitted to and approved in writing by the Local Planning Authority. The measures shall include:
- (1) Details of any renewable energy measures and low carbon technologies proposed,
 - (2) Details to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum indoor water consumption.
 - (3) Measures to reduce energy consumption
 - (4) Detailed consideration of District Energy Networks
- The scheme shall be implemented as approved.
- REASON: To ensure any renewable proposed do not endanger the safe movement of aircraft or the operation of Gatwick Airport and to meet the requirements of policies ENV6, EN7 and ENV8 in the Crawley Borough Local Plan 2015 -2030.
- 21 Provision shall be made for combined aerial facilities and superfast broadband to serve the development in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.
- REASON: In the interests of the visual amenities, to reduce social isolation and allow good access to services in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
- 22 All the residential units provided on the site shall accord with the Nationally Described Space Standards set out in Policy CH5 of the Crawley Local Plan 2015-2030.
- REASON: To safeguard the amenities of future occupants in accordance with Policy CH3 and CH5 of the Crawley Borough Local Plan 2015-2030.
- 23 Provision for cycle parking for development shall accord with the standards set out in Annex B to the "Planning Obligations and 106 Agreements' SPD unless written permission is given by the Local Planning Authority for any variation.
- REASON: To ensure future residents have suitable provision for cycles in accordance with policy IN4 of the Crawley Borough Local Plan 2015-2030.
- 24 Before the development hereby permitted is commenced a scheme shall have been submitted to and approved in writing by the local planning authority to protect dwellings against noise from (a) the operation of the Crawley to Horsham railway line; (b) traffic on station way; (c) street noise from customers of the night club and other late night venues. For the purposes of this condition the scheme shall include:
- (i) Identifying the level of noise exposure for each flat and the means by which the noise level within any (unoccupied) domestic living room or bedroom, with windows open, shall be no more than 35 dB(A) Leq 16hr (between 0700 and 2300) and no more than 30dB (A) Leq 8hr (between 2300 and 0700); and
 - (ii) the means by which the noise level within any (unoccupied) domestic bedroom, with windows open, shall not normally exceed 45 dB(A) LAFMax between 2300 and 0700.
- Where the standards in (i) and/or (ii) above cannot be achieved with windows open, the scheme must show how those standards will be met with windows shut and the means by which adequate ventilation will be provided. Adequate ventilation will include an additional form of mechanical ventilation which can achieve between 2 to 4 air-changes per hour, depending on the rooms respective requirement for summer cooling, in all domestic living rooms and bedrooms. No dwelling hereby permitted shall be occupied until the approved scheme has been implemented in respect of that dwelling.
- REASON: To safeguard the amenities of future occupants in accordance with Policy ENV11 of the Crawley Borough Local Plan 2015-2030.

- 25 No development shall take place until a scheme to control the noise from any mechanical plant on the building (s) has been submitted and approved in writing by the Local Planning Authority. The scheme shall be implemented and maintained in full accordance with the approved details.
REASON: To safeguard the amenities of future occupants and neighbouring properties in accordance with Policy ENV11 of the Crawley Borough Local Plan 2015-2030.
- 26 Within Building 3 as identified on the illustrative plans accompanying the application 61sqm of Retail Use (Class A1) and 150sqm of Business Use (Class B1) shall be provided unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to exercise control over the development and promote Town centre vitality and viability in accordance with Policy EC6 of the Local plan 2015-2030.
27. No building shall be occupied until the car parking associated with that building has been constructed and is available in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide car-parking space for the use and to accord with saved policy CH3 of the Local Plan 2015-2030.

INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
2. The applicants will be required to enter into a Section 278/38 road agreement with WSCC to carry out the Station Way highway Scheme and the new vehicular accesses and service laybys serving the development. There is also a separate charge payable to enable WSCC to progress the TRO's.
3. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.
4. The permitted hours for noisy construction work in the Borough of Crawley are as follows:
0800 to 1800 Monday to Friday and
0800 to 1300 on Saturday.
With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

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

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.
5. Surface Water Drainage - It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

- 6 There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover
- 7 The scheme referred to in Condition 25 shall demonstrate that there is a positive indication there will be no adverse impact from any mechanical plant associated with the development. This will be achieved by assessing the impact of the noise at any residential property in accordance with British Standard 4142:2014. With the acceptable rating level of the noise, which will normally include corrections for tonality and impulsivity, being at least equivalent to the background noise level (LA90) or below and no structure borne vibration is perceptible within any living apartment.
- 8 The applicant's attention is drawn to the email of 15th June 2016 from Kelvin North (Senior Environmental Health Practitioner) which provides further guidance on the requirements and steps needed to discharge condition 5.
- 9 The applicant's attention is drawn to Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available from www.aoa.org.uk/policy-campaigns/operations-safety/ the provisions of which need to be incorporated into the building design (green roofs) and landscaping 'reserved matters'.
10. The applicant's attention are drawn to the detailed comments provided by Crawley Cycle Form on 11th May 2016 which should be considered as part of the detailed design of both the highway layout and the public realm.

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

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



Crawley Borough Council,
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 West Sussex RH10 1UZ
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CR/2016/0294/OUT

Date 25 May 2016

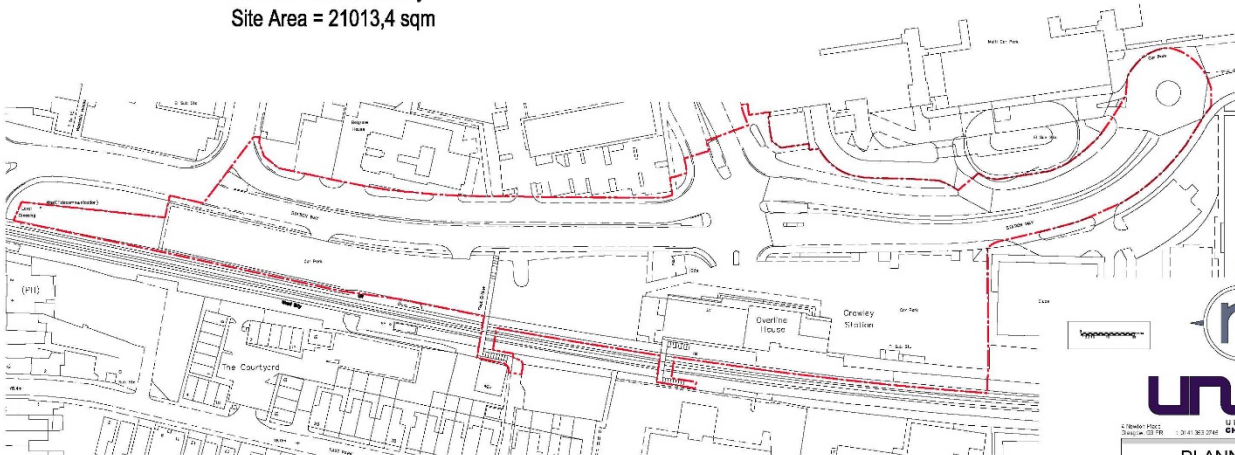
Approx. Scale 1:1,250

**OVERLINE HOUSE, CRAWLEY STATION AND
 ADJACENT HIGHWAY, STATION WAY, NORTHGATE,
 CRAWLEY**

Please do not scale from this drawing as the drawings to the project will be made available for reference, however, the drawings will be subject to the discretion of the project.

Revised	5/25/16
1. Revised colour model, status, location planning	5/25/16
2. Site boundary determined, site area revised	21/05/16
3. Finalised	21/05/16

Redline = site boundary
 Site Area = 21013,4 sqm



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UNM			
UNION PARTNERSHIP CHARTERED ARCHITECTS			
PLANNING			
Client			
GROVE DEVELOPMENTS			
Project Title			
Proposed Residential Development Station Way, Crawley, RH10 1JA			
Drawing Title			
Location Plan			
Date	Scale	Drawn	Checked
07.02.14	1:1250	ME	MJR
Drawing No.			Size
038-LE-100			C

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REFERENCE NO: CR/2016/0407/RG3

