

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 10 October 2016
REPORT NO: PES/209



<u>ITEM</u>	<u>REF NO</u>	<u>LOCATION</u>	<u>RECOMMENDATION</u>
001	CR/2016/0156/FUL	LAND ADJ LOWFIELD HEATH SERVICE STATION, LONDON ROAD, NORTHGATE, CRAWLEY	REFUSE
002	CR/2016/0664/FUL	9 DENCHERS PLAT, LANGLEY GREEN, CRAWLEY	PERMIT
003	CR/2016/0682/LBC	IFIELD WATER MILL, HYDE DRIVE, IFIELD, CRAWLEY	CONSENT
004	CR/2016/0735/RG3	WORTH PARK, MILTON MOUNT AVENUE, POUND HILL, CRAWLEY	PERMIT

REFERENCE NO: CR/2016/0156/FUL

LOCATION: [LAND ADJ LOWFIELD HEATH SERVICE STATION, LONDON ROAD, NORTHGATE, CRAWLEY](#)

PROPOSAL: USE OF UNDEVELOPED LAND FOR OFF-AIRPORT CAR PARKING FOR A TEMPORARY PERIOD OF 5 YEARS, INCLUDING THE PROVISION OF A NEW VEHICULAR ACCESS, ASSOCIATED RECEPTION FACILITIES, TOILETS, PERIMETER FENCING, CCTV CAMERAS, ASSOCIATED LIGHTING, ROAD SCALPING HARDSTANDING AND LANDSCAPING. (AMENDED DESCRIPTION)

TARGET DECISION DATE: 7 June 2016

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Holiday Extras Limited

AGENTS NAME: Tim North & Associates Ltd

PLANS & DRAWINGS CONSIDERED:

TN1 Site Location Plan, 674/2/01 Indicative Tree Protection (Sheet 1 of 3), 674/2/02 Indicative Tree Protection (Sheet 2 of 3), 674/2/03 Indicative Tree Protection (Sheet 3 of 3), SKT100 Rev A Office Floor Plan/Layout, SKT102 Rev A Office Side & Front Elevations, 001 Rev G Site Layout Plan, TSP-PGH-SL Rev B CCTV Site Layout, 4912-DR-E-01 Rev P01 External Lighting Layout, 674/3/01 Indicative Landscape Strategy, F12-15 Topographical Site Survey

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. GAL - Safeguarding
Objection - the site is within the safeguarded land for a potential second runway and would compromise its delivery even with a 5 year temporary permission. It is a large scale commercial development that conflicts with both local and national policy. The site of the airport related car-parking outside the airport boundary is unsustainable and therefore conflicts with policy GAT3 for the following reasons: There is no need for additional car-parking provision at the current time, as there is provision on airport, including those spaces that will be lost from unauthorised sites and, the site is less sustainable than on airport car-parking.
2. GAL Aerodrome Safeguarding
No objection.
3. Environment Agency
No comment received.
3. WSCC - Highways
No objection – Subject to the proposed improvements to the Lowfield Heath roundabout junction.
4. National Air Traffic Services (NATS)
No safeguarding objection
5. Surrey County Council
No objection. The proposed increase in parking provision is likely to increase the number of people driving to the airport and would appear to be contrary to Local Plan Policy GAT3 and the airport's own strategic priorities for car parking set out in its Surface Access Strategy. However, not all of these vehicles will travel through Surrey, and those that do are likely to travel, in

		the main, on the strategic road network and as such the impact on Surrey is unlikely to be material.
6.	Mid Sussex District Council	No objection
7.	Thames Water	No objection – Petrol/oil interceptors will be required to ensure that oil/petrol does not discharge into local watercourses.
8.	Mole Valley District Council	No objection
9.	Sussex Police	No objection – Advice is given on security and crime reduction measures.
10.	Horsham District Council	No objection
11.	CBC - Planning Arboricultural Officer	No objection
12.	CBC - Contaminated Land	No comment received.
13.	CBC - Environmental Health	No objection
14.	Ecology Officer - Mike Bird	No objection
15.	Reigate and Banstead Borough Council	No objection
16.	CBC - Drainage Officer	Objection – The proposal has the potential to exacerbate flooding downstream and there is insufficient information submitted within the Flood Risk Assessment to prove that this will not occur.
17.	WSCC - Surface Water Drainage (SWD)	No objection

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised as a departure from the Local Plan through both adverts in the local press and site notices erected at the two proposed entrances to the site.

RESPONSES RECEIVED:-

An objection has been received from the occupiers of a nearby dwelling on the following grounds:

- Concerns that the proposal will result in an increase in flooding;
- Harm to the character of the buffer zone between Crawley and Gatwick Airport when Gatwick already has adequate parking capacity;
- Highway safety concerns at the access onto the roundabout;

They also assert that contrary to the information provided in support of the planning application there has been an increase in flooding in the area since the current occupiers took over the site and there has also been recent tree felling undertaken.

A representation of support has been received from Gatwick Diamond Business on the following grounds:

- There is an unserved demand for 9000 airport car-parking spaces on site (ARUP report 2013) currently met by unauthorised operators using insecure sites, local streets or other facilities;
- Park and ride does not add to passenger journeys to/from the airport campus;
- 70 jobs will be created;
- The applicant understands that a temporary permission would not impact upon the delivery of a second runway;
- The applicant will contribute to the airports Public Transport Levy.

Thirty three representations were received in support in the form of a chain letter. A subsequent investigation after an inquiry from one of the signatories of the letters who contacted the Council identified that the some of the supporters though that they were signing up to control parking in the Three Bridges neighbourhood and that some were unaware that the letter was in support of this planning application for airport car-parking at Lowfield Heath.

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development that would be a departure from the policies in the Local Plan with objections from a statutory consultee.

THE APPLICATION SITE:-

- 1.1 The application site is situated on undeveloped agricultural land and woodland to the south and east of the A23 London Road dual carriageway. The site extends approximately 250m in depth and 430m wide at its widest point in a reversed “L” shape wrapping around an area of woodland to the north east that is close to the Lowfield Heath Roundabout.
- 1.2 Overall the area is generally flat although it is intersected by a number of ditches/drains and hedgerows/trees. The A23 London Road to the north is however elevated relative to the land immediately adjacent to it to the south and the land falls away more to the east of the site adjacent to Crawters Brook. Field boundaries generally comprise overgrown hedgerows interspersed with mature trees. Much of the site has been cleared of woodland. The new access from the north would initially traverse an area of woodland close to the south of the garage/ portable building storage site.
- 1.3 Access would be via the Lowfield Heath roundabout junction for Old Brighton Road South and the A23 London Road. There is currently an access point here for a garage and a yard with permission to store portable buildings.
- 1.4 The portable storage site adjacent to the Lowfield Heath roundabout is currently being used for airport car-parking although this is unauthorised. There is also a vehicle repair garage adjacent to the A23 north of the site and access from the roundabout.
- 1.5 Maple Manor, an off airport carpark operator currently has an airport car-parking site and a hand car-wash approximately 150m to the south of the Lowfield Heath roundabout, and this would form the south east corner of the overall proposed airport car-parking area. This part of the site is currently accessed via left in left out opening from the south bound A23 dual carriageway where there is a speed limit of 70mph.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal seeks permission for 5 years to use 4.85 ha of land for airport car-parking in addition to the existing area in this use to the east of Lowfield Heath Service Station. It is proposed that both traditional park and ride parking and meet and greet parking will be provided. The applicant states that the site will result in the creation of 74 new jobs and 61 other jobs would be retained.
- 2.2 The applicant states that this would provide 2969 parking spaces, arrival/service areas, together with access from the Lowfield Heath roundabout junction to the north-west. The current access onto the junction would be altered to improve access/egress and visibility.
- 2.3 To provide a hard surface to park cars, the site would be covered in road scalplings/gravel and the access roads would be laid to asphalt. A suite of modular buildings 29m in maximum length by 12 in maximum depth and 2.4m in height would be erected towards the centre of the site to provide administrative, customer service and staff services.
- 2.4 Extensive lighting is indicated around the boundaries of the site. Powder coated green steel mesh fencing, 2m or 2.4m in height is proposed as the boundary to the site. A number of security cameras are also shown to be positioned on the access road and around the western parts of the site.
- 2.5 One metre high bunds, “informal” hedge and native tree planting is proposed along parts of the north, south and eastern boundaries of the site. Except for the hedging removed in the large east field, and the trees to be felled to provide the access, other hedges and trees are indicated to be retained in landscaped strips that would cross parking areas and create boundaries to access roads. Other smaller groups of trees/hedging would be removed in existing field boundaries for the access roads.

