

Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room B**, Town Hall, Crawley, on **Tuesday 13 June 2017 at 7.30pm**

Nightline Telephone No. 07881 500 227



Head of Legal and Democratic Services

Membership:

Councillors I T Irvine (Chair), C Portal Castro (Vice Chair), N J Boxall, B J Burgess, D Crow, R S Fiveash, F Guidera, K L Jaggard, S J Joyce, T Rana, A C Skudder, P C Smith, M A Stone, J Tarrant and G Thomas

Please contact Heather Girling (Legal and Democratic Services Division) if you have any queries regarding this agenda.

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Emergency procedure for meetings will be circulated to Members and visitors attending this meeting. Please familiarise yourself with these procedures and the location of fire exits.

Business - Part A

1. Apologies for Absence

2. Lobbying Declarations

The Planning Code of Conduct requires Members who have been lobbied, received correspondence or been approached by an interested party with respect to any planning matter should declare this at the meeting which discusses the matter. Members should declare if they have been lobbied at this point in the agenda.

3. Members' Disclosures of Interest

In accordance with the Council's Code of Conduct, members of the Council are reminded that it is a requirement to declare interests where appropriate.

4. Minutes

To approve as a correct record the minutes of the meeting of the Committee held on 5 May 2017 (**Enclosure A**).

5. Planning Application CR/2016/1039/FUL: Crawley Dental Clinic, 158 Buckswood Drive, Gossops Green, Crawley

To consider report PES/235 (a) of the Head of Economic and Environmental Services (**Enclosure B**).

RECOMMENDATION to PERMIT

6. Planning Application CR/2017/0146/FUL: 1 Grace Road, Broadfield, Crawley

To consider report PES/235 (b) of the Head of Economic and Environmental Services (**Enclosure C**).

RECOMMENDATION to PERMIT

7. Planning Application CR/2017/0175/RG3: The Tree, 103 High Street, Northgate, Crawley

To consider report PES/235 (c) of the Head of Economic and Environmental Services (**Enclosure D**).

RECOMMENDATION to PERMIT

8. Planning Application CR/2017/0176/LBC: The Tree, 103 High Street, Northgate, Crawley

To consider report PES/235 (d) of the Head of Economic and Environmental Services (**Enclosure E**).

RECOMMENDATION to CONSENT

9. Planning Application CR/2017/0247/FUL: Part Ground Floor, Ifield House, Ifield Green, Ifield, Crawley

To consider report PES/235 (e) of the Head of Economic and Environmental Services (**Enclosure F**).

RECOMMENDATION to PERMIT

10. Planning Application CR/2017/0341/CON: Northgate Primary School, Green Lane, Northgate, Crawley

To consider report PES/235 (f) of the Head of Economic and Environmental Services (**Enclosure G**).

RECOMMENDATION to raise NO OBJECTION

11. Proposed Deed of Variation to Planning Applications CR/2014/0764/OUT and CR/2016/1020/FUL relating to the former Thales site (now numbers 2 to 7 Gatwick Road), Northgate, Crawley

To consider report PES/251 of the Head of Economic and Environmental Services (**Enclosure H**).

12. Section 106 Monies – Annual Report 2016/17

To consider report PES/249 of the Head of Economic and Environmental Services (**Enclosure I**).

13. Supplemental Agenda

Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.

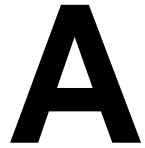
With reference to planning applications, PLEASE NOTE:

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Monday 12 June 2017 at 10.00am**. Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

This information is available in different formats and languages. If you or someone you know would like help with understanding this document please contact the Democratic Services Team on 01293 438549 or email: democratic.services@crawley.gov.uk

Crawley Borough Council



Minutes of Planning Committee 5 May 2017 at 6.30pm

Present:

Councillor I T Irvine (Chair)

Councillor C Portal Castro (Vice-Chair)

Councillors B J Burgess, D Crow, R S Fiveash, K L Jaggard, S J Joyce, P K Lamb, T Rana, A C Skudder, P C Smith, M A Stone and J Tarrant.

Officers Present:

Roger Brownings	Democratic Services Officer
Kevin Carr	Legal Services Manager
Valerie Cheesman	Principal Planning Officer
Marc Robinson	Principal Planning Officer
Clem Smith	Head of Economic and Environmental Services

Apology for Absence:

Councillor F Guidera.

77. Lobbying Declarations

No lobbying declarations were made.

78. Members' Disclosure of Interests

A disclosure of interest was made as follows:-

Member	Minute Number	Subject	Type and Nature of Disclosure
Councillor P C Smith	Minute 80	CR/2017/0078/FUL First Choice House, London Road, Northgate, Crawley.	Personal Interest - a Local Authority Director of the Manor Royal Business Improvement District and the Cabinet Member for Planning and Economic Development.

79. Minutes

The minutes of the meeting of the Committee held on [10 April 2017](#) were approved as a correct record and signed by the Chair.

In response to an issue raised by a Member regarding the recording of Councillors names in the 10 April minutes - with particular reference to Item 1 of minute no. 75, the Committee was advised that more consistency would be sought in future in the use, or not, of Councillors initials prior to their surname.

80. Planning Applications List

The Committee considered report [PES/234](#) of the Head of Economic and Environmental Services.

RESOLVED

That in respect of the applications specified below, details of which are more particularly set out in report [PES/234](#) of the Head of Economic and Environmental Services and in the Register of Planning Applications, the decisions be given as indicated:-

Item 001

CR/2017/0070/FUL

63 Tinsley Lane, Three Bridges, Crawley

Erection of single storey and two storey rear extensions (amended plans received).

Councillors Jaggard, Stone and Tarrant declared they had visited the site.

The Principal Planning Officer (Marc Robinson) provided a verbal summation of the application.

The Applicant, Mr Robert Wates, addressed the Committee in support of the application.

The Committee then considered the application. In response to issues raised, the Principal Planning Officer:

- Confirmed that 63 Tinsley Lane had been extended previously - as had a number of nearby properties, and in similar large expansive gardens. The extension, the subject of this application, was considered acceptable and not out of scale with the rest of the area.
- Advised that with the application being for a residential use, there was no change of use involved.

Permitted, subject to the conditions listed in report [PES/234](#)

Item 002

CR/2017/0072/FUL

Ezehaul Unit 3, The Drive, Three Bridges, Crawley

Erection of structure to rear service area for covered loading.

The Principal Planning Officer (Valerie Cheesman) provided a verbal summation of the application.

The Committee then considered the application. In response to an issue raised by a Member, the Principal Planning Officer confirmed that the application sought planning permission for a permanent structure.

Permitted, subject to the conditions listed in report [PES/234](#)

Item 003

CR/2017/0078/FUL

First Choice House, London Road, Northgate, Crawley

Conversion of ground floor associated storage into 12 flats

Councillors P C Smith and Stone declared they had visited the site.

The Principal Planning Officer (Marc Robinson) provided a verbal summation of the application.

The Committee then considered the application. Members felt that the proposal would provide a totally unsatisfactory living environment for future occupiers.

Refused for the reasons listed in report [PES/234](#)

Item 004

CR/2017/0228/FUL

Unit 3, land at Faraday Road, Northgate, Crawley

Erection of a sui-generis 24 hour operation flight simulation facility, ancillary mezzanine, car parking and access.

Councillors P C Smith and Stone declared they had visited the site.

The Principal Planning Officer (Valerie Cheesman) provided a verbal summation of the application. The Committee was advised that conditions had been updated, all as below (in italics):-

Condition 4 – Detailed Surface Water drainage design

The development shall be carried out strictly in accordance with the agreed information submitted to deal with the surface water drainage design as set out within the following plans/ documents:

- *E16-029-102 Rev T5 - External Levels Layout,*
- *E16-029-103 Rev T2 - Drainage Details Sheet 1 of 3,*
- *E16-029-104 Rev T2 - Drainage Details Sheet 2 of 3,*
- *E16-029-105 Rev T3 - Drainage Details Sheet 3 of 3,*
- *E16-029-101 Rev C2 - Foul & Surface Water Drainage Scheme*
- *Micro Drainage Calculations prepared by SDP Consulting Engineers (reference E16.029 – Faraday Road) - dated 13/4/2016 (received 18/04/2017)*

The works shall be implemented in accordance with the details set out in these documents unless written permission is given from the Local Planning Authority for any variation.

REASON: To safeguard the environment in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.

Condition 5 – Details of maintenance and management of SuDS scheme

The surface water drainage scheme constructed and implemented in accordance with condition 4 shall thereafter be maintained and managed in accordance with Drawing number E16-029-120 Rev T1 and the details set out in the SuDS Maintenance Plan document by SPD Consulting Reference E16.029 Rev P2 dated 13/04/17.

REASON: To ensure the long term maintenance of the drainage system, prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015- 2030.

Condition 6 – Land and floor levels

The land levels for the development which include the finished floor levels of the building and finished levels for the parking areas, landscaped areas and access shall be set out in accordance with drawing number E16-029-102 Rev T5 'External Levels layout'.

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.

Condition 10 – Access

The access to the development shall be designed, laid out and constructed in accordance with drawing numbers E16-029-110 Rev T4 – Section 278 Agreement Layout and E16-029-111 Rev T4 – Section 279 Agreement Details unless written permission is given by the Local Planning Authority for any variation.

REASON: To ensure the operational requirements of the site are met and in the interests of highway safety in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

Condition 12 – Bird Management Plan

Replace XXX with “ dated 24th April 2017 (Ref MA/512(CS))”

Condition 18 – BREEAM

Within three months of the occupation of the development, a post construction report shall be submitted to and agreed in writing by the Local Planning Authority verifying that the development has sought to achieve the minimum Energy and Water standards for BREEAM 'Excellent'.

REASON: In the interests of sustainable design and construction in accordance with Local Plan Policies ENV6 and ENV9.

Condition 19 – DEN

The development shall be implemented incorporating the duct work and its routing shown on drawing ME007 Rev T2 – Combined Services Future District Heating Layout Option 2 to enable the development to be connected to a District Energy Network.

REASON: In the interests of climate change mitigation and to enable the development to be connected to any future District Energy network in accordance with Local Plan Policy ENV7

The Principal Planning Officer also provided the following further updates to the report as follows:

That since the publication of the report,

- The Council's Environmental Health Department had indicated that it had no objections to the application.
- The Council's Economic Development Department had indicated its support for the application, whilst suggesting that the Applicant should sign-up to the Crawley Developer and Partner Charter.

The Committee then considered the application.

Permitted, subject to the completion of a S106 Agreement to secure Manor Royal contributions as set out in paragraphs 5.15 and 5.16 of report [PES/234](#), and the conditions listed in the report and as revised above.

81. Beryl MeCrow

The Chair took this opportunity to refer to the recent resignation of Beryl MeCrow as Ward Member for Pound Hill South and Worth, and who had been a valued Member of this Committee. In so doing, the Chair, on behalf of the Committee, took this opportunity to convey sincere best wishes to Beryl and thanked her for her contribution to the Committee's work.

82. Councillor Irvine, Chair

This was the last meeting of the Committee for this Municipal Year, and the Chair thanked all Members of the Committee and Officers for their help and assistance in contributing to the Committee's work during the year.

In response, the Committee thanked Councillor Irvine for his chairmanship of the Committee during that time.

83. Closure of Meeting

The meeting ended at 7.03 pm.

I T IRVINE
Chair

REFERENCE NO: CR/2016/1039/FUL

LOCATION: [CRAWLEY DENTAL CLINIC, 158 BUCKSWOOD DRIVE, GOSSOPS GREEN, CRAWLEY](#)
PROPOSAL: ERECTION OF SINGLE STOREY FRONT EXTENSION AND CHANGE OF USE OF PART RESIDENTIAL (C3) TO DENTAL CLINIC (D1) TO CREATE AN EXTRA SURGERY AND ENLARGED WAITING ROOM, AND CREATION OF SELF CONTAINED FIRST FLOOR FLAT ABOVE. (AMENDED DESCRIPTION, PLANS AND DESIGN & ACCESS STATEMENT RECEIVED)

TARGET DECISION DATE: 14 March 2017

CASE OFFICER: Ms K. Ingram

APPLICANTS NAME: Mr M Botha

AGENTS NAME: Carl Moore

PLANS & DRAWINGS CONSIDERED:

CBC 0001 - Location Plan at a scale of 1:1250, OS-179-07 received 19/04/2017 - Existing Floor & Elevation Plans, OS-179-08 received 19/04/17 - Proposed Floor & Elevation Plans, CBC 0002 Rev B - Block Plan

CONSULTEE(S) NOTIFICATIONS & RESPONSES:-

- | | |
|-------------------------------|------------------------------------|
| 1. WSCC – Highways | No objection subject to conditions |
| 2. CBC - Environmental Health | No objection |

NEIGHBOUR NOTIFICATIONS:-

Initial consultations:

34, 35 and 36 Rosedale Close;
153, 156 and 160 Buckswood Drive.

The application was amended and consultation letters sent to:

34, 35 and 36 Rosedale Close;
150, 151, 152, 153, 154, 156, 160, 164 and 168 Buckswood Drive.

RESPONSES RECEIVED:-

The initial application generated 10 responses from 8 different addresses objecting on the following grounds:

- impact on neighbouring amenity by way of bringing the surgery rooms closer to the adjoining dwellings.
- the scale of the rear extension and side roof would be inappropriate given scale of surrounding built form.
- the expansion will exacerbate existing problems caused by patients frequently blocking surrounding driveways.
- the dentist is already relatively large for a residential area and the extension could potentially create another two surgeries.