LOCATION: CRAFTS UNIT/OFFICE, TILGATE NATURE CENTRE / TILGATE ZOO, TILGATE PARK, TILGATE DRIVE, TILGATE, CRAWLEY

PROPOSAL: INSTALLATION OF 78 SOLAR PANELS ON THE ROOF OF NUMBERS 1-6 OF THE CRAFT UNITS AND ASSOCIATED ELECTRICAL WORKS TO SUPPLY THE ADJACENT CAFE. INSTALLATION OF 22 SOLAR PANELS ON THE REAR ELEVATION OF THE TILGATE OFFICE BUILDING AND ASSOCIATED ELECTRICAL WORKS

TARGET DECISION DATE: 29 June 2016

CASE OFFICER: Mr M Edwards

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

CBC 0001 Site Location Plan, CBC 0002 Block Plan, PV.P1012.ESL Rev A Existing Site Layout, PV.P1012.SL Rev A Proposed Site Layout, PV.P1012.E-OB Rev A Existing & Proposed Elevation - Office Building, PV.P1012.E-CB Rev A Existing & Proposed Elevation - Craft Building, PV.P1012.RL-OB Rev A Proposed Roof Layout & Fixing Detail - Office Building, PV.P1012.RL-CB Rev A Proposed Roof Layout & Fixing Detail - Craft Building

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	GAL - Aerodrome Safeguarding	No objection
2.	National Air Traffic Services (NATS)	No objection
3.	CBC - Planning Arboricultural Officer	No objection
4.	The Woodland Trust	No response
5.	CBC - FP - Energy Efficiency & Sustainability	No objection

NEIGHBOUR NOTIFICATIONS:-

The Cottage, Tilgate Drive; Gardeners Cottage, Tilgate Drive.

RESPONSES RECEIVED:-

One letter received raising concerns regarding the siting of the panels on the roof of the craft units given the parks Historic Character although installation of solar panels would seem to be a generally positive development.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site comprises the single storey craft building and office building which form part of the main complex at Tilgate Nature Centre. The centre is located within Tilgate Park which is designated in the Local Plan as a Historic Park located within the Tilgate/Worth Forest Rural Fringe which is outside the built-up area of Crawley.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is for the installation of 78 solar panels to the roofslope of the Craft Units and 22 panels to the southern roof slope of the Tilgate Office Building, together with associated electrical works.
- 2.2 The panels would be 1m wide x 1.67m long with a depth of 0.3m. They would be arranged in two rows of 39 panels along the roof of the Craft Units building and two rows of 11 along the south roof elevation of the office building.

PLANNING HISTORY:-

- 3.1 CR/402/88- Change of Use from Nature Centre to Zoo- Permit
- 3.2 CR/1996/0269/RG3- Erection of Single Storey Café Building (in Walled Garden) for Public Use- Permit
- 3.3 CR/1998/0028/RG3- Change of Use from Potting Sheds to 2 offices and 5 Craft Units- Permit
- 3.4 CR/1999/0142/RG3- Erection of Timber Frame Barn adjacent to Stable Block- Permit
- 3.5 CR/2016/0161/P14- Installation of 78 solar panels on craft units and 22 on southern roof elevation of office building- Withdrawn

PLANNING POLICY:-

4.1 National Planning Policy Framework 2012.

4.2 Relevant sections are:

- Section 17 sets out a set of core land use principles that should underpin both plan-making and decision taking. These include supporting the transition to a low carbon future in a changing climate, and encouraging the use of renewable resources.
- Section 28 states that planning policies should support the sustainable growth and expansion of all types of business and enterprise in rural areas.
- Section 73 states that access to high quality open space and opportunities for sport and recreation can make an important contribution to health and well being.
- Sections 93-98 state that planning plays a key role in supporting the delivery of renewable and low carbon energy and associated infrastructure. Local Planning Authorities (LPAs) should actively support energy efficiency improvements to existing buildings. When determining planning applications LPA's should recognise that even small scale projects provide a valuable contribution to cutting greenhouse gas emissions and approve the application (unless material considerations indicate otherwise) if its impacts are acceptable.
- Section 118 requires LPAs to consider the harm to biodiversity and whether the impacts can be mitigated acceptably.
- Section 132 requires consideration of the impact of the development on heritage assets.