2.6 The application has been submitted with the following supporting documents:

Design and access statement
Planning Statement
Stage 1 road safety audit
Transport statement
Utilities statement
Flood risk assessment
Ecological assessment
Landscape management statement
Tree landscape report

2.7 An amended plan showing revised access arrangements for the garage at Hawthorn Farm has also been submitted.

PLANNING HISTORY:-

- 3.1 There is no relevant planning history for the majority of the site which is generally laid to grass or trees and has not been previously developed however on 14th November 1977 an enforcement notice and stop notice was issued to stop airport car-parking on land to the east of the service station site and forming part of the application site.
- 3.2 The relevant planning history for Lowfield Heath Service Station is as follows:
- 3.3 In 2007 planning permission was granted to remove fuel tanks and petrol pumps from the site and replace paved surfaces including the access road and parking area at the front/west of the site. Ref. CR/2007/0493/FUL. Also in 2007 planning permission was granted to use the front/west of the site as a hand car-wash. Ref CR/2007/0343/FUL.
- 3.4 In 2007 a lawful certificate of lawfulness was granted for the use of the land to the rear/east of the service station for long term airport car-parking. Ref. CR/2007/0157/191. This was issued after a number of previous applications and dismissed appeals seeking airport car-parking at this location.
- 3.5 In 2001 temporary planning permission was granted for the retention of mobile office accommodation to the rear of the Service Station. Ref. CR/2000/0817/FUL.
- 3.6 In 1986 planning permission was refused to use land to the rear of the service station for long term airport car-parking (Dismissed at appeal) Ref. CR/728/1986.
- 3.7 Two applications for the use of a 100ft wide strip of land to the rear of the service station for long term airport car-parking for 3 years were refused. Ref CR/507/1977 (Dismissed at appeal) and CR/035/1977.
- 3.8 There are a number of other applications relating specifically to the service station use that are not relevant to this application.

PLANNING POLICY:-

National Planning Policy Framework (2012)

Introduction

- 4.1 Para 2. states *Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.*
Para 12 *“This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with*

an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

Core planning principles

- 4.2 Para 17. *Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.*

Building a strong, competitive economy

- 4.3 Para 21. *Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing.*

Promoting sustainable transport

- 4.4 Para 29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.
- 4.5 Para 30. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 4.6 Para 31. Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas.
- 4.7 Para 32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.
- 4.8 Para 33. When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation.
- 4.9 Para 34. Plans and decisions should 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.
- 4.10 Para 37. *Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.*

Meeting the challenge of climate change, flooding and coastal change

- 4.11 Para 94. Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change.
- 4.12 Para 103. When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding.

Conserving and enhancing the natural environment

- 4.13 Para 109. The planning system should contribute to and enhance the natural and local environment.

4.14 Para 118. When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity.

Crawley Borough Local Plan 2015-2030

4.15 The Crawley Borough Local Plan 2015-2030 was adopted on 15th December 2015.

4.16 CH3: Normal Requirements of all New Development:

Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include: views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surrounds in terms of scale, density, height massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants or cause harm to the amenity of the surrounding area, including through traffic generation, general activity. Development should demonstrate compliance with Secured by design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and where any are lost replacement tree planting should accord with the standards set out in policy CH6.

4.17 CH4: Comprehensive Development and Efficient use of Land:

Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development.

4.18 CH6: Tree Planting and Replacement Standards:

Sets out that where development would result in the loss of trees these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere.

4.19 CH7: Structural Landscaping:

Areas of soft landscaping that make an important contribution to the town and its neighbourhoods should be protected and if appropriate enhanced.

4.20 CH8: Important Views:

Important views identified on the Local Plan Map should be protected and or enhanced. In this case Long Distance views must remain unobstructed by development in the foreground or protect views of identified features. The site falls within the Target Hill and Tilgate Park Long distance views from close to the southern boundary of the Borough.

4.21 CH9: Development Outside the Built-Up Area:

This policy seeks to ensure that Crawley's compact nature and attractive setting is maintained. Where harm to the landscape cannot be avoided appropriate mitigation or compensation will be required. All proposals must recognise the individual character and distinctiveness and the role of these areas/edge. The site is within the Upper Mole Farmlands Rural Fringe and this states that proposals which do not create or are able to adequately mitigate visual/noise intrusion are generally supported. This area has an important role in maintaining the separation of the distinct identity of Gatwick Airport from Crawley. The policy further sets out that development may alter one or more important element that makes up the Character Area and this can only be acceptable if its overall character and role is not compromised. Proposals which alter the overall character of the area must demonstrate that the need for the development clearly outweighs the impact on landscape character and is in accordance with national and local policy.

4.22 EC1: Sustainable Economic Growth:

The Council will ensure that suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper. Minor extensions in the vicinity of Manor Royal may be appropriate but any strategic employment sites will be of a scale and function that helps meet the identified quantitative and qualitative needs for business development and will complement the established role of the Manor Royal as a strong and competitive business district. The preferred location for future strategic employment within the borough is identified to the north of Manor Royal and south and east of Gatwick Airport and this is identified as the Area of Search on the Key Diagram. It is however recognised that this area is currently safeguarded for a possible second runway for Gatwick Airport and until the Government has issued a final decision on additional runway capacity in the UK work will not be undertaken to identify appropriate sites within this area.

- 4.23 EC4: Employment development and Residential Amenity:
Proposals for employment development adjacent to residential areas will be permitted where there is no adverse harm to local amenity or the function of the surrounding area.
- 4.24 ENV1: Green Infrastructure:
Crawley's multi-functional green infrastructure, both urban and rural will be conserved and enhanced.
- 4.25 ENV2: Biodiversity
All development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features.
- 4.26 ENV8: Development and Flood Risk:
Development proposals must avoid areas which are exposed to flooding and must not increase the risk of flooding elsewhere.
- 4.27 ENV10: Pollution Management and Land Contamination:
Development must not result in a significant increase in levels of pollution or hazards unless the impacts can be mitigated.
- 4.28 IN1: Infrastructure Provision:
Development will be permitted where it is supported by the necessary infrastructure both on and off site, including through CIL and Section 106 agreements.
- 4.29 IN3: Development and Requirements for Sustainable Transport:
Development should be located in locations where sustainable travel patterns can be achieved through the use of the existing transport network including public transport and the cycling and walking network.
- 4.30 IN4: Car and Cycle Parking Standards:
Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meets its needs.
- 4.31 GAT1: Development of the Airport with a Single Runway:
Supports the provision of a single runway, two terminal airport at Gatwick to provide for up to 45 million passengers per annum.
- 4.32 GAT2: Safeguarded Land:
The site is within the area identified in the Local Plan Map which will be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide spaced runway (if required by national policy).
Proposals for development such as changes of use and small scale building works may be acceptable, and permission maybe granted on a temporary basis where appropriate, however Gatwick Airport will be consulted on all applications within the safeguarded area.
- 4.33 GAT3: Gatwick Airport Related Parking

The provision of additional or replacement airport parking will only be permitted within the airport boundary. All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport. Whilst there has been a formal notification of a legal challenge to this policy, it will remain a policy of the Local Plan until and unless the challenge is accepted.

PLANNING CONSIDERATIONS:-

- 5.1 The main consideration in the determination of this application is whether the principle of change of use of land outside the airport boundary to off-airport parking is acceptable.
- 5.2 The following other considerations are relevant to the determination of this application:
- The impact on safeguarded land for a second runway at Gatwick Airport
 - The impact upon the delivery of employment floor-space;
 - The impact upon visual amenity, and the character of the area;
 - The impact upon the operation and safety of the highway;
 - The impact on neighbouring occupiers amenities;
 - The impact on trees;
 - The impact upon ecology;
 - Drainage Flooding;

The principle of additional airport car-parking outside the airport boundary

- 5.3 Policy GAT3 deals with airport parking. The two statements in Policy GAT3 are interrelated and the policy does not provide an either or option. The first statement is that "*The Provision of additional or replacement airport car-parking will only be permitted within the airport boundary*" expressly states that new or replacement airport car-parking will only be allowed within the boundary of Gatwick Airport. The second part of the policy "*All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access*", then provides the considerations against which new or replacement airport car-parking will be considered within the airport boundary. The policy clearly states that all new and replacement airport related car-parking must be on airport. As the proposed airport related car-parking is not on airport, it is therefore directly contrary to this policy, and cannot therefore be acceptable in principle at this location outside the airport boundary.
- 5.4 The applicant does not contend that the development would be in accordance with the Development Plan, but it is argued within the supporting documentation that other material considerations justify why the development would be acceptable. These are set out below:
- The applicant disputes the weight that should be given to policy GAT3, and argues that the principle of this type of development is acceptable as it has been previously accepted through earlier temporary permissions granted on other sites.
 - That the proposal would constitute sustainable economic development and therefore accords with the NPPF 2012.
 - That it promotes sustainable transport and that GAL cannot meet the proposed 2023/2024 requirements for airport related parking within the airport boundary given the rise in passenger numbers at Gatwick Airport.
 - That off airport proposals would lead to a real decrease in kiss and fly/taxi trips to the airport and long term off and on airport parking in environmental terms should be the preferred choice for airport passengers after priority is given to access by public transport.

- That improvements to rail and public transport access to the airport will not result in a reduction of need for increased parking provision at the airport and that as other off airport car-parking does not pay the Public Transport Levy, this money is not available to support/improve public transport passenger access to Gatwick Airport. The applicant has confirmed that they are willing to enter into S106 to pay Public Transport Levy and that this could therefore be used to improve the sustainability of passenger access to the airport.
- That GAL operates in a monopolistic/dominant role and curtails customer choice. The proposal would add to choice and competition for airport parking in the area. That recent changes to provide an approved operator's scheme have related in an increase in monies going to GAL. There are claims that Holiday Extras need the site as profits are falling due to the new arrangement with GAL. That the effect of competitive pricing on the revenue to GAL is not a material planning consideration.

The impact of other permissions including the temporary permissions granted at City Place.

- 5.5 The applicant argues that a number of other planning permissions granted by Crawley Borough Council, neighbouring authorities including Horsham District Council and Tandridge District Council, as well as the decisions taken by the planning inspectorate in relation to the City Place and Brook Lane House appeals provides precedent for development at this location. The sites have been subject to consideration against different policy frameworks and differing contexts and they are not considered to be relevant to the determination of this proposal.