The re-consultation on the amended plans generated 5 objections from 4 addresses. Most letters stated that previous comments regarding inconsiderate on-street parking apply to the revised scheme, and the following additional comments have been made:

Highways and parking

- The expansion will exacerbate daily problems of patients and delivery vehicles blocking nearby residents' driveways which is inconvenient and has led to incidents of verbal abuse and vandalism.
- On street parking causing highway safety risks and worry as residents cannot see vehicles and pedestrians, often school children from the local secondary school, when pulling out. This gets worse during school pick up and drop off times.
- White lines should be painted across driveways to prevent more cases of inconsiderate parking
- 5 spaces on the site will not work, it will block in 2 vehicles.

Expansion in a residential area

- The number of clients in the Design and Access Statement does not take into account the overlap of patients waiting.
- Is a dental practice of this size reasonable in a residential area?
- The proposed room for use as Oral Health/Recovery room could easily be converted into another surgery
- This dentist over the past 25 years has changed from 1 dentist, to a clinic with 4 surgeries operating a full day on Saturday.
- There are no other dental surgeries in Crawley of this size.

Impact on neighbouring amenity

- The compressor should remain in its current location with the door always closed.
- How will the patients reach the new clinic entrance?
- The office use in the existing conservatory will have a detrimental impact on neighbouring amenity by way of day to day office noise especially in the summer.

REASON FOR REPORTING TO COMMITTEE:-

The application received more than 4 neighbour objections.

THE APPLICATION SITE:-

- 1.1 The application site is located on the western side of Buckswood Drive and is occupied by a detached chalet style building which has an appearance of a dwelling house. It accommodates a dental practice at ground floor together with a separate residential unit on the ground and first floor. The two uses share the private rear amenity area.
- 1.2 The practice has an internal floor area of 80sqm and comprises 4 surgeries, a reception area and ancillary rooms. The dwelling house has a separate entrance, with living areas on ground floor and 3 bedrooms and a study on first floor.
- 1.3 The site is in an established residential area surrounded by similar looking two storey chalet dwellings. The street scene is characterised with open front amenity areas. The site is located 140m north of Holy Trinity C of E Secondary School.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application is seeking to expand the clinic and to obtain permission for the following:
 - Erection of a single storey front/side extension measuring 4.8m in length x 2.9m in width x 2.6m to the eaves x 3.6m to the ridge height to accommodate a fifth practice room which will be an 'Oral Health Education / Recovery room'.
 - Internal reconfiguration, new entrance door and a change of use of the ground floor residential component (40sqm) into a dental practice use to provide for larger communal and office areas and waiting room

- A two bedroom flat (C3) will be created on the first floor, accessed by a new front entrance door and existing stairs
 - The existing decontamination room and flat roof above will be partially reconstructed to repair structural damp.
- 2.2 Operating hours proposed are 08:00 – 18:00 Monday, Tuesday & Thursday, 08:00 – 19:30 Wednesday and 08:00 – 17:00 Saturday.
- 2.3 The Design and Access statement states that there are currently 4 patients, 4 dentists and 4 dental assistants in treatment and 3 office staff in the practice at any one time plus waiting patients. The expansion will result in 1 additional dental health practitioner and 1 additional patient (and family) on site at any one time in treatment.
- 2.4 The original proposal comprised the retention of the ground floor residential quarters and a rear extension to the dental practice of 4.5m wide x 9.2m deep and a pitched roof on the existing northern side extension. This was considered out of keeping with the scale of the existing and surrounding buildings.

PLANNING HISTORY:-

- 3.1 CR/173/1961– Amended layout plan and revised details of house types 305, 319, 319A in respect of the proposed erection of 79 dwelling houses and garages with vehicular access land on both sides of Buckswood Drive and adjacent to Crawley By-pass - APPROVED
- 3.2 CR/532/1961- Proposed amendment to original layout and house types to provide for the erection of 83 dwelling houses and garages with combined vehicular and pedestrian access land on both side of Buckswood Drive and adjacent to Crawley By-pass - APPROVED
- 3.3 CR/380/1973 - Use of garage as recovery and staff room, erection of car port and x-ray room - REFUSED
- 3.4 CR/579/1973 - Use of garage as a recovery room and staff room, and erection of a car port and x-ray room in connection with existing dental use –APPROVED - Implemented (existing side and rear extension)
- 3.5 CR/1997/0085/FUL - Resurfacing of existing drive and provision of additional car parking and crossover. Construction of new driveway and crossover – APPROVED - Implemented
- 3.6 CR/1997/0086/ADV - Display of one externally illuminated entrance sign and one non-illuminated hours of opening sign – APPROVED – Implemented
- 3.7 CR/1999/0547/FUL - Erection of single storey rear and front extensions for larger waiting area and additional treatment room and installation of pitched roof - Withdrawn

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.
 - Paragraph 36 – Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 4.2 Crawley Borough Local Plan (2015-2030)

- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs. Paragraph 6.20 of the supporting text states that empty housing should be brought back into residential use. Proposals for residential development should generally be approved where there is an identified need for additional housing provided there are no reasons why the development would be inappropriate.
- Policy CH1 (Presumption in Favour of Sustainable Development). The council will work proactively in partnership with applicants, stakeholders and other partners to jointly find solutions which mean that development can be approved wherever possible, whilst securing development that improves the economic, social and environmental conditions of Crawley
- Policy CH2 (Principles of Good Urban Design). New development proposals will be required to respond to and reinforce locally distinctive patterns of development and landscape character.
- Policy CH3 (Normal Requirements of All New Development). 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, for example by way of overlooking, dominance or overshadowing, traffic generation and general activity, and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH5 (Standards for All New Dwellings (including conversions)). All new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. The Nationally Described Space Standards will apply.
- Policy ENV6 (Sustainable Design and Construction). All development, including the alteration and extension of existing buildings, should consider how it may achieve the following sustainability objectives in relation to carbon:
 - Take an active approach to reducing its need to consume energy
 - Utilise renewable and low carbon energy technologies where appropriate
 - Look at ways to improve the existing building when adding improvements or extensions
 - Minimise the amount of carbon emitted throughout the implementation and construction process
- Policy ENV9 (Tackling Water Stress). For non-residential development, where technically feasible and viable, development should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits
- Policy ENV10 (Pollution Management and Land Contamination). Development including extensions and intensification of existing uses, will be permitted where the proposed use:
- Policy ENV11 (Development and Noise). Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses will not be exposed to noise impact that will adversely affect existing and future users.
- Policy IN1 (Infrastructure Provision) Development will be permitted where it is supported by the necessary infrastructure both on and off site
- Policy IN4 (Car and Cycle Parking Standards)

4.3 Urban Design Supplementary Planning Document

The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It contains guidelines on the standards the Council expects for the design of extensions. Relevant provisions comprise:

- *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 character of the neighbourhood (3.5)*
- *A matching roof pitch is likely to be more suitable (3.12)*
- *Front extensions should be subservient to the rest of the house and should not extend across the whole width of the property (3.15)*
- *A 1 or 2 occupant dwelling should provide for 45m² of external amenity space (3.51)*
- *Non-residential development should address the street and public realm in a considerate manner (3.62)*

PLANNING CONSIDERATIONS:-

5.1 The issues to be considered are:

- Use of the building
- Design and impact on visual amenities, the streetscene and the wider area

- Highways and Parking
- Impact on neighbouring amenity
- Amenity of existing and future occupants of the residential dwelling
- Other

Use of the building

- 5.2 The original planning approvals for the street layout do not indicate that the building was originally granted consent as a dentist. There is no explicit approval for a change of use to a dental practice on file. However, the planning history does show that the use has been in place and likely to have been continuous since at least 1973. Both the existing surgery and residential elements are considered to be lawful uses of the building.

Design and impact on visual amenities, the streetscene and the wider area

- 5.3 The application proposes to demolish the front/side carport which currently houses a ramp access to the practice entrance and erect a single storey side/front extension in its place flush with the front eastern and northern side elevations with a false front pitched roof. The roof would match the pitch of the main roof, match the height of the garage on the adjacent property to the north to which the extension would adjoin and would match the eaves height of a canopy on the front elevation of the building. Detailing and materials would match also match existing. It is considered this extension is of a modest size and is in keeping with the design and character of the property.
- 5.4 A new entrance door is proposed in the front elevation of the building to serve the flat, replacing an existing side door which currently serves the staff room. The new entrance door while centrally located on the building is not considered to detract from the character and appearance of the property, and is considered visually acceptable.
- 5.5 While no physical alteration to the building is needed, the main entrance to the dental practice would be relocated from the northern side of the property to the southern side (both on the front eastern elevation). It is not considered this alteration would materially alter the setting or character of the building although a new footpath to the entrance is now proposed to serve the entrance. This new footpath would reduce the amount of grassed front garden area but it is proposed to retain an area of grass and therefore it is considered that the open plan and landscaped character of the area would be retained.
- 5.6 As such, the application would have an acceptable impact on the visual amenities of the site and the streetscene and comply with Policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.

Highways and Parking

- 5.7 WSCC (Highways) have stated that they “do not anticipate that additional on street parking will be to an unacceptable degree, or that it could occur in locations that would be a detriment to highway safety” given that vehicle speeds are not anticipated to be in excess of the limit and a light volume of traffic is expected on the road. A ‘severe’ impact on the safe operation of the local road network therefore is not anticipated.
- 5.8 WSCC have recommended that the applicant apply to them for the painting of an Access Protection Line (APL) extending across the dropped kerb of the site, which would keep the access point to the application site clear. WSCC comment that leaving vehicles in a dangerous position and obstructing free passage on a highway are offences under The Road Traffic Act and Highways Act and enforceable by Sussex Police. (These are not planning matters).
- 5.9 The application site has a front hardstanding which accommodates 3 vehicles. 1 space would be allocated to the first floor flat should any approval be issued on this application. The majority of patients and staff park on Buckswood Drive. The application will result in what is likely to be an additional two patient vehicles coming and going to the practice potentially parking on Buckswood Drive. Given the amount of available parking along the street this increase in on-street parking from the use is not considered harmful to warrant a refusal. It is accepted that at school pick up and drop

off times parking demand increases along Buckswood Drive. This is a common issue in urban areas though and is outside the applicant's control.

- 5.10 Planning officers have considered requesting an increase in the hardstanding in the front garden of the property to increase the off street parking capacity but, even with landscaping, it considered that this approach would have an unacceptable impact on the visual amenities of the streetscene, undermining the established residential and open character of Buckswood Drive and therefore the proposals as submitted are acceptable.
- 5.11 Given the advice from WSCC (Highways), the application complies with Policy IN1 of the Crawley Borough Local Plan 2015-2030 and the relevant provisions of the NPPF (2012) and it is not considered that a refusal on parking grounds could be sustained.

Impact on neighbouring amenity

- 5.12 Residents have raised concerns about operation of a dental practice with 4 surgeries and an additional 'oral health room' within an established residential area, the scale of the use and the potential for this new space to be converted into a fifth surgery. The Design and Access Statement states that the Oral Health Education Room will be used to provide a programme of oral health education in line with NHS dental contract requirements, or as a recovery room for minor oral surgery patients.
- 5.13 It is considered that the ground floor extension and the change of use to accommodate an additional 53 sqm (approx.) of practice space would not have a detrimental impact on neighbouring amenity by way of an increase in internal noise and activity. The application will result in 1 additional member of staff and 1 additional patient in surgery at any one time. It is considered that the resultant increase in activity to and from the practice will not be very different from existing and would be acceptable. Officers do consider it expedient to limit the hours of opening for the dental practice given the scale of the use and its location in a residential area as surrounding residents should expect a quieter environment at weekends, evenings and public holidays and thus is recommended to limit opening hours on Saturdays to 8.00am – 1.00pm and closed on Sundays and public holidays.
- 5.14 It is considered that, as is currently experienced, the greatest impact will be the slight increase in the level of activity generated by comings and goings of patients. A site visit by planning officers during a normal weekday afternoon showed that between 7-10 cars are parked outside the practice and adjoining properties to the north and south (nos. 154-168) with two cars arriving and leaving at 10 to 15 minute intervals. This accounts for an overlap of waiting patients and some staff. This level of activity is considered acceptable. The dwellings are set back 12-15 metres from the highway and as there is generally a low level of on- street resident and visitor parking on Buckswood Drive due to the generous size of the plots, cars are able to easily park.
- 5.15 The proposed side extension would be constructed against the northern side boundary with no. 156 Buckswood Drive. It would be built against an existing brick built garage on that property and would be the same height. It is not considered this structure would be overbearing or have any detrimental impact on the amenities of this neighbouring property.
- 5.16 In conclusion, it is considered that the application would have an acceptable impact on neighbouring amenity and would comply with Policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.

Amenity of existing and future occupants of flat

- 5.17 The proposed dwelling would have an internal floor area of 76 sqm. The proposed double bedrooms and storage space exceed the requirements in the Standards for all New Dwellings as set out in Policy CH5. In addition there is a large rear garden and access to this space for the flat is to be controlled via condition.
- 5.18 Residents of the dwelling would be unlikely to suffer significant disturbance from the operation of the surgery and, in any case, a similar relationship exists at present.

- 5.19 A condition is recommended on any approval issued to allocate an on-site parking space, a refuse storage area and cycle provision for the residential flat. Plans should also demonstrate amenity space provision for the dwelling.
- 5.20 As such the application would comply with Policy CH3 and CH5 of the Crawley Borough Local Plan 2015-2030 and the relevant provisions of the Urban Design SPD.