4.3 Crawley Borough Local Plan 2015-2030

- Policy SD1- Presumption in favour of Sustainable Development; Development will be supported where it meets the following strategic objectives which include progress towards Crawley's commitment to being carbon neutral by 2050 and where it respects the heritage of the borough.
- Policy CH2- Principles of Good Urban Design Policy; which states that development proposals will be required to respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets.

- Policy CH3- Normal Requirements of all New Development states that all proposals must be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context. Development must also not adversely affect neighbouring occupiers amenities and must meet its own operational needs.
- Policy CH9- Development Outside the Built Up Area states that development should be grouped where possible with existing buildings to minimise impact on visual amenity and all proposals must recognise the individual character and distinctiveness and the role of the landscape character area or edge; In this case Tilgate/Worth Forest and Fringes where proposals should conserve their high landscape value.
- Policy CH17- Historic Parks and Gardens which states that the Council will support development, unless it will have a negative impact upon the historic setting and character of the designated Historic Park
- Policy EC9- Rural Economy states that small scale economic development, including tourism – related development is supported in such areas.
- Policy ENV6- Sustainable Design and Construction states that all development including the alteration of existing buildings should consider how, in relation to carbon, it may achieve the sustainability objectives of taking an active approach to reducing its need to consume energy; and utilising renewable and low carbon energy technologies where appropriate.

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations are the principle of the development in this rural area; the impact on the character of the historic park, the implications in terms of sustainability and low carbon development and the impact on the amenity of neighbouring occupiers.

Principle of the Development

- 5.2 Tilgate Park and Nature Centre are located within the Tilgate/Worth Forest and Fringes as designated by the Crawley Borough Local Plan 2030. The area is predominantly open in character other than clusters of buildings, for example around the Nature Centre, the Recreation Centre and Tilgate Mansions around the main car park area.
- 5.3 In 2015 Crawley Borough Council prepared a five year plan for a programme of planned investment to update and repair the infrastructure. The aim of the five year plan was to move the Park and Nature Centre towards a cost neutral position financially, as “a cost neutral park and Nature Centre is more likely to be protected from future cuts and the difficult decisions local authorities currently face”.
- 5.4 The proposal would not result in more buildings on the site but instead utilise existing buildings to produce renewable energy which would assist in allowing the Nature Centre to achieve cost neutrality as well as complementing the sustainable aims and objectives of the Crawley Borough Local Plan in seeking a Carbon Neutral Borough by 2050. The proposal would not result in the erosion to the open rural character of the Park and wider area and therefore it is considered that the development would be acceptable in principle.
- 5.5 As a further consequence, by producing its own renewable energy, the proposal would assist in saving scarce financial resources that can be reallocated towards other parts of the refurbishment and re development of the Park and Nature Centre which is ultimately crucial to its long term viability. These savings are estimated at £3200 annually with recouping the cost of the investment in 9 years.

Impact on the Character of the Historic Park

- 5.6 The majority of the proposed solar panels (78) would be located on the main roof of the craft units which are located just to the west of the Maze and Walled Garden (which was remodelled in the mid

1990's) and just opposite the main ticket office/entrance building to the Zoo. The craft units comprise a single storey mono-pitched building with the roof slope facing to the west towards "The Barn" and Zoo beyond.