The sustainability of traditional airport car-parking at this location and the Public Transport Levy

- 5.6 The applicant argues that because the SA/SEA for the Crawley Borough Local Plan 2015-2030, scored on-airport and off-airport long stay car-parking equally highly in respect of sustainability, then off airport car-parking will be sustainable. The Local Plan Inspector however considered the relative sustainability of on airport car-parking and concluded that the airport can accommodate all parking needs to meet the sustainable transport objectives. On-airport is therefore more sustainable than off-airport car-parking and this forms part of the basis for policy GAT3 that was considered by the Local Plan Inspector in 2015.
- 5.7 The distances between valet parking on-airport and park and ride at the applicant's site have been compared. The applicant does not factor where the majority of passengers drive from to get to the application site and therefore comes to the wrong conclusions.
- 5.8 The following distances are based on car arrival from M23 Southbound as around 80% of on-airport parking comes from this direction (Fig 2.2 of the 2013 Gatwick Car Parking Strategy).

Park and ride at applicant's site

Car: M23 slip Road to/from car park – approx. 5.5m

Shuttle Bus: South Terminal: 4.5 miles there, 4.5 miles back. North Terminal: 2.9 miles there 3.5 miles back.

Car total = **11 miles** (M23 Slip Rd to/from car park)

Shuttle Bus = **8.4 to 9 miles** (to/from North/South Terminal)

Valet Parking – on-airport

Drop car off opposite departure terminal. Car is stored in valet area. Car is returned in car park opposite terminal.

M23 slip road to/from south terminal: 1.5miles (North terminal: 2.2miles).

South Terminal to car park: 0.6miles (North Terminal 1.6m).

Car park to South Terminal: 0.6miles (North Terminal 1.6m)

These distances lead to a total car distance of **4.2 miles** for the south terminal and **7.6 miles** for the north terminal.

- 5.9 The above comparison shows that on-airport valet is more sustainable than park and ride at the applicant's site. The above assessment therefore confirms the Local Plan Inspector's reasoning of "obvious logic" that car parks close to the terminals will minimise the length of car journeys for most people.
- 5.10 The offer of contributing to the transport levy is welcomed but parking can be provided on-airport which provides shorter journeys on internal airport roads and would also pay the transport levy. The provision on-airport is also controlled through the Legal Agreement with Gatwick Airport to ensure that provision matches increases in passenger numbers and can be weighted in relation transport modal share. The legal agreement obligation 5.6.1 states that the airport operator should provide sufficient, but no more on airport public car-parking spaces to achieve a combined on and off airport supply that is proportionate to 40% of non-transfer passengers choosing to use public transport for their journeys to and from the airport and to identify feasible measures to increase this to 45% in the future. It is not therefore considered that a contribution to the transport levy would address the wider issues regarding the sustainability of the site or the actual lack of need for additional off airport related car-parking at this site.
- 5.11 In conclusion, there is no sustainability argument to justify a temporary permission for this site against Policy GAT3 of the Crawley Local Plan.

The accuracy of previous requirements for airport related parking and actual on airport car parking capacity.

- 5.12 The applicant has submitted within their statement information relating to both the historic capacity for on and off airport car-parking at Gatwick Airport and whether the requirements for future airport car-parking can be provided on site. It is accepted that passenger throughput of 40mppa was reached in 2015, rather than forecast date of 2023/24 as set out in the Gatwick Airport Car Parking Strategy 2013. However, the 2015 Gatwick Airport Long Term Car Parking Monitoring Statement September 2015, undertaken on 10th September 2015, identified that there were still up to 7000 unused authorised car-parking spaces available around Gatwick Airport.
- 5.13 The applicant has also endeavoured to show that Gatwick Airport Limited has not demonstrated that it is making adequate provision on airport to meet the identified increase in demand brought about by a forecast increase in passengers of 40.7mppa in 2015/2016 to 44.6mppa in 2020/2021 (2016 Gatwick Capital Investment Programme (CIP2016)). Notwithstanding the information and forecasts set out in the Gatwick Airport Car Parking Strategy 2013, Crawley Borough Council is satisfied that GAL have in recent years provided adequate on site car-parking and can meet their future on-airport car parking demands whilst maintaining the 40% of passenger modal split travelling by public transport to/from the airport. This was accepted by the Inspector when considered in detail during the Local Plan Inquiry.

Competition and economic justification

- 5.14 The applicant also contends that the effect of competitive pricing on GAL's revenue is not a material planning consideration and Crawley Borough Council accepts this point. The applicant also considers that off-airport parking can provide customer choice compared to the near monopolistic offer that would exist in their absence. As identified in the Gatwick Airport Long Term Parking Monitoring Statement 2015, out of 62784 identified authorised car-parking spaces, 39183 are within the Airport Boundary and the remaining 23601 are off-airport at a number of sites within Crawley, Horsham, Mid Sussex, Mole Valley and Reigate and Banstead providing a range of different offers including traditional park and ride as well as meet and greet/valet services. The applicant itself also states that they utilise a number of the on-airport car-parking spaces as a part of their wider offer as well as off-airport providers.

- 5.15 It is therefore considered that there is a significant range of existing authorised alternative sites off airport that provide parking for customers, offering a range of products and these will continue to provide an important alternative to on-airport parking.
- 5.16 A consultation on issues affecting passengers' access to UK airports currently being undertaken will investigate a number of issues including the provision of airport car-parking at UK airports and competition.
- 5.17 Crawley Borough Council however contends that the aim of policy GAT3 is not to restrict competition, but to ensure that Airport Car Parking is provided for Gatwick at the most sustainable location, which is within the Airport. This also safeguards the limited land resources around Crawley for other uses including employment. Whilst the proposal would (according to the applicant) create 74 jobs, this is not considered to be a significant number from the development of nearly 5ha of greenfield site compared to the comparable use of the site for B1, B2 or B8 uses if the land became available due to safeguarding for a second runway being lifted. This issue was highlighted by the Local Plan Inspector in considering that Policy GAT3 was sound, *"Furthermore, given the scarcity of land in Crawley and the available capacity at the airport, there is a strong argument that the priority is for land which becomes available outside the airport to be for a more productive use such as housing or employment"*.

Conclusion

- 5.18 Off-airport car-parking at this location is contrary to policy GAT3 of the Crawley Borough Local Plan 2015-2030 and the Town and County Planning Act 1990 requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. It is not considered that there are material considerations to justify a departure from the recently adopted policy GAT3 of the Local Plan, and the principle of the development is therefore unacceptable at this location.

The impact on safeguarded land for a second runway at Gatwick Airport

- 5.19 The proposed site is located wholly within the area safeguarded for a potential second runway for Gatwick Airport. A decision on increasing airport capacity within the south east of England and whether or not land should continue to be safeguarded at Gatwick is still awaited from the Government and the land therefore is still subject to protection from inappropriate development that would prejudice the delivery of a second runway at this location. Policy GAT2 of the Crawley Local Plan 2015-2030 reflects this position and seeks to restrict development within this area to minor development, such as changes of use and small scale building works such as residential extensions. Whilst the proposal is for a temporary time period, in order to provide car-parking for nearly 3000 vehicles nearly 5ha of countryside will need to be either laid to asphalt, road scalplings or another type of hardstanding surface and will include lighting, security measures, fencing, buildings and physical alterations to provide landscaping.
- 5.20 In terms of whether a temporary use of the site would comply with this policy, it is again considered that in order to implement this development significant amounts of materials will need to be used and additional engineering operations will need to be undertaken. It is considered that the amount of material to hardstand an area of nearly 5ha would be considerable. This will need to be drained and other services such as electricity, water and telecommunications infrastructure will need to be provided. The applicant is also proposing bunds around the site and additional landscaping. This is a significant undertaking for a permission that is being sought for just 5 years, and it is therefore considered that this would require a significant amount of remediation to potentially restore the land. Notwithstanding that the applicant has applied for a temporary 5 year use, the Local Planning Authority consider that the extent of works required to enable this development to go ahead would be so significant and potentially difficult/expensive to remove, that to all intents and purposes this would result in a permanent change to this area, increasing costs that could conflict with the delivery of a potential second runway for Gatwick Airport.

- 5.21 The scale of the development cannot therefore be determined to be minor and it is therefore contrary to policy GAT2. The length of time proposed for the operation of the site would according to GAL also potentially conflict with the potential timely delivery of a second runway if the Government chooses Gatwick Airport to provide additional airport capacity in the south-east of England. It is therefore considered that the proposal would be contrary to National Aviation Policy and GAT2 of the Crawley Borough Local Plan 2015-2030 that seek to safeguard this land to allow the potential delivery of a second runway at Gatwick Airport.

The impact upon the delivery of employment floor-space;

- 5.22 The Crawley Borough Local Plan 2015-2030 policy EC1 also identifies this site as being located within the Area of Search for Future Employment Land where the Council would seek to meet B Class employment needs if safeguarding is lifted. The Local Plan makes it clear that a thorough assessment of employment site options including their roles in the Landscape Character Area, will be undertaken once a final decision has been made by the government on UK airport expansion and safeguarding. Notwithstanding the comments received from Gatwick Diamond, this proposal would effectively prejudice this process, by effectively allocating nearly 5ha of land to an employment use creating just 70 jobs that does not meet Local Plan requirements to find an additional 35ha for employment floor-space, contrary to policy EC1.