Other

- 5.21 The application does not propose to change the existing arrangement of housing the dental compressor in the rear shed. CBC Environmental Health were consulted on the application and have no concern in this regard

CONCLUSIONS:-

- 6.1 It is considered that the additional surgery and a change of use of the residential element of the ground floor of the building to the dental practice would not have a demonstrably harmful impact on neighbouring amenity by way of noise and activity within the building or the in the wider area. The impact of the proposal on the highway has been considered and the proposal is not considered detrimental to highway safety. The external alterations would have an acceptable visual impact on the site and the wider area. The amenity of the occupants of the flat will be secured by the imposition of certain conditions and an appropriate living space would be provided in line with adopted standards.
- 6.2 The application complies with Policies H1, CH2, CH3, CH5 and IN1 of the Crawley Borough Local Plan 2015-2030, the relevant provisions of the Urban Design Supplementary Planning Document and of the NPPF (2012), and permission is recommended subject to the following conditions as set out below.

RECOMMENDATION RE: CR/2016/1039/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(s)) of the extension hereby permitted shall match in colour and texture those of the existing building(s).
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
- 4 The premises shall only be open to the public between the hours of :
0800 – 18:00 Monday, Tuesday, Thursday & Friday
0800 – 19:30 Wednesdays
0800 – 13:00 on Saturdays and at no other times.
The premises shall not be open on Sundays or Bank Holidays.
REASON: To ensure the level of activity at the site does not harm the amenities of nearby occupiers in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
- 5 The new waiting room and office shall not be brought into use until the flat conversion has been completed and the dwelling made available for use.
REASON: To accord with policy H1 and to ensure there are no loss of dwellings as a result of the development.

6 The flat conversion shall not be occupied until provision is made for an allocated parking space, refuse / cycle provision and amenity space provision for the dwelling have been provided in accordance with plans and details to be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented and thereafter maintained in accordance with the agreed details.

REASON: To ensure that the operational requirements for the dwelling are met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

7 The waiting room and office shall not be brought into use until details of the refuse provision and servicing arrangements for the dental practice are submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented and thereafter maintained in accordance with the agreed details.

REASON: to ensure that the operational requirements for the dental practice are met in accordance with policy CH3 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:

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

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



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

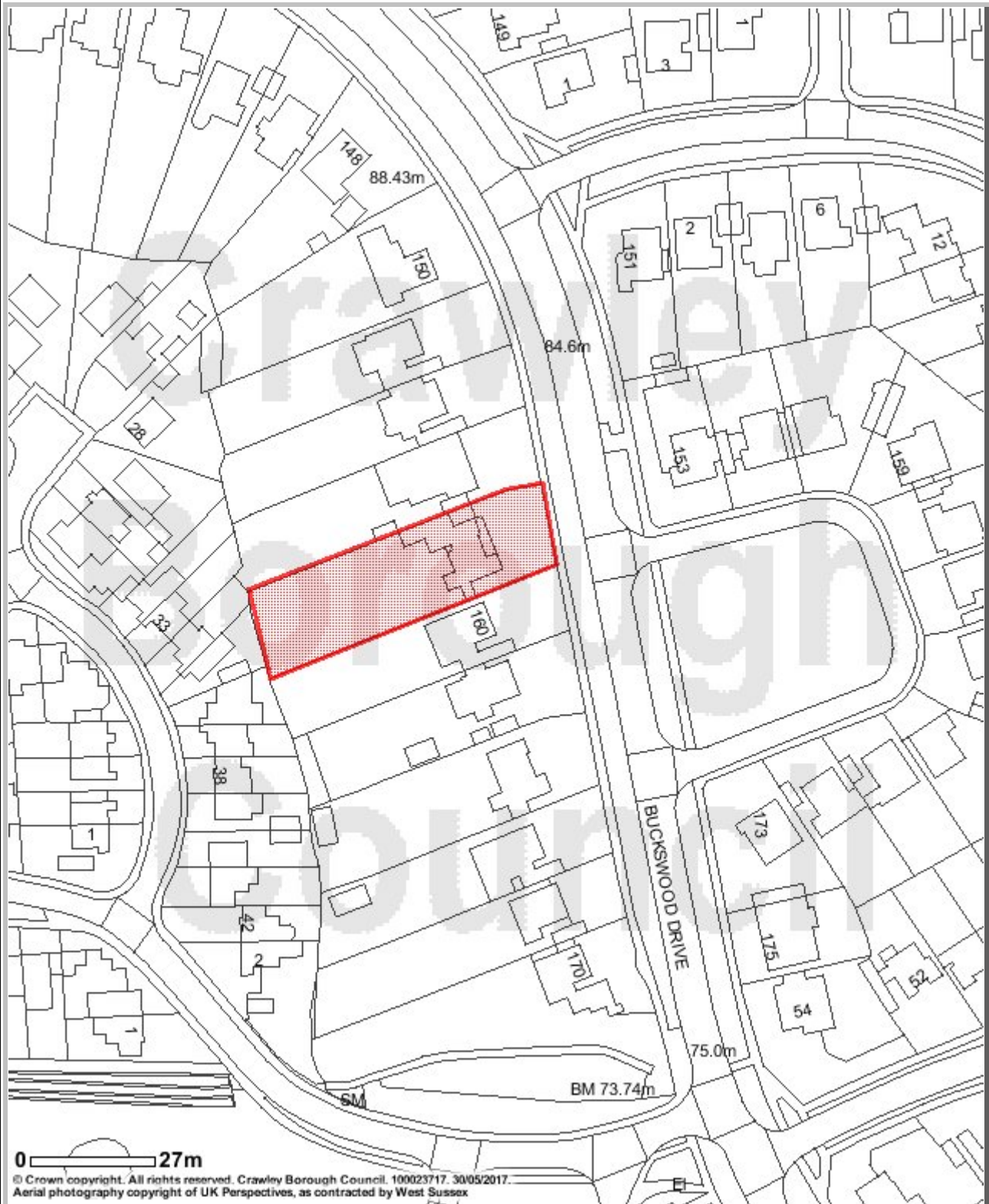
Tel: 01293 438000
Fax: 01293 438603

CR/2016/1039/FUL

Date 30 May 2017

Approx. Scale 1:1,250

CRAWLEY DENTAL CLINIC, 158 BUCKSWOOD DRIVE, GOSSOPS GREEN, CRAWLEY



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REFERENCE NO: CR/2017/0146/FUL

LOCATION: [1 GRACE ROAD, BROADFIELD, CRAWLEY](#)

PROPOSAL: ALTERATION OF EXISTING HIPS, REMOVAL OF REAR DORMER AND INSTALLATION OF REAR ROOF VELUX WINDOWS TO FACILITATE ROOMS IN THE ROOF SPACE (AMENDED DESCRIPTION & PLANS RECEIVED)

TARGET DECISION DATE: 12 May 2017

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Mrs Siyar

AGENTS NAME: Mr A Martin

PLANS & DRAWINGS CONSIDERED:

CBC 0001 - Site Location Plan, CBC 0002 - Block Plan, CBC 0003 - Existing Elevations, Floor & Roof Plans, CBC 0004 RevA - Proposed Front & Rear Elevations, Floor & Roof Plans, CBC 0005 (Amended) - Proposed Side Elevation, CBC 0006 (Amended) - Proposed Side Elevation

CONSULTEE NOTIFICATIONS & RESPONSES:-

None.

NEIGHBOUR NOTIFICATIONS:-

2 to 10 (even nos) Edrich Road, Broadfield;
1 Edrich Road, Broadfield;
3 Grace Road, Broadfield;
18 Hobbs Road, Broadfield.

RESPONSES RECEIVED:-

Five representations have been received from nearby occupiers raising objections to the proposal on the following grounds:

- The roof would be much higher than the neighbouring properties and thus would not be in keeping with the other properties in the road and would change the character and design of the property.
- The roof and roof profile should be reinstated to those dimensions as the original plans to retain a uniform appearance within the streetscene and the only difference that should be approved is the addition of the 3 Velux windows.
- The plans still show dormer windows which is not acceptable and any form of windows in the rear pitch roof is completely unacceptable.
(It should be noted that the proposed plans do not show any dormer windows).

Some concerns were also raised for possible new owners to this property and the use of the chimney that do not constitute planning matters.

Re-consultation of the above-mentioned neighbours regarding the amended plans: 03/05/2017 for 14 days with expiry date: 17/05/2017.

Two letters have been received stating that providing the hips would be as the original, then they do not have any objection to the installation of the 3 Velux windows since they do not impact on the design and character of the streetscene.

One letter of objection has been received stating that the new plans and the fitting of rear facing roof Velux windows would allow the occupants of 1 Grace Road to overlook the immediate properties.□

REASON FOR REPORTING TO COMMITTEE:-

The number of objections received to a recommendation to permit.

THE APPLICATION SITE:-

- 1.1 The application site relates to a two storey detached dwelling on the east side of Grace Road at the junction with Hobbs Road within the neighbourhood of Broadfield. The site is below road level with parking to the front for two vehicles and Grace Road is a cul-de-sac.
- 1.2 The property itself is brick built with a tiled roof. It currently has an unauthorised rear dormer and alterations to its original half-hipped roof. The planning history shows that, following an enforcement notice, a retrospective application for these alterations was refused and dismissed at appeal.
- 1.3 The dwelling occupies a prominent elevated position. The site slopes down to the rear, which results in the dwellings in Edrich Road being significantly lower than the applicant's dwelling. The existing and adjacent dwellings are uniform in design and appearance with half-hipped roofs and dormer windows inset into the front roofslope. The dormer windows in the front roofslope typically feature hipped roofs over, reflecting the half-hipped main roofs.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the removal of the unauthorised rear dormer, alteration of the existing half-hips and installation of three rear roof Velux windows.
- 2.2 The proposal has been amended, since the application was submitted, by altering the roof design to reinstate its original half-hipped roof.
- 2.3 Following the removal of the rear dormer, three Velux windows are proposed to be inserted flush to the rear roofslope.

PLANNING HISTORY:-

- 3.1 The house was erected in accordance with planning permission reference CR/721/1989. Condition 12 attached to this permission states: "*Notwithstanding the provisions of the Town & Country Planning General Development Order 1988 (and subsequent amendments to it) the dwellings hereby permitted shall not be enlarged in any manner without the prior written consent of the Local Planning Authority*".
- 3.2 In 2014 a retrospective application for a '*loft conversion incorporating rear dormer & front Velux windows and alteration of roof shape*' was submitted under ref: CR/2014/0708/FUL and refused on 27/05/2015. During the course of the consideration of this application, the Council on 26/05/2015 issued an enforcement notice under reference: ENF/2014/0244 that stated: '*Within six months of the date on which this notice takes effect: Remove the rear dormer extension in its entirety and restore the roof to its former shape and finish*'.

- 3.3 The applicant appealed the refusal and the Enforcement Notice, which were considered together. In May 2016, the Planning Inspector dismissed the CR/2014/0708/FUL application on the grounds of the effect of the proposal on the character and appearance of the host property and the wider area, and the living conditions of the occupiers of Nos.2 and 4 Edrich Road, specifically in relation to privacy. The Planning Inspector also upheld the enforcement notice. The enforcement notice is therefore in force and the dormer should have been removed by November 2016.
- 3.4 In January 2016, an application for removal of Condition 12 (permitted development rights) pursuant to permission CR/721/89, was refused (ref: CR/2015/0829/NCC). This application was allowed at appeal by the Planning Inspector on 06/09/2016 subject to the other conditions imposed therein as detailed below:

'2) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls as defined within Class A of Part 2 of Schedule 2 of the order shall be erected within the curtilage of any dwellinghouse hereby permitted forward of any wall of that dwellinghouse which fronts onto a road.

3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no buildings, structures, alterations, installations or operations, as defined within classes A – D inclusive of Part 1 of Schedule 2 of the order, shall be carried out to any of the dwellings hereby permitted.'

PLANNING POLICY:-

National Planning Policy Framework (2012) (NPPF)

- 4.1 The NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:
- 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.
 - 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.
 - 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 positively to making places better for people.

Crawley Borough Local Plan (2015-2030) (adopted December 2015)

- 4.2 The relevant policies include:
- 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 in order to assist in the creation, retention or enhancement of successful places.
 - Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate "Secure by Design" principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.

Urban Design Supplementary Planning Document (adopted October 2016)

4.3 The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It contains guidelines on the standards the Council expects for the public design and the design of householder extensions and alterations. In particular, it states that:

- *‘Small alterations to the exterior of a building can have a big impact on neighbours’ amenity, on the immediate street scene or even on the surrounding area. Therefore, it is of great importance that the design of the alterations is well considered and is of good quality.’*
- *‘Important aspects of the design include: the scale of the alterations; the materials proposed; and the impact on the local community and the public realm. Extensions and alterations should achieve good quality in design terms and should maintain privacy and daylight to neighbouring dwellings.’*
- *‘An extension/alteration 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. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area’.*
- *‘Development should incorporate materials and colours that match the existing dwelling’.*
- *‘Dormer windows will only be permitted where they can be inserted without damaging the character and appearance of the dwelling and the wider area:*
 - *Dormers are best kept to the rear of the property and are not normally acceptable to the front.*
 - *A dormer window should be kept well below the ridge line, smaller than the overall width of the roof and away from the edges. It is recommended that a dormer window be centred on the window lines below and that the dormer take up no more than half the width of the dwelling.**However, this will be assessed in relation to the local context.’*

PLANNING CONSIDERATIONS:-

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

- The design & appearance of the proposal and its impact on the dwelling, street scene & wider area
- The impact on neighbouring properties and amenities

The design & appearance of the proposal and its impact on the dwelling, street scene & wider area

5.2 The proposal as amended would involve the alteration of the roof design to its original hipped-roof and the reinstatement of the original half hips. The streetscene is characterised by houses of similar design and appearance with half-hipped roofs and front small dormer windows. These houses were recognised by the previous Planning Inspector as forming ‘*a cohesive and distinctive entity that makes an important contribution to the wider character and appearance of the area*’. The proposed alteration to the roof design, given that it would reinstate the original half-hipped roof, is considered to contribute to this distinctive design and would sympathetically relate to the existing dwelling and the streetscene.