- 5.7 The remainder of the panels (22) would be located on the rear (southern elevation) of the main office building just to the north of the ticket office.
- 5.8 Concerns have been expressed by a neighbouring resident regarding the use of the craft unit roof for solar panels and the potential impact that this would have on the character of these "historic buildings", and asked whether alternative buildings had been considered.
- 5.9 The craft units building is a long single storey mono-pitched structure which were formerly potting sheds and were refurbished for use as offices and craft units in late 1998. (The craft unit building sits in a cluster of buildings which include "The Barn", the ticket office/entrance building, a smaller group of three craft units, all located to the west of the Walled Garden.
- 5.10 The buildings with the Nature Centre and Zoo are varied in size and architectural character and the craft building especially may be considered an attractive building. However, none of the buildings on the site are either statutorily or locally listed. Indeed there are no listed or locally listed buildings anywhere within Tilgate Park which reflects the fact that its Historic Park status owes more to its landscape setting and, in the southern part of the park its ancient woodland designation, rather than for historic buildings. The three lakes are thought to been built in connection with the Iron Industry in the 17th Century, but were later enlarged in the 18th/19th century and used as part of the landscaped ornamental gardens. The main estate house was rebuilt in the late 19th Century but was demolished in 1960's and replaced with a contemporary building which now houses the Smith and Western pub by the main car park and entrance.
- 5.11 The proposed solar panels would be utilised to provide power to the café and the office buildings on the site used by Crawley Borough Council. Alternative roof spaces were considered before this proposal was submitted, but these two buildings have the only two roof slopes that are structurally suitable to use for the installation of the solar panels.
- 5.12 It is acknowledged that the panels will be clearly visible from public viewpoints and circulation areas immediately to the west of the craft building, (around The Barn and ticket office). Further to the west land levels fall gently towards the Zoo and Titmus Lake beyond. However, views of the craft unit buildings from further west are largely screened by "the Barn", other buildings and trees and therefore the visual impact is considered to be acceptable. To the east the panels would not, be visible from "the Walled Garden" and "the Maze" due to the mono-ptich shape of the roof. It is considered that as formal landscape features the Maze and the Walled Garden would be more sensitive to the potential impact of the panels on their setting and character, but in this instance as the panels would not be visible it is considered that the proposal would have no material or harmful impact.
- 5.13 Therefore, overall it is considered that this proposal would have only a very limited impact on the historic setting and character of Tilgate Park as a whole.

Sustainable Design and Construction

- 5.14 Policy SD1 of the Local Plan sets out the presumption in favour of Sustainable Development, and states that development will be supported where it meets the strategic objectives which include progress towards Crawley's commitment to being carbon neutral by 2050. Policy ENV6 states that all development should consider how it may achieve carbon reduction by utilising renewable and low carbon energy technologies where appropriate.
- 5.15 This proposal would result in the provision of renewable energy resource that would provide carbon free power to the café and office building on the site, which by implication would result in a reduction of greenhouse gas emissions. In addition, it would assist in the strategic objective stated above to work towards a Carbon Neutral Crawley by 2050, all of which benefits are consistent with the Local Plan. It is estimated that the system will generate 21,400kwh of electricity per year which equates to a saving of 11000kg of Carbon Dioxide (CO₂).

Impact on Amenities of neighbouring Occupiers

- 5.16 The proposed solar panels would not be visible from any of the neighbouring residential occupiers, and post construction would have no harmful impact on the amenity of neighbouring residents.
- 5.17 The craft unit businesses will be able to continue working throughout the construction period.

CONCLUSIONS:-

- 6.1 For the reasons set out above it is considered that the proposal would be acceptable in terms of its impact on the open character of the park, and would have no impact on the amenities of neighbouring occupiers. It would assist in the Council's objectives for making the Nature Centre and Park cost neutral, as well as reducing carbon use, and contributing towards the aim of the Council to be Carbon Neutral by 2050. It is therefore considered that the proposal would represent a positive and sustainable type of development and should therefore be permitted.

RECOMMENDATION RE: CR/2016/0407/RG3

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.

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.



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CR/2016/0407/RG3

Date 17 June 2016

Approx. Scale 1:1,250

CRAFTS UNIT/OFFICE, TILGATE NATURE CENTRE / TILGATE ZOO, TILGATE PARK, TILGATE DRIVE, TILGATE, CRAWLEY



Tilgate Nature Centre / Tilgate Zoo, Nature Centre, Tilgate Park, Tilgate Drive, Crawley, RH10 5PQ



Plan shows area bounded by: 527202.05, 134058.97 527600.05, 134547.47 (at a scale of 1:2500) The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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