The impact upon visual amenity, and the character of the area;

- 5.23 The application is for temporary permission on an area of land currently undeveloped and predominantly grass land within a network of hedgerows, trees and wooded areas. The proposal would result in nearly 5ha of this area being laid to hardstanding, surrounded by a 2-2.4m high fence with lighting, security cameras and administrative buildings. Some landscaping in terms of 1m high bunds with tree and "informal" hedge planting is proposed where there is space to complement the existing trees and hedges around the site. Notwithstanding the proposed landscaping, the scale of the development would still be visible from nearby public view points including the A23 London Road to the north and public footpath to the south, and as only a temporary permission is proposed for 5 years, there would barely be time for the landscaping to become established before the use would have to cease, and potentially the land returned to its original condition.
- 5.24 The Council's Landscape Character Assessment 2009 identifies the area as the Upper Mole Farmlands, a flat low lying, pastoral landscape area between the urban zone of Manor Royal Industrial Estate and open environment of Gatwick Airport containing scattered farm buildings. It identifies that the rural quality of the area has been significantly impacted upon by neighbouring land uses and the intensification of modern farming that has resulted in the loss of hedgerows, a reduction in tree cover and the formalisation of field boundaries.
- 5.25 The value of the area to the overall setting of the town is set out in policy CH9 of the Crawley Borough Local Plan highlights the importance of the area in maintaining the separation of the distinct identity of Gatwick Airport from Crawley, and recreation links from northern neighbourhoods into the countryside. The policy also accepts that certain types of development that alter the character of the Character Area maybe acceptable if its overall character and role is not compromised and the impact can be mitigated. Policy CH2 which seeks to ensure good design in the town also includes a requirement for development to respond to and reinforce locally distinctive patterns of development and landscape character, and policy CH3 includes requirements to consider context and ensure development relates sympathetically to its surroundings.
- 5.26 In this particular instance the scale of introducing nearly 5 ha of hardstanding and associated development and have up to nearly 3000 cars parked in what is currently open countryside, would not respect the area's unique character or its role separating Crawley from Gatwick Airport and providing the built up parts of the town with a coherent countryside setting. The site is outside the defined built up area boundaries, to the north provided by the dual carriageway, and further to the

south comprising the northern boundary of the Manor Royal main employment area, and although there are a small number of business uses nearby, within this area, they are generally relatively small scale, historic and generally separated from other uses by areas of countryside.

- 5.27 It is not considered that this level of development could be adequately mitigated, as its overall extent of hardstanding, parked cars and access roads, lighting, fencing, and the associated large scale increase in activity will clearly be apparent within this area and will significantly harm its rural character. The development is not therefore considered to be sympathetically related to its distinct rural context or its landscape setting. The development would therefore cause harm to the countryside amenity of this area, and this in turn would undermine its current identified role providing a rural setting to the town and separation from Gatwick Airport as set out within the recently adopted Local Plan. The development would therefore be contrary to policies CH2, CH3, and CH9 in this regard.

The impact upon the operation and safety of the Highway:

- 5.28 The proposal would be accessed via the Lowfield Heath roundabout junction for Old Brighton Road South and the A23 London Road to the north west of the site. There is an existing access here for the extant commercial garage and portable building storage uses at Hawthorn Farm close to the road. The use of the access is therefore currently at a relatively low level.
- 5.29 The applicant has therefore submitted proposals to alter the access onto the roundabout and link this to the parking areas by a two way access road. The access and egress lanes of the access road would be separated for part of their length and some trees would be retained in the intervening land. The applicant has confirmed that the access arrangements for the extant storage and garage uses on site would be retained. The access onto the Lowfield Heath Service Station on the south bound A23 carriage way would be unaltered, although the car-wash would cease operation. The drawings do not indicate that there will be access through the site from this location and this can be controlled by condition.
- 5.30 The application has been submitted with a Stage 1 Safety Audit and a Transport Assessment.. WSCC accepts that in principle taking the access from the roundabout junction is acceptable as it would provide convenient access onto the primary road network and to Gatwick Airport just to the north whilst providing better all-movements access by reducing the need to travel down the single direction of the dual carriageway and then having to use other junctions to effectively u-turn. The current access is rather narrow and will need to be improved to safely accommodate the increase in traffic. The applicant has therefore submitted plans showing the proposed improvements to the access, that would allow for 12m long coaches to pass each other, and the safety audit has shown there would be no fundamental safety problems with the design that cannot be resolved at the detailed design stage.
- 5.31 In terms of vehicle movements, it is estimated that there would be in the region of 55-65 car movements and 8 bus movements per hour at peak flow times. With the cessation of the car-wash being proposed it is estimated that there would be 10-16 vehicle fewer movements from this site and the overall increase in vehicular traffic is therefore likely to be less than 50 per hour. This would not result capacity or queuing issues at the Lowfield Heath roundabout which currently operates well under capacity. The internal access arrangements are considered to be acceptable. Subject therefore to conditions to ensure the roundabout access is improved and the existing access from Lowfield Heath Service Station is not used, the Highway Authority has no objection to the development.
- 5.32 The development would by definition be dominated by car-borne visitors and there would be little demand for either cycle or walking access. There is however a footpath running along the south bound side of the A23 and nearby bus stops that can provide alternatives to access the site. The site is large and could also therefore provide secure cycle storage facilities, particularly for staff.

The impact on neighbouring occupiers' amenities:

- 5.33 The closest residential properties to the development site are at 1 and 2 Hydehurst approximately 75m to the south west of the site. These two houses would be separated from the application site by a belt of trees but there would be a greater impact upon the occupiers of these dwellings from the increase in activity and additional lighting that would result from the development. The occupiers of these dwellings are already subject to noise disturbance from the adjacent A23, and some noise from Gatwick Airport. The proposal will therefore result in an increase in impact but on balance it is considered that due to the intervening trees and the distance from the site it is considered that this impact will not be so harmful as to warrant refusal.
- 5.34 Other nearby uses are businesses and the proposal would not be considered to adversely affect their operations.

The impact on trees:

- 5.35 The application has been supported by a tree survey and there are detailed drawings to show tree protection measures proposed. A number of trees, particularly towards the north end of the site close to the A23 will need to be felled to make way for the access roads around the site. Many of these trees are of poor individual quality, but they do form a part of a wider wooded area that provides greater amenity. The main parking and service areas would however be built on the more open fields that are currently grassed. The main parts of the development are shown as providing some space around retained trees to prevent soil compaction and damage to the roots and canopies, although the setting of the trees would be adversely affected by being surrounded by hardstanding and parked cars.
- 5.36 The trees to be felled in the wooded area towards the proposed access of the site, would not, have a significantly harmful impact on this wooded area, and the retained woodland would still provide screening of the site from the north and west. Other individual trees to be felled, would be located in hedges forming field boundaries, but the majority of the trees are shown as being retained.
- 5.38 The Council's Arboricultural Officer has considered the information submitted, and has concluded that he has no objection to the proposed works. It is considered that whilst some trees would be felled, most (including the larger trees with greater amenity in the field boundaries), would be retained and protected, and there would be some replacement planting around the edges of the site. However this planting would further subdivide the fields, limiting their future agricultural use and if permission is only granted for 5 years, it is unlikely that the trees would grow to a size that would offer significant amenity/mitigation for the trees lost. The overall impact on tree cover is considered to be low, and whilst the visual impacts of the development will impact upon the open character of the fields, the impact on trees would be acceptable and the proposal would therefore comply with policy EN6 of the Crawley Borough Local Plan 2015-2030 in this regard..

The impact upon ecology:

- 5.39 The site is undeveloped and is made up of a mix of young woodland, grassed fields, mature hedgerows with mature trees, drains/ditches and small ponds. Ecological surveys of the site have therefore been undertaken and there was evidence of this having been done on site at the time of the officer's site visit. The ecological surveys have identified that there are no statutorily protected species on site, although there is a badger sett nearby, and the area is used by foraging bats.
- 5.40 Interestingly the surveys found no evidence of amphibians on site or within the wider study area. However at the time of the officer's site visit, a small pond close the southern boundary of the site within the wider study area was full of tadpoles and it is your officer's view therefore that mitigation will be required to ensure the impact on ecology is acceptable.

- 5.41 The Councils' ecologist has considered the information submitted and the mitigation measures, and confirms that on ecological grounds the development is acceptable. There is however concern regarding the implementation of these measures by your officers as the mitigation is generally applied to a wider area than the application site, and a relatively large part of this would be outside of the control of the applicant. Mitigation would therefore need to be subject to a Grampian condition that would potentially be difficult/impossible deliver as it would require the agreement of a 3rd party over which there would be no planning control. It is therefore considered that the applicant has failed to demonstrate that the development would mitigate its ecological impacts and the development is therefore in conflict with the NPPF 2012 and policy ENV2 of the Crawley Borough Local Plan 2015-2030.