5.3 The proposed rear Velux windows would be below the existing roof ridge and would be flush to the rear roofslope. They are considered visually acceptable in the street scene and are considered a relatively minor addition to the property.

5.4 To conclude, the proposed development as amended would reinstate the original distinctive design of the property and would satisfactorily integrate within the character of the existing property. It would not be harmful to the streetscene and would comply with the Enforcement Notice. It would therefore be in accordance with the Local Plan Policies, the guidance in the Urban Design SPD and the relevant paragraphs of the NPPF.

The impact on neighbouring properties and amenities

- 5.5 The proposed Velux windows would be flush to the rear roofslope and would be 1.3 metres above floor level. The application site, due to rising ground level, is at a higher level than Nos.2 and 4 Edrich Road. The maximum cumulative separation distance between the rear Velux windows and the windows in the rear elevation of No.2 & 4 Edrich Road is some 22 metres and as such it is considered that the proposal could cause some overlooking. It is however acknowledged that the existing first floor rear windows are closer than the proposed Velux windows and have some direct views to the rear neighbouring properties. The previous Inspector stated that the unauthorised dormer windows offered clearer views to these neighbouring properties than the existing first floor windows. However, given the angled position of the Velux windows and that they would be flush to the roofslope, it is considered that the overall impact on neighbouring amenities in terms of overlooking is not significant enough to warrant a refusal.
- 5.6 Due to the nature of the proposal and the separation distance from the neighbouring properties to the front and side, there is not considered to be any impact in terms of overlooking, loss of privacy or light.
- 5.7 To conclude, the proposed development would not have any significant detrimental impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the Local Plan Policies, the Urban Design SPD and the NPPF.

CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the scale and design of the amended proposal is acceptable, would help to reinstate the positive character and appearance of the dwelling and the street scene and would not have any significant detrimental impact on the amenities enjoyed by the occupants of neighbouring properties. The proposed development as amended is considered to accord with the policies outlined in the NPPF (2012), the Crawley Borough Local Plan (2015-2030) and the Urban Design SPD (2016), and it is recommended to grant permission for this application subject to conditions.

RECOMMENDATION RE: CR/2017/0146/FUL

PERMIT - Subject to the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 1 year 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 roofs of the development hereby permitted shall match in colour and texture those of the existing dwelling.
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

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:
 - Liaising with 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 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.



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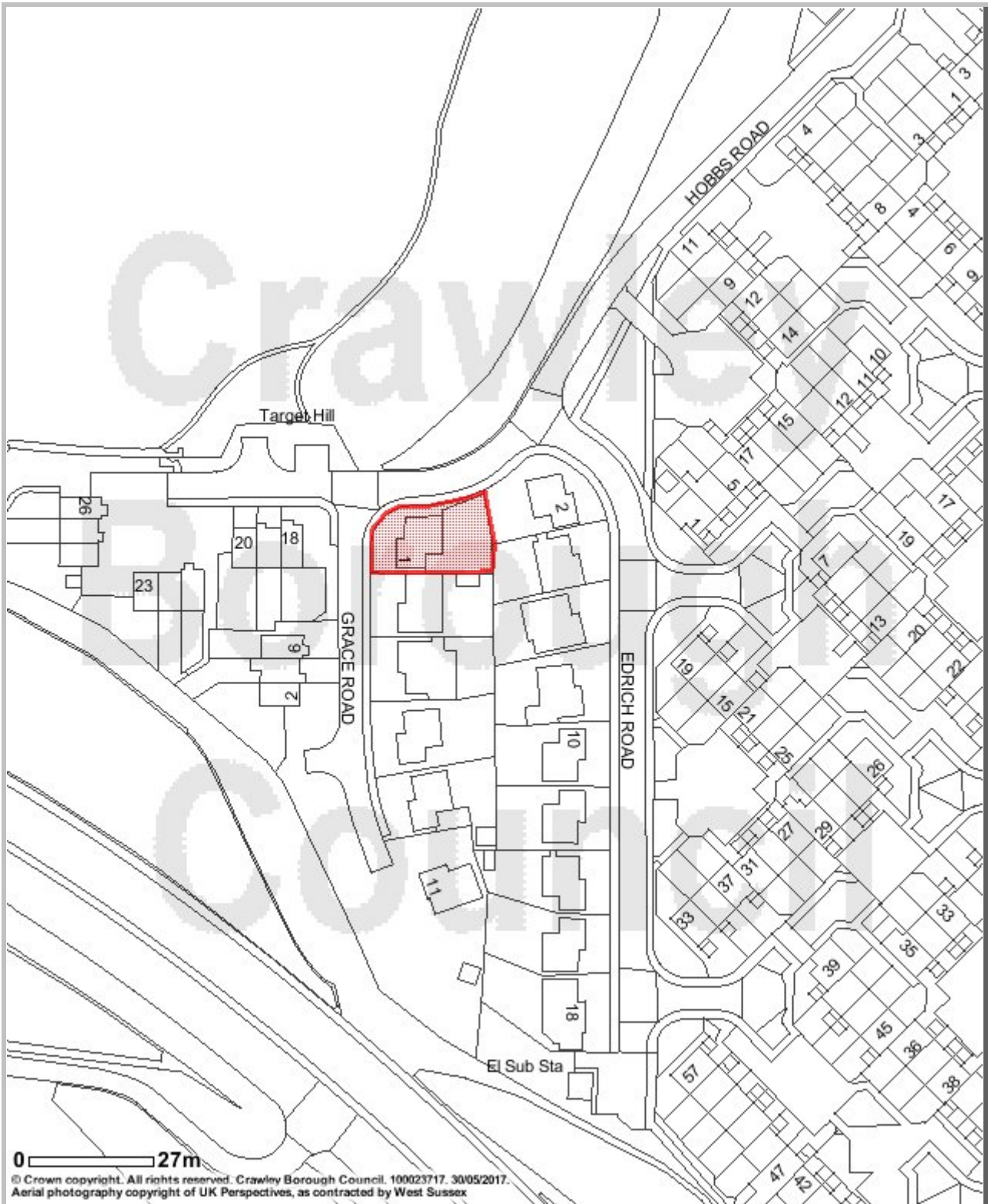
Tel: 01293 438000
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CR/2017/0146/FUL

Date 26 May 2017

Approx. Scale 1:1,250

1 GRACE ROAD, BROADFIELD, CRAWLEY



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REFERENCE NO: CR/2017/0175/RG3

LOCATION: [THE TREE, 103 HIGH STREET, NORTHGATE, CRAWLEY](#)

PROPOSAL: REVISIONS TO APPROVED PLANNING PERMISSION (CR/20013/0455/RG3) AND LISTED BUILDING CONSENT (CR/2016/0703/LBC) FOR CHANGE OF USE TO A MUSEUM AND ASSOCIATED ALTERATION AND EXTENSION WORKS. THE CHANGES TO THE APPROVED PERMISSION AND CONSENT INCLUDE: DEMOLITION OF A CHIMNEY STACK, REBUILDING EXPOSED WALLING, MINOR CHANGES TO INTERNAL LAYOUT AND THE DETAILING OF THE FACADE/SCREEN TO THE GLAZED LINK EXTENSION.

TARGET DECISION DATE: 21 April 2017

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: Oxley Conservation Ltd

PLANS & DRAWINGS CONSIDERED:

CBC0001 Site Location Plan, CBC0002 Fig 1 Treatment of East Windows, CBC0003 Fig 2 Doors & Joinery Ground & First Floors, CBC0004 Fig 3 Proposed Ground Floor Fire Door, CBC0005 Fig 4 Proposed Ground Floor Fire Door, CBC0006 Fig 5 Proposed Ground Floor, CBC0007 Fig 6 Proposed Ground Floor, CBC0008 Fig 7 Proposed First Floor, 10115(AP)00.20 Rev P4 Site Plan, 672-EL01 Proposed Elevation, 4631-002 Rev B North and South Elevations, 4631-007 - Site Plan, 4631-103 Rev K Ground Floor Plan, 4631-104 Rev H First Floor Plan, 4631-111 Rev B - Landscape Layout

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|---------------------------------------|---|
| 1. | WSCC - Highways | No objection |
| 2. | CBC - Property Division | No objection |
| 3. | CBC - Planning Arboricultural Officer | No objection |
| 4. | CBC - Environment Team | No comment received |
| 5. | CBC - Environmental Health | No objection |
| 6. | CBC - FP - Urban Design | Objection to the poor quality of the glazed link in particular the window frame bands as installed are too dominant in appearance and prevent the link from appearing as sleek or uniform, the glazing should be slim without any internal framework. The metal panel detailing on the eastern and southern side of the elevation are unclear and potentially unacceptable. In respect to the roof and outer frame this does not accord with the principles of the original design and the glazing panels detract from the original design. |
| 7. | Listed Building Consultant | Objection to the poor quality of the glazed link |

Objection to the glazed link:

"The approved scheme clearly showed a frameless glazed link which connected the modern building and the new.The link as constructed is externally framed, the sections being of considerable depth that has ultimately resulted in high definition of shadow lines, a visual dominance to the simple design of the heritage asset and a form which is considered incongruous in the streetscene. The link as constructed cannot be considered to be of high quality design and ultimately is considered to be harmful to the significance of the designated heritage asset and in particular its setting.

Conservation advice concludes that the link as constructed cannot be considered to accord with local and national policy although the level of harm is considered to be less than substantial. "

- | | | |
|-----|-------------------------------------|---|
| 8. | Archaeology Officer - Alex Egginton | No objection |
| 9. | Ecology Officer - Mike Bird | No comment received |
| 10. | Central Crawley CAAC | No objection |
| 11. | Cycle Forum | Comments on the acceptability of the cycle stands and the close relationship to parking spaces that may make them difficult to manoeuvre into/out of. |

NEIGHBOUR NOTIFICATIONS:-

None. It was advertised via site notices and a press advert.

RESPONSES RECEIVED:-

No other representations have been received.

REASON FOR REPORTING TO COMMITTEE:-

This is a Crawley Borough Council Application.

THE APPLICATION SITE:-

- 1.1 Located on the northeast corner of the junction of High Street and The Boulevard, the site is occupied by a grade II listed two storey building, with ancillary modern two-storey office block (the Annexe) and parking to the east. Both buildings were previously in use by the Council as offices.
- 1.2 Vehicular access is currently from The Boulevard from in front of the Crown Buildings to the east of the site and from High Street to the west. Egress is via High Street. There are two mature Horse Chestnut trees located to south of the building on CBC land adjacent to The Boulevard. .
- 1.3 The site is lower than The Boulevard to the south, and level with High Street to the west.
- 1.4 The historic listed building forming this application includes a timber framed hall house, dated in the listing description as being from C15th, but identified in more recent survey work as likely to be from the C13th. There are later additions to the north and east of the original building. Externally the historic building is finished in brick, with a plain tile, Horsham stone and slate roof materials. There is some exposed timber framing and decorative tile hanging.
- 1.5 The Annexe building to the east of the historic listed building is two storey, constructed in brick, with a tile roof and modern windows. The historic building and Annexe have been linked together by a two storey glazed link. Unlike the approved plans, it has been constructed with heavy external framing, and not with flush glazing.
- 1.6 A small courtyard with bin storage area is located to the north of the glazed link. The main public access is from the stairs and ramp adjoining The Boulevard. Part of the southern boundary has been landscaped and there is grass to the west, south west and north-west of the historic building. There are currently no physical barriers separating the adjacent pavement from the west elevation of the building.

THE PROPOSED DEVELOPMENT:-

- 2.1 This planning application seeks retrospective permission for the alterations made to the building to create a museum. This includes a different glazed link with glazing bars, and a different public access from The Boulevard to the south. In addition a chimney stack on the east elevation of the original building has also been demolished and the proposals include confirmation of the restoration of this elevation. The application also now includes the position and details of the proposed railings to the south, west and northern boundaries of the site.

PLANNING HISTORY:-

- 3.1 In 1987 listed building consent was granted for the demolition of a modern, single storey office building to the east of the Listed Building. Ref. CR/346/1987/LB.
- 3.2 In 1987 planning permission was granted for a 10,000sq-ft office development to the north of the Listed Building. This application also included altered access arrangements from High Street and The Boulevard, including a shared turning-head between the buildings. Ref. CR/347/1987.
- 3.3 In 1994 listed building consent was granted for structural strengthening and part replacement of roof timbers, re-roofing. Ref. CR1994/0397/LBC.
- 3.4 In 2012 temporary planning permission until 31/05/2015, was granted for a change of use of the modern two storey annexe for D1 (place of worship/church services, community activities & administration offices).
- 3.5 In 2014 planning permission and Listed Building applications for the erection of a glazed link and the change of use of the buildings into a museum was granted under refs. CR/2013/0454/LBC and CR/2013/0455/RG3. The development has not been undertaken in accordance with this permission/consent.
- 3.6 Outstanding applications for Listed Building Consent (Ref. CR/2016/0703/LBC) and a non-material amendment (Ref. CR/2013/0455/NM1) have not yet been determined. The current applications for planning permission and listed building consent include elements of these two applications and comprehensively address the outstanding issues. On registration and consideration of these applications the extent of the changes from the original planning permission and listed building consents became apparent and the applications currently under consideration were invited.
- 3.7 There is concurrent listed building application to regularise a number of unauthorised alterations to the building including the glazed link. Ref. CR/2017/0176/LBC.

PLANNING POLICY AND STATUTORY DUTY:-

Planning (Listed Buildings and Conservation Areas) Act 1990

- 4.1 Section 66 (1) of the PLBCA 1990 places a statutory duty on local planning authorities and provides that:
“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall 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.”

The National Planning Policy Framework 2012

- 4.2 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 the proposal would be contrary to the policies in the NPPF.
- 4.3 The core planning principles of the NPPF (paragraph 17) state that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The NPPF attaches great importance to ‘good design’ for high quality buildings and spaces and supports innovative design which may raise the standard of design more generally in the area. (Paragraphs 56 and 63).

- 4.4 Chapter 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. Paragraph 56 states that 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.
- 4.5 Chapter 12 addresses conserving and enhancing the historic environment.
- 4.6 Paragraph 131 states that:
In determining planning applications, LPAs should take account of:
- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - *the desirability of new development making a positive contribution to local character and distinctiveness.*
- 4.7 Paragraph 132 highlights the importance of considering the significance of the heritage asset and that any harm or loss should require clear and convincing justification.
- 4.8 Paragraph 134 states that:
“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use”

The relevant policies of the Crawley Borough Local Plan 2015-2030 are:

- 4.9 SD1 (Presumption in Favour of Sustainable Development). The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town’s compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan’s policies and objectives.
- 4.10 CH2 (Principles of Good Urban Design). Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.
- 4.11 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.
- 4.12 CH8 (Important Views). identifies The Boulevard view between Morrisons to the west and Central Sussex College to the east as an area requiring retention or enhancement of the vistas or replace it with public realm of equal or greater townscape value.

- 4.13 CH12 (Heritage Assets). All development should ensure that Crawley's heritage assets are treated as a finite resource and that key features or significance are not lost as a result of development. Heritage Impact Assessments should describe the significance of the asset affected and the contribution made by their setting. The impact of the development and any measures adopted to ensure the heritage asset is respected, preserved or enhanced.
- 4.14 Policy EC6: (Development Sites within the Town Centre Boundary). states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.
- 4.15 Policy IN1: (Infrastructure Provision). states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- 4.16 Policy IN2 (Strategic Delivery of Telecommunications Infrastructure). requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- 4.17 Policy IN3 (Development and Requirements for Sustainable Transport). Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- 4.18 Policy IN4: (Car and Cycle Parking Standards). states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the Borough Council's car and cycle standards.

Supplementary Planning Documents

Town Centre SPD –October 2016

- 4.19 Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development. It identifies the area to The Boulevard as a key east-west link. Its linear character establishes a strong visual axis that concludes at the eastern end with the college tower and at the western end with Morrisons. The vision is to establish The Boulevard as Crawley's grand axis with active frontages and high quality land mark buildings along the north side.

Urban Design SPD – October 2016

- 4.20 This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.
- 4.21 Consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and use of landscaping.

PLANNING CONSIDERATIONS:-

- 5.1 The principle of the use of the building as a museum has been accepted in the previous planning approval granted under ref. CR/2013/0455/RG3. This application effectively seeks to modify that application to take into account a number of works now undertaken that did comply with that permission.

The determining considerations are therefore considered to be:

- The impact on visual amenity, the character of the street scene/area and the character and setting of the listed building.
- The impact on parking and the operational requirements of the site.

The impact on visual amenity, the character of the street scene/area and the character and setting of the listed building.

The glazed link

- 5.2 The principle of a two storey glazed link has been agreed under the original planning permission and listed building consent to enable the two buildings on site to be adjoined and provide disabled access to the upper floors and additional display space. The glazed link is the most visually recognisable change to the building. It is highly visible from The Boulevard to the south and there are also views from London Road to the north west and the High Street to the south-west.
- 5.3 The Councils Listed Buildings Officer and Urban Design officer have both objected to the glazed link as implemented. It is considered that the installation of the heavy framing to the glazing has significantly altered the appearance of this part of the development and has resulted in a development of significantly lower quality than was originally permitted. The flush glazing originally permitted would have resulted in the glazed link being a significantly more lightweight and modern structure and would have provided a high quality entrance to the building that would emphasise the importance of the historic part of the listed building towards the west of the site. It is considered that the link as constructed is detrimental to the character of the listed building and its wider setting. It is not considered to be a positive addition to the street scene or the character of the wider area. The applicant has advised that the reason for the change is that the metal framed glazed link (COMAR) will reinforce the structural integrity of the flat roof, thanks to the strength of COMAR system coupled to the steel frame.

Demolition of the external stack to the east elevation, and alterations to this elevation.

- 5.4 It was agreed by your officers during construction and after initial works had been undertaken to the east elevation of the building, that the chimney stack at this location (C20th), had little historic significance and that due to its supporting structure (the early C20th single storey extension) being demolished, it would not be practicable to retain it. Its demolition is therefore considered to be acceptable as its loss does not have a significant harmful impact upon the heritage asset.
- 5.5 The demolition of the stack resulted in the east elevation having a mix of hanging tile types at different heights resulting in no overall pattern that could be matched for new tile hanging. It was therefore agreed that the arrowhead-pointed tiles should be utilised on the attic gable with plain clay peg tiles below for the 1st floor, whilst the decorative tiles for the southern façade were retained to the southern return. The overall impact is considered to give this historic eastern elevation an appropriate high quality finish, whilst still retaining the historic character of tile hanging to the walls to the building.
- 5.6 The brick work to the ground floor neither matches the brick or mortar spacing of the adjacent walls, however it is considered that as the original building already has a mix of brick work and other finishes to its walls at the ground floor level, on balance the work here is not so detrimental as to adversely impact upon the special historic and architectural character of the Listed Building.

Proposed boundary treatment, landscaping and entrance.

- 5.7 The current bird's mouth fencing is not considered to enhance the setting of the listed building when viewed from the south/west. The applicant has confirmed that a 1.5m high Barbican Imperial Residential Metal railing from Jacksons Fencing will be installed around the southern, western and northern boundaries to separate the historic building from and give a defined curtilage to the site and this is considered an acceptable design solution to provide the historic part of the building with some security from adjacent public rights of way. It is however considered that some low level planting along the western boundary would improve the setting of this historic house.

- 5.8 The alterations to the main public entrance to the site from The Boulevard to the south has relocated the steps and ramp to the east to avoid the roots of the adjacent horse chestnuts. There is now an extended area of paving between the building and the glazed link to the north. These changes have reduced the impact on the pair of nearby Horse Chestnut trees and it is considered this would be likely to result in less of a long term impact to their amenity and the street scene. In other regards, although the entrance to the site is less significant in terms of the hard landscaping it is not considered that there is harm to the character of the area/setting of the listed building from this alteration to the development.

The impact on parking and the operational requirements of the site.

- 5.9 The changes to the main public access to the site from The Boulevard includes steps and a wheelchair compliant ramp. Level access is provided to the building and there is a lift in the Annex part of the building giving access to the 1st floor. In other regards, doors of suitable widths and ramps have been provided to enable access to the historic parts of the building open to the public. In terms of providing for visitors it is considered that the access arrangements are acceptable.
- 5.10 The application also includes a number of alterations to the internal layout of the building, which include the provision of fire doors. These were not included within the original permission from 2014 and their provision enables the building to be brought into use with adequate fire safety measures.
- 5.11 The changes to the public access onto The Boulevard also include re-siting the cycle parking to the south of the newer Annexe building towards the east of the site. The parking layout/provision is however unaffected and the cycle parking can now be accessed without potential obstruction from adjacent parked vehicles.
- 5.12 The bin storage is unaffected by this proposal from that approved in 2014 and this is considered to be acceptable.
- 5.13 The operational requirements of the site would therefore be considered to be met by the proposal.

Other

- 5.14 It is not considered that the use or the extension to the building would adversely impact upon nearby occupiers or the users of nearby buildings and there are therefore no harmful impacts on residential/neighbours amenities.

CONCLUSIONS:-

- 6.1 The use of the building as museum would add to the range of facilities available within the town centre and this is supported through the Local plan and the Town Centre SPD
- 6.2 The glazed link is however not considered to be of the high quality flush glazing, which was originally consented in 2014, and the inferior quality materials used are considered to detract from the special architectural and historic character of the listed building. It is therefore considered that the glazed link does cause harm to the listed building. For the reasons explained in section 5.3 above, the applicant has advised that utilisation of the alternative metal framed glazed link reinforces the structural integrity of the roof and lobby area.
- 6.3 In considering any listed building application there is a statutory duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest. The NPPF sets out further guidance in paragraphs 131, 132 and 134.
- 6.4 It is considered that, in line with the Listed Building Consultants comments, the harm to the building overall including the form the glazed link as implemented is less than substantial. It is accepted that the part of the building with the most historic and architectural significance has been preserved and enhanced by the development, and the changes would allow the building to be brought back into a viable use as a museum. These public benefits must therefore be weighed against the identified harm caused if that harm is considered to be less than substantial (NPPF Paragraph 134). .

- 6.5 The officer recommendation therefore balances the harm caused against the benefits of the re-use of the building and the wider benefits to the town centre and wider community of the use of the site as a museum. Only therefore on the basis of the wider positive benefits of the development is it considered that consent should be granted when weighed against the harm caused to the heritage asset from the inferior quality materials used in the implementation of the externally framed glazed link.
- 6.6 The consideration of the development has therefore been undertaken in accordance with the relevant sections of the NPPF and the policies of the Local Plan to ensure compliance with the requirements of Section 66 (1), Planning (Listed Buildings and Conservation Areas) Act 1990.
- 6.7 The officer recommendation is therefore on balance to permit and is subject to the following conditions:

RECOMMENDATION RE: CR/2017/0175/RG3

To permit subject to the following conditions.

1. 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.
2. The proposed building/premises shall be used as a Museum and for no other purpose (including any other purpose in use class D1), of the Town and Country Planning (Use Classes) Order, 1989.
REASON: To ensure the operational requirements of the site are met and protected in accordance with policy CH3 of the Crawley Borough Local Plan 2015 -2030.
3. The building shall not be occupied and the use commenced until there has been submitted to, and approved by, the Local Planning Authority a soft landscaping scheme. The approved details of the soft landscaping shall be carried out no later than the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity, the environment, and the setting of the listed building in accordance with policies CH2, CH3, CH8 and CH15 of the Crawley Borough Local Plan 2015-2030
4. The 1.5m high Barbican Imperial Residential Metal railing from Jacksons Fencing finished in black with one of the decorative finial options shall be erected in on the location indicated on the Site Plan drawing 4631-007 dated 21/04/17 prior to the first use of the building as a museum. The railing shall thereafter be retained in accordance with the approved details.
REASON: In the interests of visual amenity and the setting of listed building in accordance with Policies CH2, CH3, CH8 and CH15 of the Crawley Borough Local Plan 2015-2030
5. Prior to any closing up of the access from The Boulevard, the turning facility and access from High Street shall be implemented and thereafter retained, in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority.
REASON: In the interests of highway safety and the operational requirements of the site in accordance with 'saved' policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. The car parking shall be retained for the parking of cars in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the operational requirements of the site are provided in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
7. Prior to the commencement of the use hereby permitted, cycle storage facilities shall be provided in accordance with the approved details shown on drawing Site Plan drawing 4631-007 dated 21/04/17. The cycle storage facilities shall thereafter be retained for this use.

REASON: To ensure the operational requirements of the site are met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030

8. Prior to the commencement of the use of the site hereby permitted, bin storage facilities shall be provided in accordance with the approved details in room 0.16 on Site Plan drawing 4631-007 dated 21/04/17. The bin storage facilities shall thereafter be retained for this use.

REASON: To ensure the operational requirements of the site are met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030

NPPF STATEMENT

In determining this planning application, the Local Planning Authority assessed the proposal against the NPPF and 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 correspondence, site visits and meetings.
- Liaising with consultees, 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.

This decision has therefore 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 2010.