Drainage and Flooding

- 5.42 The Council's Drainage Officer has considered the information submitted and highlights that there are drainage/flooding issues within the area, and the existing air-port car-parking at the Lowfield Heath Service Station has resulted in a number of drainage management issues. He confirms that the Flood Risk Assessment is comprehensive, but is based on a number of assumptions and lacks adequate information to enable a determination. The issues raised relate to: concern that the increase in impermeability for the site appears to be assessed as far too low for what is actually being proposed; infiltration rates need to be consistent and this needs adequate testing; issues with the proposed storage ability within the void ration of the top 0.2m of the site when images within the Design Statement itself show the site is waterlogged; how will connectivity flows through the site be effected by the development; details of exceedance flows need to consider mitigation and the implications on adjacent/nearby residential properties; and, a requirement for details of future maintenance of drainage.
- 5.43 It is not therefore considered that the applicant has supplied sufficient information to prove that the development will not result in increased flooding downstream that will exacerbate existing flooding, and on this basis it is considered that the development would be contrary to policy ENV8 of the Crawley Borough Local Plan 2015-2030 and Section 10 of the NPPF 2012, both of which require development to ensure that it does not increase the risk of flooding elsewhere.

Other

- 5.44 Notwithstanding the letters of support received from some residents in Three Bridges, it is not considered that the provision of an off-airport related car-parking at Lowfield Heath will have a significant impact on parking within Three Bridges Area.

CONCLUSIONS:-

- 6.1 It is considered that the proposal fundamentally conflicts with policy GAT3, therefore the principle of airport car-parking at this location is unacceptable. The site is not considered to be as sustainable as on airport sites and the applicant has not demonstrated any material considerations that could outweigh the Local Plan Policy
- 6.2 The scale and extent of the proposal would also constitute major development that would adversely impact upon the potential delivery of a second runway at Gatwick Airport and the development would therefore conflict with safeguarding policies in the Local Plan, the NPPF and National Aviation Policy. The proposal could also prejudice the future development of the land for alternative and more efficient economic development and would therefore potentially conflict with Local Plan Economic Growth policy.
- 6.2 The Local Planning Authority also contends that the level of works being proposed including, drainage, hardstanding, highways alterations, re-grading the land and landscaping the site are so great as to result in having a permanent impact on the character of the area. The works themselves even if temporary would result in a significantly harmful impact character of the area from having almost 5ha land covered in hardstanding and significant other associated works and

this would therefore conflict with countryside policies. The applicant has also not demonstrated to the satisfaction of the LPA that the development would not exacerbate existing flooding issues nearby.

6.3 It is therefore considered that the material considerations raised by the applicant are not so significant to overcome the provisions of the Development Plan. The development is a departure from the Local Plan and conflicts with the policies within the Local Plan.

RECOMMENDATION RE: CR/2016/0156/FUL

To refuse for the following reasons:

1. The development by virtue of its scale and location outside the airport boundary would result in the creation of unsustainable off airport car-parking contrary to the NPPF 2012 and policy GAT3 of the Crawley Borough Local Plan 2015-2030.
2. The proposed development by virtue of its scale and siting within the area of land safeguarded for the future expansion of Gatwick Airport could prevent the delivery of the second runway contrary to 2003 Aviation White Paper 2003, the Aviation Policy Framework 2013 and policy GAT2 of the Crawley Borough Local Plan 2015-2030.
3. The proposed development by virtue of its scale, siting and the level of activity within the Upper Mole Farmlands Rural Fringe, would result in a significant harmful urbanisation of this area that would adversely detract from the separation between Crawley and Gatwick Airport, contrary to policy CH9 of the Crawley Borough Local Plan 2015-2030.
4. Insufficient information has been provided to demonstrate that the siting and scale of the development in an area of locally recognised flooding issues would not result in a significant increase in the risk of harmful flooding elsewhere contrary to policy ENV8 of the Crawley Borough Local Plan 2015-2030.
5. The applicant has not demonstrated that the ecological enhancement can be provided to mitigate the impact on biodiversity, contrary to policy ENV2 of the Crawley Borough Local Plan 2015-2030.

NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions and correspondence.
- Liaising with consultees, respondents, the applicant and the agent and discussing the proposal where considered appropriate and necessary during the course of the determination of the application.
- Seeking amended plans/additional information to address identified issues during the course of the application.
- Informing the applicant of identified issues that are so fundamental that it would not be possible to negotiate a satisfactory way forward due to the harm that would be caused.

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,
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West Sussex RH10 1UZ

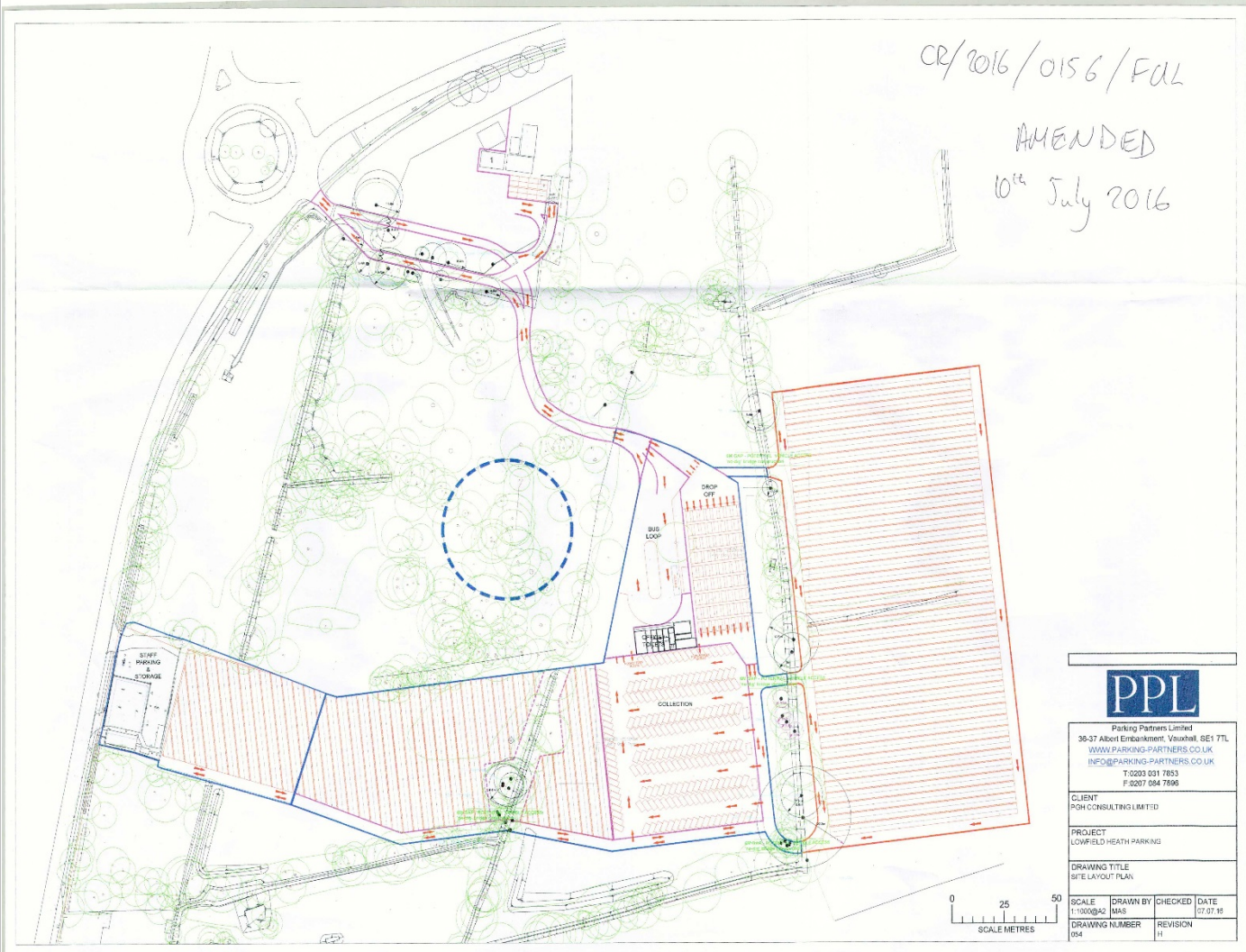
Tel: 01293 438000
Fax: 01293 438603

CR/2016/0156/FUL

Date 6 September 2016

Approx. Scale 1:1,250

LAND ADJ LOWFIELD HEATH SERVICE STATION, LONDON ROAD, NORTHGATE, CRAWLEY



PPL			
Parking Partners Limited 36-37 Albert Embankment, Vauxhall, SE1 7TL WWW.PARKING-PARTNERS.CO.UK INFO@PARKING-PARTNERS.CO.UK T: 0203 031 7853 F: 0207 094 7998			
CLIENT POH CONSULTING LIMITED			
PROJECT LOWFIELD HEATH PARKING			
DRAWING TITLE SITE LAYOUT PLAN			
SCALE 1:1000@A2	DRAWN BY MSS	CHECKED	DATE 07.07.16
DRAWING NUMBER 054	REVISION H		

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REFERENCE NO: CR/2016/0664/FUL

LOCATION: [9 DENCHERS PLAT, LANGLEY GREEN, CRAWLEY](#)
PROPOSAL: ERECTION OF SINGLE STOREY REAR EXTENSION

TARGET DECISION DATE: 14 October 2016

CASE OFFICER: Mr A Taylor

APPLICANTS NAME: Mrs V Patel

AGENTS NAME: Mr A Ryrie

PLANS & DRAWINGS CONSIDERED:

VP01 Rev A Site Location & Block Plans, Existing & Proposed Elevations & Floor Plans

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|--------------|
| 1. | GAL - Aerodrome Safeguarding | No objection |
| 2. | National Air Traffic Services (NATS) | No objection |

NEIGHBOUR NOTIFICATIONS:-

7 and 11 Denchers Plat, Langley Green.