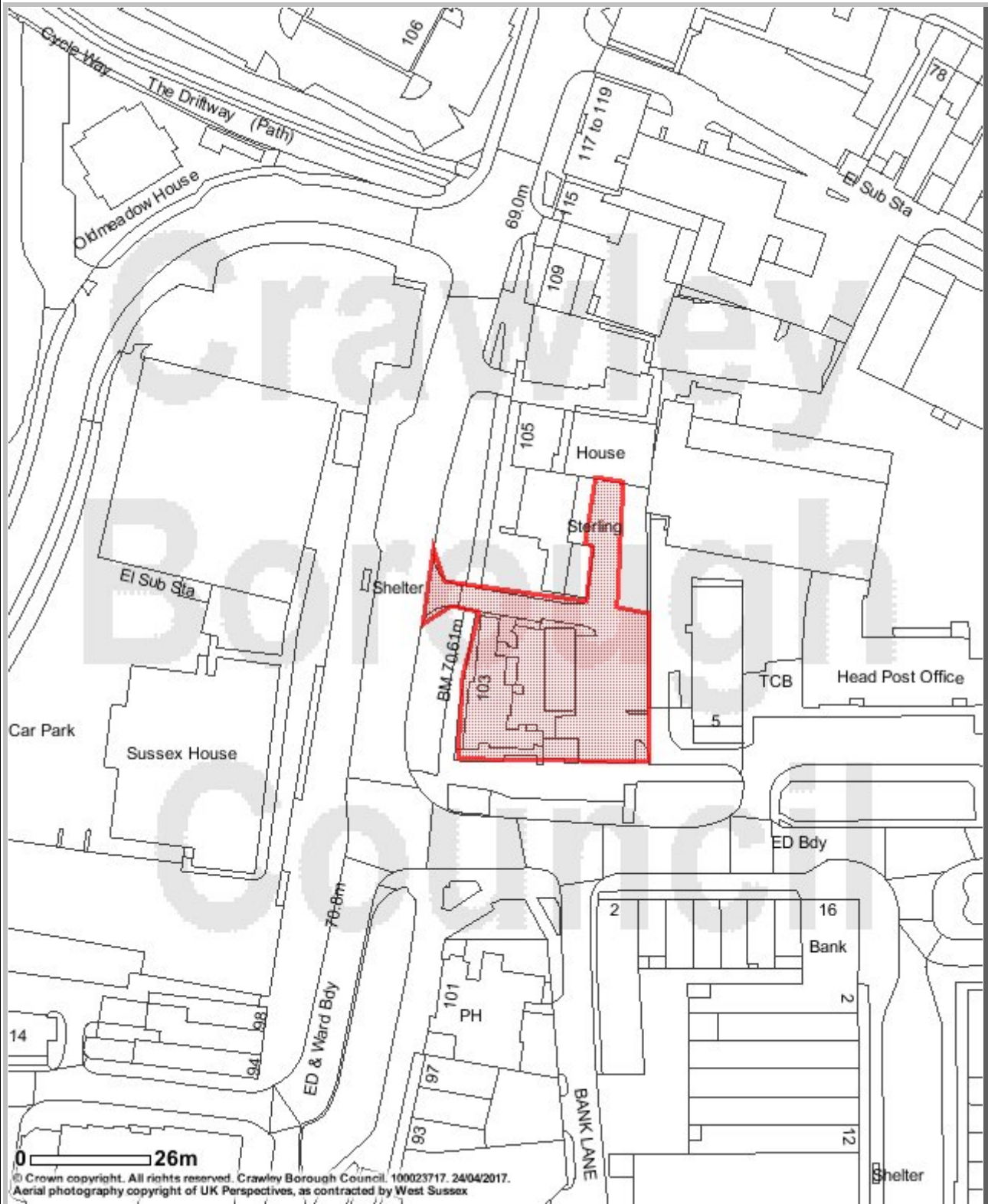
Crawley Borough Council,
Town Hall,
The Boulevard,
Crawley,
West Sussex RH10 1UZ
Tel: 01293 438000
Fax: 01293 438603

CR/2017/0175/RG3

Date 21 April 2017

Approx. Scale 1:1,250

**THE TREE, 103 HIGH STREET, NORTHGATE,
CRAWLEY**



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REFERENCE NO: CR/2017/0176/LBC

LOCATION: [THE TREE, 103 HIGH STREET, NORTHGATE, CRAWLEY](#)

PROPOSAL: LISTED BUILDING CONSENT FOR REVISIONS TO APPROVED PLANNING PERMISSION (CR/2013/0455/RG3) AND LISTED BUILDING CONSENT (CR/2016/0703/LBC) FOR CHANGE OF USE TO A MUSEUM AND ASSOCIATED ALTERATION AND EXTENSION WORK, INCLUDING, THE DEMOLITION OF A CHIMNEY STACK, REBUILDING EXPOSED WALLING, MINOR CHANGES TO THE INTERNAL LAYOUT AND THE DETAILING OF THE FACADE/SCREEN TO THE GLAZED LINK EXTENSION.

TARGET DECISION DATE: 21 April 2017

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: Oxley Conservation Ltd

PLANS & DRAWINGS CONSIDERED:

CBC0001 Site Location Plan, CBC0002 Fig 1 Treatment of East Windows, CBC0003 Fig 2 Doors & Joinery - Ground & First Floor, CBC0004 Fig 3 Proposed Ground Floor Fire Door, CBC0005 Fig 4 Proposed Ground Floor Fire Door, CBC0006 Fig 5 Proposed Ground Floor, CBC0007 Fig 6 Proposed Ground Floor, CBC0008 Fig 7 Proposed First Floor, 672-EL01 Proposed Elevation, 10115(AP)00.02 P4 Block Plan, 4631-002 Rev E North & South Elevations, 4631-007 - Site Plan, 4631-103 Rev K Ground Floor Plan, 4631-104 Rev H First Floor Plan, 4631-111 Rev B - Landscape Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|---|---|
| 1. | Society for the Protection of Ancient Buildings | No comments received. |
| 2. | Listed Building Consultant | No objection to the alterations and changes within the historic part of the listed building in principal subject to additional information. |

Objection to the glazed link:

"The approved scheme clearly showed a frameless glazed link which connected the modern building and the new.The link as constructed is externally framed, the sections being of considerable depth that has ultimately resulted in high definition of shadow lines, a visual dominance to the simple design of the heritage asset and a form which is considered incongruous in the streetscene. The link as constructed cannot be considered to be of high quality design and ultimately is considered to be harmful to the significance of the designated heritage asset and in particularly its setting.

Conservation advice concludes that the link as constructed cannot be considered to accord with local and national policy although the level of harm is considered to be less than substantial. "

- | | | |
|----|-----------------------|----------------------------|
| 3. | Central Crawley CAAC | No objection |
| 4. | Historic England | Consultation not required. |
| 5. | The Victorian Society | No comments received. |
| 6. | The Georgian Group | No comments received. |

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised by site notices and press advert.

RESPONSES RECEIVED:-

No other responses have been received.

REASON FOR REPORTING TO COMMITTEE:-

This is a Crawley Borough Council application.

THE APPLICATION SITE:-

- 1.1 Located on the northeast corner of the junction of High Street and The Boulevard, the site is occupied by a grade II listed two storey building, with ancillary modern two-storey office block (the Annexe) and parking to the east. Both buildings were previously in use by the Council as offices.
- 1.2 Vehicular access is currently from The Boulevard from in front of the Crown Buildings to the east of the site and from High Street to the west. Egress is via High Street. There are two mature Horse Chestnut trees located to south of the building on CBC land adjacent to The Boulevard.
- 1.3 The site is lower than The Boulevard to the south, and level with High Street to the west.
- 1.4 The historic listed building forming this application includes a timber framed hall house, dated in the listing description as being from C15th, but identified in more recent survey work as likely to be from the C13th. There are later additions to the north and east of the original building. Externally the historic building is finished in brick, with a plain tile, Horsham stone and slate roof materials. There is some exposed timber framing and decorative tile hanging.
- 1.5 The Annexe building to the east of the historic listed building is two storey, constructed in brick, with a tile roof and modern windows. The historic building and Annexe have been linked together by a two storey glazed link. Unlike the previously approved plans, it has been constructed with heavy external framing, and not with flush glazing.
- 1.6 A small courtyard with bin storage area is located to the north of the glazed link. The main public access is from the stairs and ramp adjoining The Boulevard. Part of the southern boundary has been landscaped and there is grass to the west, south west and north-west of the historic building. There are currently no physical barriers separating the adjacent pavement from the west elevation of the building.

THE PROPOSED DEVELOPMENT:-

- 2.1 This Listed Building application seeks consent for works to implement a museum that differ from the plans as originally submitted or not included in the submitted information to discharge conditions. Notwithstanding that this is a Crawley Borough Council application and building, the works have not been undertaken by or been directly managed by the Borough Council.
- 2.2 The application is supported by additional information addressing the impact of the alterations to the historic fabric of the building. Additional plans and amended plans have also been provided.

The works being applied for therefore comprise:

- 2.3 Externally
 - Retention of the two storey glazed link between the two original buildings. The permitted/consented application comprised a flush glazed link not a structure with a heavy metal frame as installed.
 - Retrospective demolition of the external chimney stack to the east elevation, and alterations to this elevation including changes to the tile hanging and ground floor brick wall.

2.4 Internally

- Works to the internal walls of the ground and 1st floors of the original building within the glazed link to restore the critical windows previously removed, remove unauthorised plasterwork to expose original brick work, new doors to be installed in this elevation. Consider how services will be provided on this wall.

Ground Floor

- New double door opening from room 0.3 into room 0.5.
- Reinstate skirting removed from 0.4 and northern section of room 0.5.
- Detail of wall installed by northern chimney in room 0.5.
- Finish of junction of walls to the floor in rooms 0.5 and 0.8.
- Details of new doors installed to rooms 0.7 and 0.10.
- Install new fire door between rooms 0.3 and 0.4.
- Finish within cupboard created around chimney stack at north end of room 0.5, as new walls have been installed around the stack and the original plasterwork has been removed from the stack;

First floor

- New fire door and door framing from stairwell 1.16 into room 1.5.
- Relocate door from room 1.7/1.16 to cupboard in room to south of room 1.5.
- Socket boxes installed in floor in room 1.7.
- Uncover and display of walling in room 1.7.
- Fire prevention measures around stairwell 1.16 incorporating new plasterwork between timber framing and fireproof blanket above ceiling stairwell within room 1.7.
- Re-install decorative skirting and picture rail in room 1.3, removed when wall was demolished and not reinstated when wall was re-erected.
- New doors to room 1.3 and the room to the immediate east of 1.3 not identified by a number on the plans.
- Alter position of wall and access arrangements from stairwell into room 1.4.

PLANNING HISTORY:-

- 3.1 In 1987 listed building consent was granted for the demolition of a modern, single storey office building to the east of the listed building. Ref. CR/346/1987/LB.
- 3.2 In 1987 planning permission was granted for a 10,000sq-ft office development to the north of the listed building. This application also included altered access arrangements from High Street and The Boulevard, including a shared turning-head between the buildings. Ref. CR/347/1987.
- 3.3 In 1994 listed building consent was granted for structural strengthening and part replacement of roof timbers, re-roofing. Ref. CR1994/0397/LBC.
- 3.4 In 2012 temporary planning permission until 31/05/2015, was granted for a change of use of the modern two storey annexe for D1 (place of worship/church services, community activities & administration offices).
- 3.5 In 2014 planning permission and listed Building consent applications for the erection of a glazed link and the change of use of the buildings into a museum was granted under refs. CR/2013/0454/FUL and CR/2013/0455/RG3. The development has not been undertaken in accordance with this permission/consent.
- 3.6 Outstanding applications for Listed Building Consent (Ref. CR/2016/0703/LBC) and a non-material amendment (Ref. CR/2013/0455/NM1) have not yet been determined. The current applications for planning permission and listed building consent include elements of these two applications and comprehensively address the outstanding issues. On registration and consideration of these applications the extent of the changes from the original planning permission and listed building consents became apparent and the applications currently under consideration were invited.
- 3.7 There is concurrent planning application for the change of use of the building to a museum including the amended entrance steps/carpark and glazed link. Ref. CR/2017/0175/RG3.

PLANNING POLICY AND STATUTORY DUTY:-

Planning (Listed Buildings and Conservation Areas) Act 1990

4.1 Section 66 (1) of the PLBCA 1990 places a statutory duty on local planning authorities and provides that:

“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall 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(2) of the act states in relation to decisions for listed building consent that
“In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall 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.”

The National Planning Policy Framework 2012

4.2 Chapter 12 addresses conserving and enhancing the historic environment.

4.3 Paragraph 131 states that:

“In determining planning applications, LPAs should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.”*

4.4 Paragraph 132 highlights the importance of considering the significance of the heritage asset and that any harm or loss should require clear and convincing justification.

4.5 Paragraph 134 states that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.”

The relevant policies of the Crawley Borough Local Plan 2015-2030 are:

4.7 CH12 (Heritage Assets). All development should ensure that Crawley’s heritage assets are treated as a finite resource and that key features of significance are not lost as a result of development. Required Heritage Impact Assessments should describe the significance of the asset affected and the contribution made by their setting, the impact of the development and any measures adopted to ensure the heritage asset is respected, preserved or enhanced or exceptionally relocated.

4.8 CH15 (Listed Buildings and Structures). This requires all works to Listed Buildings to consistent with the character, appearance and heritage value of any Listed Building is accordance with National Legislation, policy and Guidance. Changes must preserve or enhance the design and character of the Listed Building and have regard to its historic significance.

PLANNING CONSIDERATIONS:-

5.1 The consideration in the determination of this application is the impact of the proposals on the special architectural and historic character of the Listed Building in this regard the determining consideration is *“...the desirability of preserving the building or its setting or any features of special*

architectural or historic interest” as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990.

External Works

The glazed link

- 5.2 The Councils Listed Buildings consultant has objected to the glazed link on the grounds that the installation of the heavy framing to the glazing of the glazed link has significantly altered the appearance of this part of the development and has resulted in a development of significantly lower quality than was originally consented. *“The link as constructed cannot be considered to be of high quality design and ultimately is considered to be harmful to the significance of the designated heritage asset and in particular its setting. “The conservation advice concludes that the link as constructed cannot be considered to accord with local and national policy although the level of harm is considered to be less than substantial.*
- 5.3 It is considered that the flush glazing originally consented, but not implemented by the developer would have resulted in the glazed link being of a significantly more lightweight and more modern appearance. It would have been less utilitarian and would have provided a high quality entrance to the building and link between the historic “Tree” and the late C20th annexe to the east that would emphasise the importance of the historic part of the listed building towards the west of the site. Its quality was considered important in compensating for the other works undertaken to the building which significantly altered the eastern elevation and included the demolition of early C20th elements of the structure. The glazed link as erected is considered to be of significantly lower quality than that presented in the originally consented plans and it detracts from the character of the listed building and adversely affects its setting and public views of it from within and outside the site. The applicant has advised that the reason for the change is that the metal framed glazed link (COMAR) will reinforce the structural integrity of the flat roof, thanks to the strength of the COMAR system coupled to the steel frame.

The demolition of the external stack to the east elevation, and alterations to this elevation

- 5.4 It was agreed by your officers during construction and after initial works had been undertaken to the east elevation of the building, that the chimney stack at this location (C20th), had little historic significance and that due to its supporting structure (the early C20th single storey extension) being demolished, it would not be practicable to retain it. Its demolition is therefore considered to be acceptable as its loss does not have a significant harmful impact upon the heritage asset.
- 5.5 The demolition of the stack resulted in the east elevation having a mix of hanging tile types at different heights resulting in no overall pattern that could be matched for new tile hanging. It was therefore agreed that the arrowhead-pointed tiles should be utilised on the attic gable with plain clay peg tiles below for the 1st floor, whilst the decorative tiles for the southern façade were retained to the southern return. The overall impact is considered to give this historic eastern elevation an appropriate high quality finish, whilst still retaining the historic character of tile hanging to the walls to the building.
- 5.6 The brick work to the ground floor neither matches the brick or mortar spacing of the adjacent walls, however it is considered that as the original building already has a mix of brick work and other finishes to its walls at the ground floor level, on balance the work here is not so detrimental as to adversely impact upon the special historic and architectural character of the Listed Building.

Internal Works

The wall of the historic part of the listed building facing into the glazed link.

- 5.7 The developer had originally removed the windows within this elevation that were to be retained, blocked in the openings and then rendered or covered with plasterboard, the new block and original brick walls. On entering the building this resulted in there being no point of reference to the historic part of the structure and the works have therefore caused some harm to its special architectural and historic character. However following officer advice, the applicant has removed the plaster work,

plasterboard and the blocks used to fill in the windows and it shows that much of the original brickwork on this elevation has however been adversely affected to implement plaster/board the walls. It is not considered that there is now value in the adversely affected brick work being on display. However, the brick work around the windows is in an acceptable condition and the applicant has sourced and fitted critical windows of a similar character to those that were removed. Other works now undertaken include re-rendering over the areas of brickwork that were affected, hiding the new works to implement the glazed lintel and lintels, whilst new braced plank doors are proposed for the doorways. The applicant has also proposed the use of black metal conduit for services and not white plastic trunking. It is considered that these works allow the retention of an adequate amount of the elevation to enable the integrity of the building to be retained, whilst allowing for the new and adversely affected areas to be finished in more modern materials that clearly identify the current alterations undertaken to create the museum.

- 5.8 The approach taken to restore this part of the building are considered acceptable by the Council's Listed Building Consultant and it is therefore considered that subject to conditions to control the works in detail the proposals would restore this part of the building to a condition acceptable to retain the historic integrity of the heritage asset at these locations.

Other internal alterations.

- 5.9 The majority of the other alterations to the inside of the listed building are on the recommendation and in conjunction with the advice given to the developer by the Council's Listed Building Consultant and it is not therefore considered that elements such as, ensuring unauthorised skirting is removed and the walls restored, the requirement to replace removed skirting and picture rails in Victorian rooms (1.3 and 0.4 in the original approved plans) or the retention of historic room layouts requires detailed explanation. There are however a number of issues that are more significant and are considered to require consideration in their own right and these are covered below:

Internal doors

- 5.10 The developer had removed a number of historic doors from the building and had installed a number of glazed panel flush doors in a beech finish. They are similar in appearance to doors in late C20th office/commercial buildings and are in particular in public areas considered to be inappropriate in the context of the listed building. These doors are not considered to be sympathetic to the character of the building and it is therefore considered necessary to ensure that they are retained now only in locations where there will not be public access/views unless there is no other option.
- 5.11 It is considered that these doors can be retained to serve areas such as 1.3 and the adjacent room to the east as these are likely to be closed off to the public. The door from 1.2 into this area will however need to be a panel door of more sympathetic design to ensure the integrity of this Victorian part of the building is protected.
- 5.12 The entrance into 1.5 now also has a new flush door with panel glazing and is positioned within a new frame built into this timber framed room. This did not form a part of the original consent which showed this opening without a door. It is not considered to be in keeping with the character of this part of the building, however, it is required to provide fire safety to the upper floor. Other options have been explored as alternatives to the current situation, but these would require cutting through or the removal of some of the historic timber framing to accommodate a suitable door and frame, and this would damage the important historic fabric of the building. Whilst aesthetically not an ideal solution to provide fire protection this solution does minimise damage to the structural integrity of the original doorway and timber framing and is, on balance, acceptable as it is therefore considered that the harm caused to the building, in this instance outweighed by the need to be able to ensure the building is safe to be put into use as a museum.
- 5.13 On the ground floor the biggest change is again needed for fire safety reasons to install a fire door and partition at the north end of hallway 1.3 leading into 0.5/0.4. It is considered that a predominantly glazed opening and partition here attaching to the timber post would provide the necessary fire protection whilst appearing relatively temporary and not obstructing views along this corridor. Subject to details regarding its appearance and a method statement of how it will be

implemented, it is considered these works would not have a significant harmful impact on the character of the building.

- 5.14 The double doors from 0.3 into 0.5, are at a position where there was originally a modern partition wall with a Georgian wire glazed window hatch. The position of these doors has not therefore resulted in the loss of important historic fabric of the building. Whilst not currently finished to an acceptable quality, the applicant has confirmed that works will be undertaken to ensure these large doors are not visually prominent in either corridor 0.3 or room 0.5, and on the basis that they be finished in accordance with details first agreed by the LPA prior to the opening of the museum it is considered that these works would be acceptable.
- 5.15 The doors from the glazed link into the historic building have been addressed in section 5.7 above.
- 5.16 The developer has also re-installed the historic oak braced door the stairwell leading into 0.8 and will be fixing it open to provide safe access. A new oak braced door for traditional design has also been provided for the widened access to room 1.7. This mitigates the adverse impact caused by the removal of the original doors and the installation of the subsequent modern doors.

Other matters

- 5.17 The new socket boxes in the floor of 1st floor room 1.7 have been positioned between the joists and have caused significantly less harm to the historic fabric of this room than would be caused by installing them within or attached to the earth based wall plaster and wattle and daub panels. These are therefore considered an acceptable method of providing power to this room. The exposed wattle and daub in the corner of this room is considered acceptable and has not caused unreasonable damage to the fabric of the building, whilst allowing a very small part of the traditional building technique to be viewed by visitors to the museum.
- 5.18 Plaster has been removed from the cupboard built around the chimney stack at the north end of room 0.5. Further details are required here of the restoration/finish of the stack, the flooring and the internal wall at this location.
- 5.19 The wall to the stack in 0.5 has now been set back to reveal the chimney stack return, finished with appropriate skirting and is now considered appropriate in the context of the room.
- 5.20 The wall built in the doorway on the step between room 1.4 and the corridor leading to 1.3 retains the original door architrave and the step. The unauthorised skirting has also been removed. This element of the development now appropriately retains the context of this part of the building.
- 5.21 The removal of inappropriate skirting in room 0.5 and the reinstallation of removed skirting in stairwell 0.8 and rooms 1.3 and 0.4 are considered to be appropriate to the context of the building.

CONCLUSIONS:-

- 6.1 Overall the changes being proposed within the historic part of the building to either regularise works undertaken without consent or repair/remove unauthorised works are considered acceptable, are not considered to have caused harm to the building and would enable the use of the building as a museum to be implemented.
- 6.2 A number of issues still require additional information, and the developer is now working closely with the Local Planning Authority to ensure that these matters are undertaken in an acceptable way to minimise the adverse impacts to the listed building.
- 6.3 The glazed link is however not considered to be of the high quality flush glazing, which was originally consented in 2014, and the inferior quality materials used are considered to detract from the special architectural and historic character of the listed building. It is therefore considered that the glazed link does cause harm to the listed building. For the reasons explained in section 5.3 above, the applicant has advised that utilisation of the alternative metal framed glazed link reinforces the structural integrity of the roof and lobby area.

- 6.4 In considering any listed building application there is a statutory duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest. The NPPF sets out further guidance in paragraphs 131, 132 and 134. It is considered that, in line with the Listed Building Consultants comments, the harm to the building overall including the form the glazed link as implemented is less than substantial. It is accepted that the part of the building with the most historic and architectural significance has been preserved and enhanced by the development, and the changes would allow the building to be brought back into a viable use as a museum. These public benefits must therefore be weighed against the identified harm caused if that harm is considered to be less than substantial, (as set out in the NPPF para. 134).
- 6.7 The officer recommendation therefore balances the harm caused against the benefits of the re-use of the building and the wider benefits to the town centre and wider community of the use of the site as a museum. Only therefore on the basis of the wider positive benefits of the development is it considered that consent should be granted when weighed against the harm caused to the heritage asset from the inferior quality materials used in the implementation of the externally framed glazed link.
- 6.8 The consideration of the development has therefore been undertaken in accordance with the relevant sections of the NPPF and the policies of the Local Plan to ensure compliance with the requirements of Section 66 (1), Planning (Listed Buildings and Conservation Areas) Act 1990.

RECOMMENDATION RE: CR/2017/0176/LBC

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

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans and supporting information 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.
2. Prior to the commencement of the use of the building as a museum a new doors from room 1.16 into 1.7, room 1.1 into 1.8, room 0.1 into room 0.9 and room 1.2 into the corridor to the south of room 1.3 shall have been implemented in accordance with detailed joinery drawings at a scale of no less than 1:5 that have first been submitted to and been approved in writing by the Local Planning Authority.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
3. Prior to the commencement of the use of the building as a museum, crittal windows between room 1.1 and room 1.3, and between room 0.1 into 0.4 indicated as C on fig 1 Treatment to East Windows, shall have been implemented in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
4. Prior to the commencement of the use of the building as a museum, the restoration of the walls as set out in Fig 1 Treatment of East Windows shall have been implemented in accordance with the approved details.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
5. Notwithstanding the submitted information, prior to the commencement of the use of the building as a museum, the proposed fire door and side panel in room 0.3 to 0.4 shall have been implemented in accordance with details of the framing, door and glass panel, and a method statement for the scribed infill to the timber framing that have first been submitted to and been approved in writing by the Local Planning Authority.
REASON: To ensure the special architectural and historic character of the building is protected and because the submitted details are not acceptable in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
6. Prior to the commencement of the use of the building as a museum, the new double door and framing from room 0.3 into room 0.5, indicated in Fig 6: Notes and Proposals from consultations proposed

ground floor, shall have been implemented and finished in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority.

REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.

7. Prior to the commencement of the use of the building as a museum, the picture rail and skirting for all 4 walls shall have been restored to match the retained skirting and picture rail within room 1.3 in accordance with the details in Fig 2 Doors and Joinery.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
8. Prior to the commencement of the use of the building as a museum, the skirting boards shall have been restored to match the retained skirting within the corridor and small staircase to the immediate south of room 1.3 to match the existing skirting.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
9. Prior to the commencement of the use of the building as a museum, details of the exposed plaster wattle and daub and its covering panel within room 1.7 shall first have been submitted to and been approved in writing by the Local Planning Authority.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
10. Prior to the commencement of the use of the building as a museum, the finish to the north side of the wall of chimney stack, the flooring and the new partition walls within the cupboard, and the new door to the cupboard at the north end of room 0.5 shall have been implemented in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
11. Prior to the commencement of the use of the building as a museum, skirting shall be installed along the north wall of room 0.5 in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
12. Prior to the commencement of the use of the building as a museum, skirting shall have been implemented in room 0.8 and along the west wall of room 0.3 in accordance with the details in Fig 2: Doors and Joinery, Photo 2d.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.
13. Electrical services, wires, etc. shall be installed in external black enamelled round metal conduit and fittings and shall not be run through the walls or ceilings in the western part of the building (The Tree) unless first agreed in writing by the Local Planning Authority.
REASON: To ensure the special architectural and historic character of the building is protected in accordance with policy CH15 of the Crawley Borough Local Plan 2015-2030.