RESPONSES RECEIVED:-

No responses received

REASON FOR REPORTING TO COMMITTEE:-

The applicant has a relative who is a Crawley Borough Council employee.

THE APPLICATION SITE:-

- 1.1 This application relates to a two storey semi-detached property at No.9 Denchers Plat. The property is constructed from red brickwork and has concrete roof tiles.
- 1.2 The neighbouring semi is No.11 to the north and there is a 1.5m close boarded fence on the boundary with No.11. No 7 to the south of the site shows a driveway with the application property. There is a side access to No 9 on the boundary with No.7 and a 2m brick wall and close boarded fence on this boundary. There is approximately 2-3m between the flank wall of No.9 and the boundary fence/wall of No.7.
- 1.3 The application site has a deep rear garden with a depth of approximately 18m. There is a single detached garage in the garden accessed to the side (south) of the house via the shared driveway.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for a single storey rear extension measuring 3.4m in depth. The extension would have a maximum height of 3.35m where its roof joins with the rear wall of the original dwelling and an eaves height of 2.5m. The extension would be constructed from brickwork and tiling to match the existing property. The extension would form a new kitchen and the existing kitchen would be converted to a bedroom. A new set of double doors and one new window are proposed on the rear of the extension.

PLANNING HISTORY:-

- 3.1 None recorded.

PLANNING POLICY:-

4.1 National Planning Policy Framework (2012):

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

4.2 Crawley Borough Local Plan (2015-2030)

- Policy CH2 (Principles of Good Urban Design) seeks to assist in the creation, retention or enhancement of successful places in Crawley, new 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 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.

4.3 Supplementary Planning Guidance and Documents

SPG5 advises that single storey rear extensions on semi-detached houses which project more than 3.3m beyond the rear of adjoining properties are not normally acceptable. Rear extensions should prevent overshadowing or dominating neighbours' houses and gardens by keeping rear extensions relatively small as compared to the size of the main buildings and the gardens in which they stand. SPG5 advises that what constitutes an acceptable size and design of an extension depends on individual circumstances although the general guidelines above should be adhered to unless other circumstances give merit to the proposal.

4.4 Emerging Urban Design Supplementary Planning Document

The Council is in the process of updating its Supplementary Planning Documents in order to reflect the new policies in the adopted Crawley Borough Local Plan 2015-2030. The Urban Design Draft Supplementary Planning Document has been subject to public consultation and is progressing towards adoption on 5th October. It includes further guidance and examples on public design and in particular, it states:

- (3.5) An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood.
- (3.12) Extensions should consider existing roof pitches. A house extension with a roof pitch that is different to the existing one can look out of place, while an extension with a matching roof pitch will likely be more suitable.
- (3.22) Overshadowing or dominating neighbours' houses and gardens can be avoided by keeping rear extensions relatively small as compared to the size of the main buildings and the gardens in which they stand.
- (3.25) One or two storey rear extensions will need to maintain a minimum distance of 21 metres between the rear windows of an opposing dwelling and the rear facing windows of the extension, in order to avoid any potential overlooking and privacy issues.

PLANNING CONSIDERATIONS:-

5.1 Design & appearance of the proposal

The applicant has stated the extension would be built from brick with a tiled roof, these materials match the existing property. The single storey design with a mono-pitch roof and situation on rear of the dwelling are considered appropriate and in keeping with the character of the property and its neighbours. The size, scale and design of the extension is considered in character with the existing property.

5.2 Impact of the proposal on the neighbouring properties

The extension would be 3.4m in depth which is larger than the 3.3m maximum outlined in SPG5 guidance however, this is considered acceptable in this instance as the extension is not considered to result in harm to the amenities of neighbouring properties as described below being just 0.1m depth beyond the recommended guidance.

5.3 The extension would be single storey and would have a maximum height of 3.35m and an eaves height of 2.5m. This low ridge and eaves height would not cause the extension to appear overbearing on the neighbouring properties (Nos 7 and No 11). To the south, the extension would be separated from No.7 by the driveway to the side to the house and the 2m brick and close boarded fence boundary. To the north, there is a 1.8m close boarded fence which would screen the extension from view and there would be limited overshadowing of the neighbours garden due to the low ridge and eaves height of the proposed extension.

CONCLUSIONS:-

6.1 In conclusion it is considered the design and appearance of the proposal is acceptable and would not have a harmful impact on the residential amenity of neighbouring properties. The proposal is considered in accordance with the policies outlined in the Crawley Borough Local Plan 2015-2030 and it is recommended to grant permission.

RECOMMENDATION RE: CR/2016/0664/FUL

PERMIT subject to conditions

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

3. The materials and finishes of the external walls (and roof) of the extension hereby permitted shall match in colour and texture those of the existing building.
REASON: In the interests of amenity in accordance with Policies CH3 of the Crawley Borough Local Plan 2015-2030.

NPPF Statement

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

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



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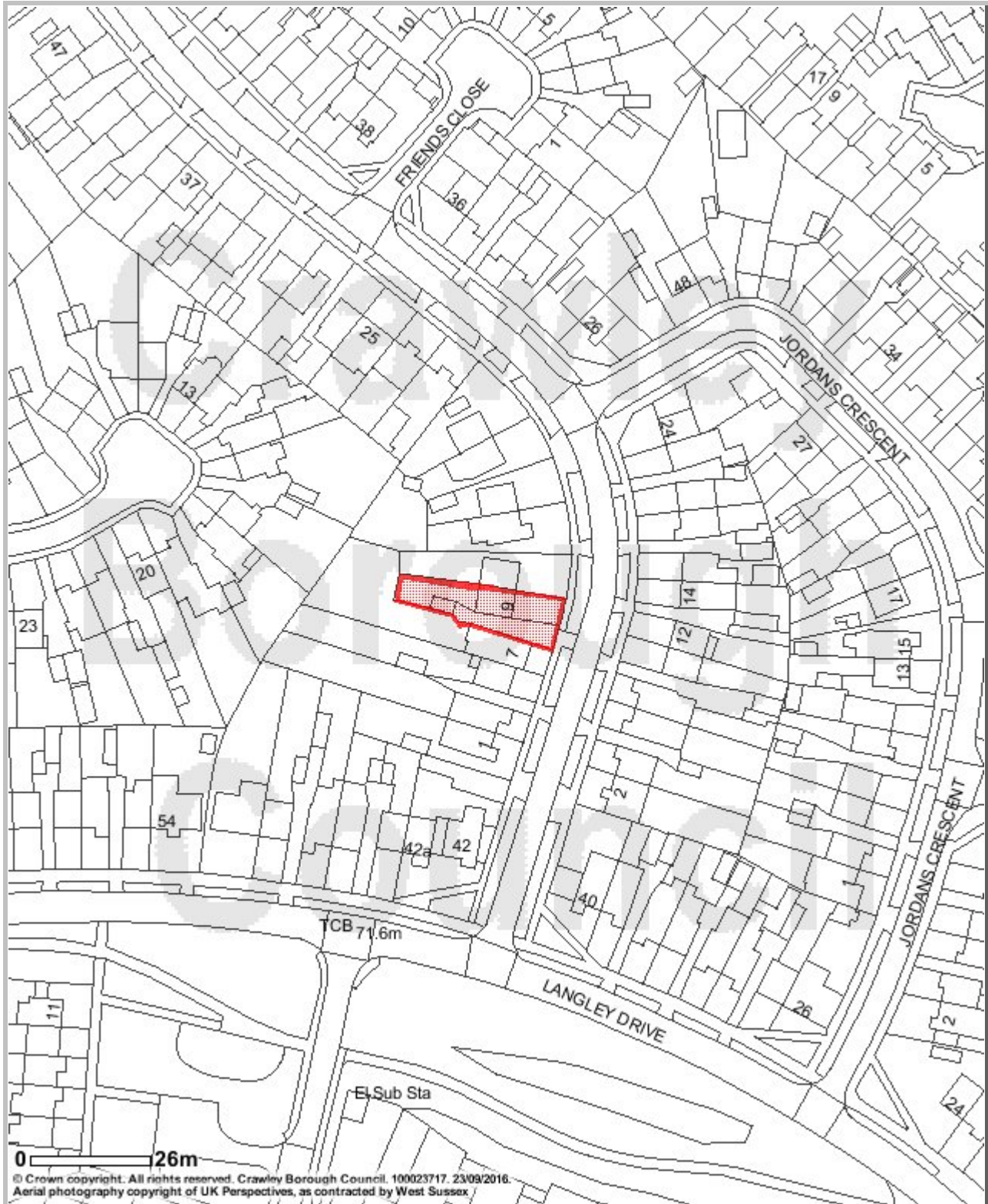
Tel: 01293 438000
Fax: 01293 438603

CR/2016/0664/FUL

Date 22 September 2016

Approx. Scale 1:1,250

9 DENCHERS PLAT, LANGLEY GREEN, CRAWLEY



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REFERENCE NO: CR/2016/0682/LBC

LOCATION: [IFIELD WATER MILL, HYDE DRIVE, IFIELD, CRAWLEY](#)

PROPOSAL: LISTED BUILDING CONSENT FOR REPAIR/REPLACEMENT WORKS TO REAR BRIDGE LINK INCLUDING TEMPORARY SUPPORT WORKS TO REAR ENTRANCE PORCH STRUCTURE OF A GRADE II LISTED BUILDING

TARGET DECISION DATE: 3 October 2016

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

WIE-SA-0001-E01 Access Bridge Repairs Plan 1, WIE-SA-0002-E01 Access Bridge Repairs Plan 2, CBC0001 Location Plan, CBC0002 Block Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|-------------------------|-------------------------------------|
| 1. | Environment Agency | No objection. |
| 2. | CBC - Property Division | No objection. |
| 3. | Listed Building Officer | No objection subject to conditions. |
| 4. | Archaeology Officer | No objection |

NEIGHBOUR NOTIFICATIONS:-

The application was publicised by press notice and site notices.

RESPONSES RECEIVED:-

None.

REASON FOR REPORTING TO COMMITTEE:-

The applicant / owner is Crawley Borough Council.

THE APPLICATION SITE:-

- 1.1 The application site is Ifield Water Mill which is a Grade II listed building. The building which dates from 1817 is 3 storeys in height with the ground floor constructed in brick with the upper floors finished in timber weatherboarding and painted white. The roof is welsh slate and the water wheel is located at the western end of the building.
- 1.2 The mill is situated at the northern end of Ifield Mill Pond. The pond is situated immediately south of the building and the watercourse runs alongside the western part of the mill and then flows northwards towards Hyde Drive. Vehicular access to the mill is via a private driveway / public bridleway which connects to Hyde Drive. The mill is bounded by residential properties to the north and east including The Mill Cottages and the rear gardens of properties in The Millbank.

- 1.3 The site location is also identified as an archaeological area and the site is within an floodplain and adjacent to a main watercourse Ifield Brook which drains from the mill pond north to join the River Mole.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application is for listed building consent to carry out repair / replacement works to a rear bridge link and entrance porch structure which is situated on the south elevation of the mill. This provides an entrance to the mill at first floor level to the edge of the mill pond which is at a higher ground level than the main mill entrance on the north elevation.
- 2.2 The proposal involves removal of lower 4 featheredge cladding panels on either side of the bridge link, the provision of temporary supports to the bridge and the replacement of new oak bridge beams and reinstatement of the weatherboard panels (replacing these where necessary).
- 2.3 The works are necessary as the wood has rotted and the bridge requires repair to ensure its structural integrity and to ensure that safe access into the mill can be achieved via this entrance.

PLANNING HISTORY:-

- 3.1 CR/2009/0581/RG3 & CR/2009/0580/LBC – Planning permission and listed building consent granted for the erection of a single storey side extension to provide catering and toilet facilities.
- 3.2 There have been various applications for the repair and restoration of the mill in recent years including:
- CR/2008/0053/LBC – Listed building consent for replacement of existing laundry.
- CR/2004/0716/LBC – Listed building consent for restoration of the water wheel.

PLANNING POLICY:-

- 4.1 The listed building consent application needs to be considered against the guidance in the NPPF in particular Section 12 – Conserving and enhancing the historic environment. This general guidance has been incorporated into the recently adopted Crawley Borough Local Plan 2015-2030.
- 4.2 Policy CH15 ‘Listed Buildings and Structures’ states:

To recognise the value of Listed Buildings (including Listed Structures) within Crawley, the council will ensure that any proposed works to them are consistent with the character, appearance and heritage value of any statutory Listed Building/Structure, in line with national legislation, policy and guidance.

Any changes must preserve or enhance the design and character of the Listed Building and have regard to its historic significance. A Heritage Impact Assessment is required to be submitted demonstrating how proposals will protect the value of the listed building, its setting, and its key features.

Listed Buildings should be retained and, therefore, the demolition, or part thereof, of a Listed Building will only be acceptable in exceptional circumstances, where:

- i. there are clearly defined reasons why the building cannot be retained in its original or a reasonably modified form; and*
- ii. a significant benefit that cannot have facilitated the retention of the building can be demonstrated.*

If demolition is seen to be acceptable, the council will require the building to have been recorded to Historic England Level 4 and submitted to the Historic Environment Record. Any development on the site of a demolished Listed Building must have regard to the original building.

PLANNING CONSIDERATIONS:-

- 5.1 Listed building consent is required for any works to demolish any part of a listed building or to alter or extend it in a way that affects its character as a building of special architectural or historic interest. As this proposal is a repair the proposal is not 'development' and it does not require planning permission and therefore the planning considerations are limited. When making a decision on a listed building consent application the Local Planning Authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (Section 16 and 66 of the Planning (Listed Building and Conservation Areas) Act 1990).
- 5.2 In this case the works proposed are repairs and as detailed are considered to preserve the design and character of the listed mill.
- 5.3 The Council's listed building advisor has commented that the proposal, which is a three phase repair of the porch and bridge, is considered sympathetic to the heritage asset and seeks to ensure minimal replacement of materials and where this is necessary this will be on a like for like basis. With regard to the temporary enabling structures such as the proposed brick pads, she has advised that it is important that these are removed once the final repair is completed and that the construction of the pads has no cementitious content. The details on the balustrade are also absent and noted to be determined later. To address these points of detail conditions are recommended.

CONCLUSIONS:-

- 6.1 It is considered that these repair works are sympathetic to the listed building and subject to ensuring the works are carried out in accordance with the details provided and additional details to be provided via condition, listed building consent should be granted.

RECOMMENDATION RE: CR/2016/0682/LBC

Grant Consent subject to the following conditions:

- 1 The works for which Listed Building Consent is hereby granted must be begun not later than the expiration of three years beginning with the date of this consent.
REASON: To comply with Section 18 of the Town & Country Planning (Listed Buildings & Conservation Areas) Act 1990.
- 2 The works hereby permitted shall be carried out strictly in accordance with the agreed plans listed on this Decision Notice and methodology describe in the Design and access statement varied by the conditions hereafter.
REASON: To control the works in details and to preserve the character of the building in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
- 3 No repair works shall take place until details of the specification of the mortar mix and methodology for the construction of the temporary brick pads have been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out in accordance with the agreed details.
REASON: To preserve the special character of the building for the future in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
- 4 No repair works shall take place until details of the fixing of the existing balustrade in the form of scaled 1:5 scaled drawings have been submitted to and agreed in writing by the Local Planning Authority. Details should include specification of mechanical fixing and all necessary making good to the existing surfaces. The works shall be carried out strictly in accordance with the agreed details.
REASON: To preserve the special character of the building for the future in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.



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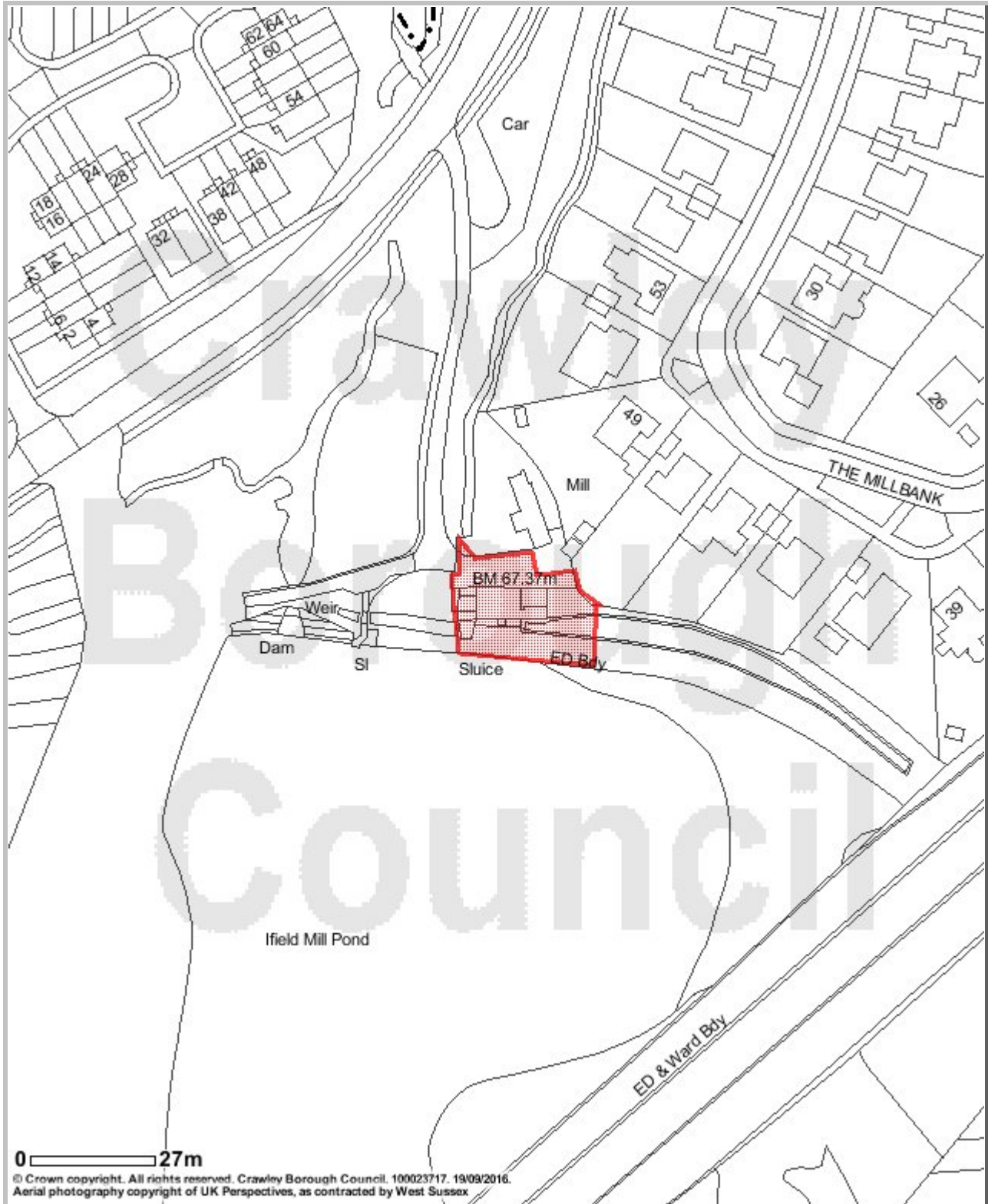
Tel: 01293 438000
Fax: 01293 438603

CR/2016/0682/LBC

Date 12 September 2016

Approx. Scale 1:1,250

**IFIELD WATER MILL, HYDE DRIVE, IFIELD,
CRAWLEY**



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REFERENCE NO: CR/2016/0735/RG3

LOCATION: [WORTH PARK, MILTON MOUNT AVENUE, POUND HILL, CRAWLEY](#)
PROPOSAL: INSTALLATION OF 3 NO. LIFE-SIZED OAK COW SCUPLTURES IN THE MEADOW AREA OF THE PARK

TARGET DECISION DATE: 18 October 2016

CASE OFFICER: Mr G. Kellett

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

CBC 001 - Location Plan, CBC 002 - Proposed Block Plan, CBC 003 - Existing Block Plan, CBC 004 - Proposed Layout, CBC 005 - Sculpture A, CBC 006 - Sculpture B, CBC 007 - Sculpture C

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|----------------------------------------|----------------------|
| 1. CBC - Property Division | No objection |
| 2. CBC - FP - Countryside & Open Space | No comments received |

SITE NOTICE:-

Site notice displayed on the 15 October 2016

RESPONSES RECEIVED:-

No comments received

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant

THE APPLICATION SITE:-

- 1.1 The application site relates to a grassed area (10 x 10 metres) within Worth Park which is designated as an historic park and garden in the local plan. The park covers eight hectares and consists of formal gardens, recreational parkland and a lake area, which is a site of nature conservation interest. The park is a "Victorian pleasure garden with landscaping, constructed by James Pulham and Son".

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for the installation of public art on a grassed area of Worth Park. The public art would comprise of 3no. Life-sized 'Cow' sculptures.
- Sculpture A (standing cow) would measure 1.8m (l) x 1.2m (h) x 0.7m (w).
 - Sculpture B (calf) would measure 1.4m (l) x 1.0m (h) x 0.6m (w).
 - Sculpture C (sitting cow) would measure 1.5m (l) x 0.9m (h) x 0.79m (w).

- 2.2 The oak sculptures would be funded by the lottery and made from 180 year old oak sourced from Petworth Estate as stated in the design and heritage statement supplied.

PLANNING HISTORY:-

- 3.1 There are no recent planning permissions on the site.

PLANNING POLICY:-

National Planning Policy Framework 2012:

- 4.1 Paragraph 14 (Presumption in favour of sustainable development). At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- 4.2 Paragraph 17 (Core planning principles). Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 4.3 Paragraph 56 (Requiring good design). The Government attaches great importance to the design of the built environment. Good design is a key aspect and should contribute positively to making places better for people.
- 4.4 Paragraph 131 (Conserving and enhancing the historic environment) sets out that it is desirable to sustain and enhance the significance of heritage assets and use them for viable uses consistent with their conservation value and that they make a positive contribution to local character and distinctiveness.

Crawley Borough Local Plan 2015-2030.

- 4.5 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. Contributions towards public art will be sought in accordance with council guidance.
- 4.6 Policy CH12 (Heritage Assets) states all development should ensure that Crawley's designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development.
- 4.7 Policy CH17 (Historic Parks and Garden) 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.

Supplementary Planning Guidance and Documents

- 4.8 Relevant SPD's includes the Urban Design SPD which has been through full consultation and proposed to be adopted on 5th October. It states public art can make a substantial contribution to the appearance of urban areas and the public realm. It can contribute to the creation of a sense of place and transform a previously anonymous space into a unique and memorable one. The Council is committed to promoting public art in the urban environment. A public Arts strategy has been adopted which looks at ways that public art can be introduced around the town.

PLANNING CONSIDERATIONS:-

- 5.1 The main determining considerations in this application is whether the proposal would have an acceptable impact on the historic character of the park.

Impact on the historic character of the park

- 5.2 It is considered that this proposal would make a positive contribution to the area and benefit the local community, by creating an interesting place to stop and view the installation. The art which would serve as a *“visual reminder of a period in the 19th century when herds of Jersey cows grazed at the site and were kept within the grassland and away from the formal gardens by the haha”* (to the south).
- 5.3 The proposal would be visible within the park and is considered would be appropriate to its park location in terms of character, scale, appearance and height. It is therefore not considered the art installation would cause a harmful impact to the historic character of the park or to the visual amenity of the surrounding area.

Other Matters

- 5.4 There are no highway issues or any neighbouring properties in close proximity that would be affected by the proposal. The installation would be regularly inspected and maintained by staff of Crawley Borough Council.

CONCLUSIONS:-

- 6.1 The proposal would therefore be in accordance with the aims and objectives of the National Planning Policy Framework and policies CH3 and CH17 in the Crawley Borough Local Plan and it is recommended permission be granted.

RECOMMENDATION RE: CR/2016/0735/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.
3. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policies CH3 of the Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

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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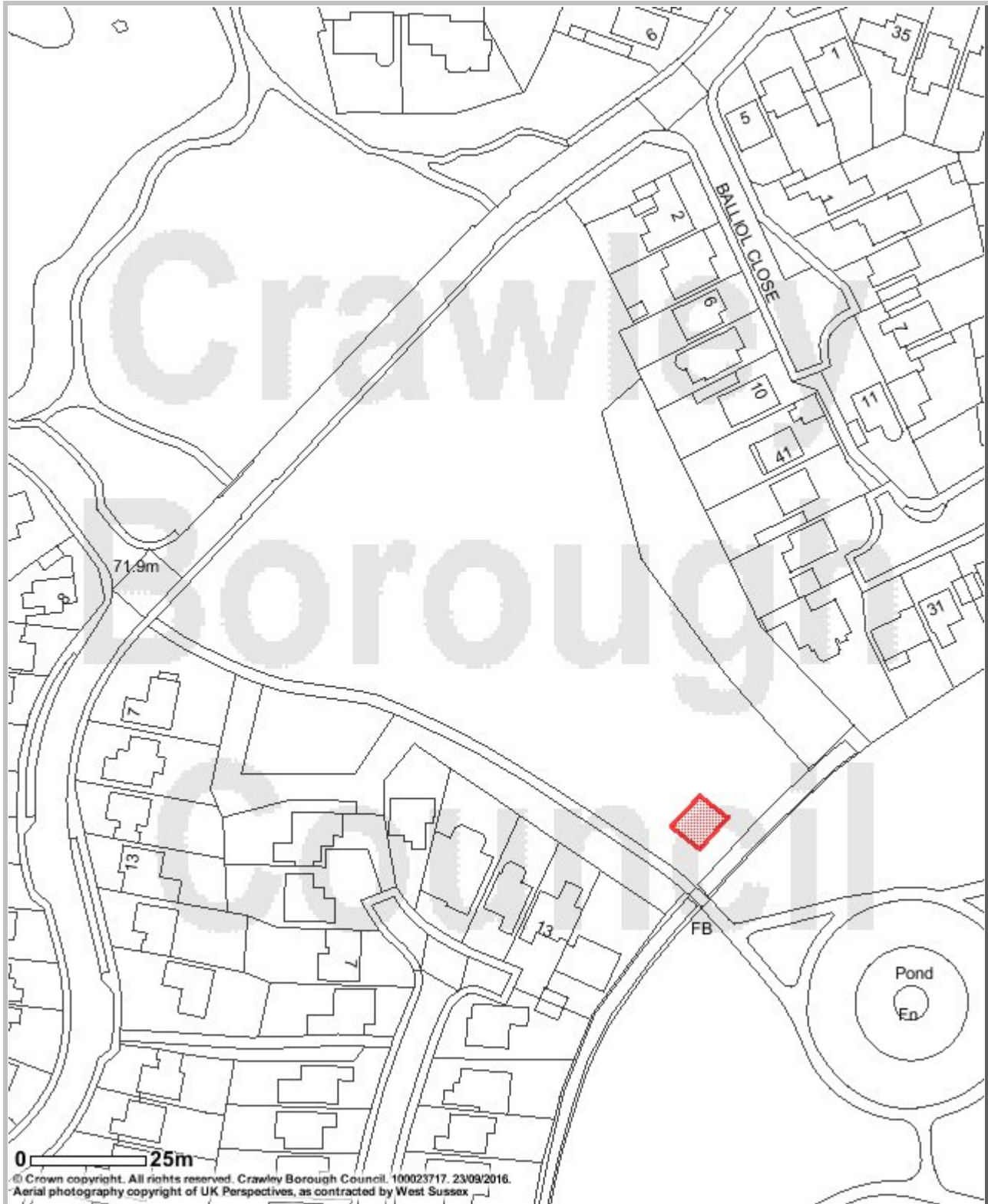
Tel: 01293 438000
Fax: 01293 438603

CR/2016/0735/RG3

Date 16 September 2016

Approx. Scale 1:1,250

**WORTH PARK, MILTON MOUNT AVENUE, POUND
HILL, CRAWLEY**



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