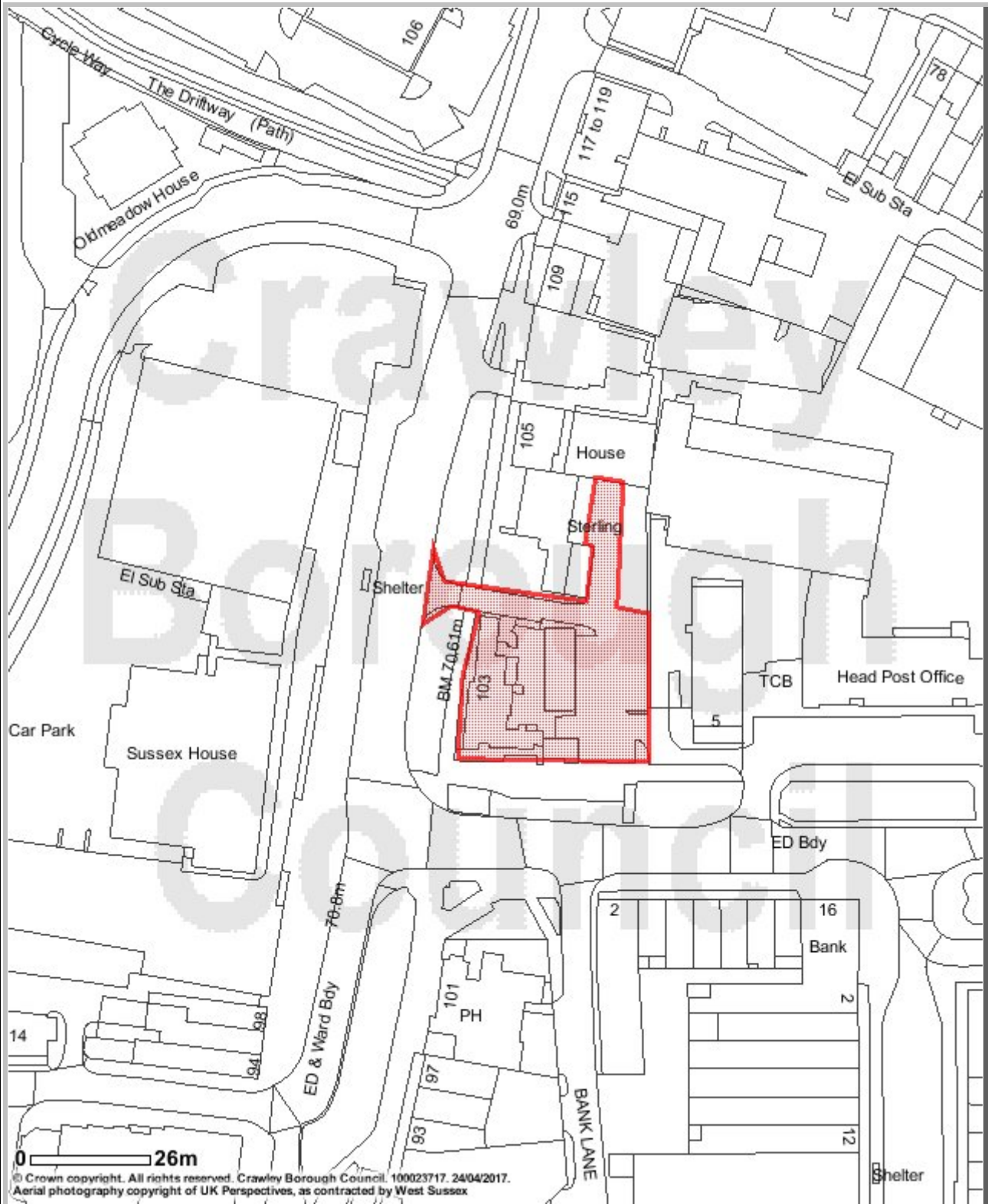
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CR/2017/0176/LBC

Date 2 June 2017

Approx. Scale 1:1,250

**THE TREE, 103 HIGH STREET, NORTHGATE,
CRAWLEY**



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REFERENCE NO: CR/2017/0247/FUL

LOCATION: [PART GROUND FLOOR, IFIELD HOUSE, IFIELD GREEN, IFIELD, CRAWLEY](#)
PROPOSAL: RETROSPECTIVE APPLICATION FOR CHANGE OF USE FROM A1 RETAIL TO MIXED USE COMPRISING HAIRDRESSING, FURNITURE SALES, BEAUTY TREATMENTS AND TATTOO STUDIO

TARGET DECISION DATE: 30 May 2017

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Mrs Tania McTavish
AGENTS NAME: Mr A Ryrie

PLANS & DRAWINGS CONSIDERED:

TM01 Site Location Plan, Block Plan & Floor Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|-------------------------------|---|
| 1. WSCC – Highways | Advice given |
| 2. Ifield Village CAAC | Objection on grounds of highway safety and unsuitability for the conservation area. |
| 3. CBC - Environmental Health | No objection |

NEIGHBOUR NOTIFICATIONS:-

Site notice displayed 6 April 2017.

RESPONSES RECEIVED:-

Three responses have been received from residents of The Tithe. The responses raise concerns about parking problems in the area and the limited spaces available to the rear of the building. They state that customers do not use the spaces available to the rear and that the proposal would exacerbate parking problems and obstruct visibility for drivers leaving The Tithe. The conversion of the upper floor to residential will further increase parking demands.

REASON FOR REPORTING TO COMMITTEE:-

An objection has been received from Ifield Village Conservation Area Advisory Committee.

THE APPLICATION SITE:-

- 1.1 The site contains a detached building on the corner of Ifield Green and The Tithe. The ground floor was formerly used as a hairdresser (A1), but the use has recently been changed to a mixed use of

hairdresser, beauty treatment, tattoo studio and furniture sales. This comprises a mix of retail (A1) and sui generis uses.

- 1.2 The upper floor is in the process of being converted to residential use following an earlier Prior Approval. There is a car parking area to the rear of the site, accessed from The Tithe.
- 1.3 The property is of traditional design and materials, with a tiled pitched roof and brick (some painted) and tile hung walls. It has replacement UPVC windows.
- 1.4 The site lies within the Ifield Village conservation area. It is within the Built-Up Area Boundary, but also within the West of Ifield Rural Fringe as defined in the Crawley Borough Local Plan 2015-2030. The surrounding area is generally residential, with The Tithe forming a residential cul-de-sac. There is a small general food store (A1) on the opposite side of the junction and the Royal Oak public house (A4) further south. Otherwise, there are houses adjoining to the north, south and east and open space to the west.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is for change of use from retail (A1) to a mixed use containing hairdressing and furniture sales (both A1), together with beauty treatment and a tattoo studio (both sui generis). The proposed change of use is retrospective. The ground floor contains separate rooms for each of the four uses.
- 2.2 The submitted plans show two car parking spaces in part of the car park area to the rear.

PLANNING HISTORY:-

- 3.1 CR/2016/1015/PA3 – Part ground floor conversion of Ifield House from A1 (retail) to C3 (residential) 1 x 1 bed flat utilising existing ground floor entrance and off street parking. Prior Approval refused due to the site's location within a conservation area 26 January 2017.
- 3.2 CR/2016/0240/CC1 – Approval of details of Condition 1 (Parking Spaces) pursuant to CR/2016/0240/PA3 for Prior Approval from office (B1) to residential (C3). Approved 28 February 2017.
- 3.3 CR/2016/0240/PA3 – Prior approval from office (B1) to residential (C3). Approved 6 May 2016. This prior approval relates to the first floor of Ifield House.

PLANNING POLICY:-

National Planning Policy Framework (2012) (NPPF)

- 4.1 The NPPF states that the applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:
 - 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.
 - Paragraph 17 – Core planning principles. Always seek to secure high quality design and proactively drive and support sustainable economic development.
 - Section 1 – Building a strong, competitive economy. Significant weight should be placed on the need to proactively drive and support economic growth through the planning system.

Crawley Borough Local Plan (2015-2030) (adopted December 2015)

- 4.2 The relevant policies include:

- 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 CH3 (Normal Requirements of All New Development) states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- 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.
- 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.
- CH9 (Development Outside the Built Up Area Boundary – Although the site is within the Built Up Area Boundary, the policy also addresses the West of Ifield Rural Fringe. It seeks development which respects the locally special rural fringe and its relationship with the urban edge.
- CH13 (Conservation Area) states that development should result in the preservation or enhancement of the character and appearance of the conservation area.
- EC1 (Sustainable Economic Growth) offers support to allow existing and new businesses to grow and prosper.
- EC4 (Employment Development and Residential Amenity) states that proposals for changes of use adjacent to residential areas will be permitted where there is no adverse harm to local amenity or function of the surrounding area.
- EC7 (Retail and Leisure Development outside the Primary Shopping Area) confirms that the town centre first and sequentially preferable sustainable locations will be applied to retail proposals. Out of centre development will be permitted where it cannot be met on more central sites under the sequential approach and where the impact will not affect the vitality and viability of the town or neighbourhood centres.
- ENV11 (Development and Noise) states people's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.
- IN3 (Development and Requirements for Sustainable Transport) seeks to locate development where it can be visited through sustainable transport, including bus, cycle and on foot. It also states that development should not cause unacceptable impact in terms of increased traffic congestion or worsening highway safety.
- IN4 (Car and Cycle Parking Standards) requires development to provide appropriate parking to meet its needs.

4.3 Ifield Village Conservation Area Statement – February 2017. The Conservation Area Statement identifies Ifield Green as a “bit of a rat run” and seeks to retain the overall layout and character of roads within Ifield Village. No specific proposals for car parking are included in the statement.

PLANNING CONSIDERATIONS:-

- 5.1 The main issues to be considered are:
- Proposed use and economic growth
 - Neighbouring amenity
 - Highways and parking
 - Impact upon the conservation area and the West of Ifield Rural Fringe

Proposed use and economic growth

- 5.2 There have been at least two other businesses (hairdresser/florist/beautician and bridal outfitter) previously operating from these premises in recent years and it seems to be a relatively marginal commercial location. The premises were vacant for approximately four months prior to the current use commencing. The proposed use introduces a new business and also a wider mix of uses which may help to make this location more sustainable. Guidance within the NPPF and the Crawley Borough Local Plan 2015-2030 is strongly supportive of economic growth generally.
- 5.3 The proposal would retain a predominance of retail (A1) floorspace on the site and the other proposed uses are very similar in character to retail. The proposal would cater for customers visiting the site and could help to sustain other adjoining businesses, such as the shop opposite and the public house to the south.
- 5.4 It is positive to see a new business being created in this location. The proposed use is considered to accord with both national and local policies and is strongly welcomed in terms of retaining commercial use of the building.

Neighbouring amenity

- 5.5 The building is detached, although the upper floor is in the process of being converted to residential use. The proposed uses would not generate significant noise levels to cause disturbance to adjoining dwellings. There is an existing shopfront onto Ifield Green, three small windows onto The Tithe and two small ground floor windows in the tattoo studio room facing towards 1 Alma Cottages to the north. It is not considered that any of the existing fenestration causes overlooking problems for neighbours. Overall, the proposed use is not considered detrimental to local amenity and would provide services that may benefit local residents.

Highways and parking

- 5.6 The Local Highway Authority has commented that this is a *“relatively small scale proposal”* and considers the proposed use to be similar in parking terms to the existing use. Its response states *“... the Local Highways Authority would not be in a position to substantiate any objection citing parking demand”* and raises no highway capacity concerns.
- 5.7 Local residents, however, have raised concerns about parking problems in the area, the limited number of spaces to the rear and visibility problems at The Tithe/Ifield Green junction. The Conservation Area Advisory Committee has also objected to the increased parking demand and highway safety implications for drivers and pedestrians. The IVCAAC states that the rear car park is no longer available due to the ongoing residential conversion of the upper floors. The IVCAAC’s letter also sets out the more historic car related uses on the site of The Tithe and the inadequacy of parking in the area. The existing car park area to the rear of the building contains a total of seven car parking spaces. Contrary to the IVCAAC’s comments, the submitted block plan shows two dedicated spaces for the proposed use.
- 5.8 Application CR/2016/0240/CC1 supplied details of four other parking spaces for the upper floor flats, which are in the process of being created. The submitted plan for that approval of details application also showed spaces, one of which is in a different location to the details submitted with the current application, reserved for the ground floor unit. Manoeuvring space within the car park is fairly limited, but it is possible to enter and leave in a forward gear. In total, one space would be provided for each of the proposed flats and two spaces for use in connection with the currently proposed ground floor use. The Local Highway Authority has raised no objection. There is no increase in floorspace on the ground floor and the proposed uses are similar in character to the previous retail (A1) use as a hairdressers. It is not considered that refusal on parking grounds could be sustained, but a condition is recommended that the proposed parking spaces be marked out and signed in order to ensure their availability to staff and customers.
- 5.9 On street parking is available along Ifield Green and the road is not excessively busy. The Tithe is a modern and fairly narrow cul-de-sac, although it does widen to two lanes at the junction with Ifield Green. Parked cars on Ifield Green would not obstruct visibility unduly or beyond that which is common at similar junctions in urban areas. The IVCAAC has submitted photos showing congestion at the junction of The Tithe and Ifield Green. Whilst this is noted and parked cars can play a part in restricting vehicle movements, the photos show refuse vehicles, a bus and a delivery

taking place to the general store opposite. The delivery clearly cannot be attributed to Ifield House occupants and refuse vehicles/buses cause occasional congestion in all urban areas. The Local Highway Authority has raised no objection and it is not considered that refusal on highway safety grounds could be sustained.

Impact upon the conservation area and the West of Ifield Rural Fringe

- 5.10 No physical changes are proposed as part of this application. Although the Ifield Village Conservation Area Advisory Committee objects to the application on heritage grounds, the Committee's concerns relate to the impact of parking. Given the small scale nature of the proposal, it is not considered that the application could be refused on the grounds of visual impact of increased parking upon the surrounding conservation area. The proposal retains commercial use of a building with an existing shopfront and is opposite a small general store. The proposed use is considered acceptable within this location within a conservation area and on the rural fringe of Crawley.

CONCLUSIONS:-

- 6.1 The proposal would reintroduce active commercial use into the building and make a small contribution towards local economic growth. Parking provision is considered to be acceptable and it is not felt that the proposal would have an adverse impact upon the surrounding area. Approval is recommended.

RECOMMENDATION RE: CR/2017/0247/FUL

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

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter.
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The parking spaces shown on the submitted plans shall be marked out and made available for use by customers and staff within three months of the date of this permission. The spaces shall not thereafter be used for any purpose other than the parking of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

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 the agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
 - Seeking amended plans/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.



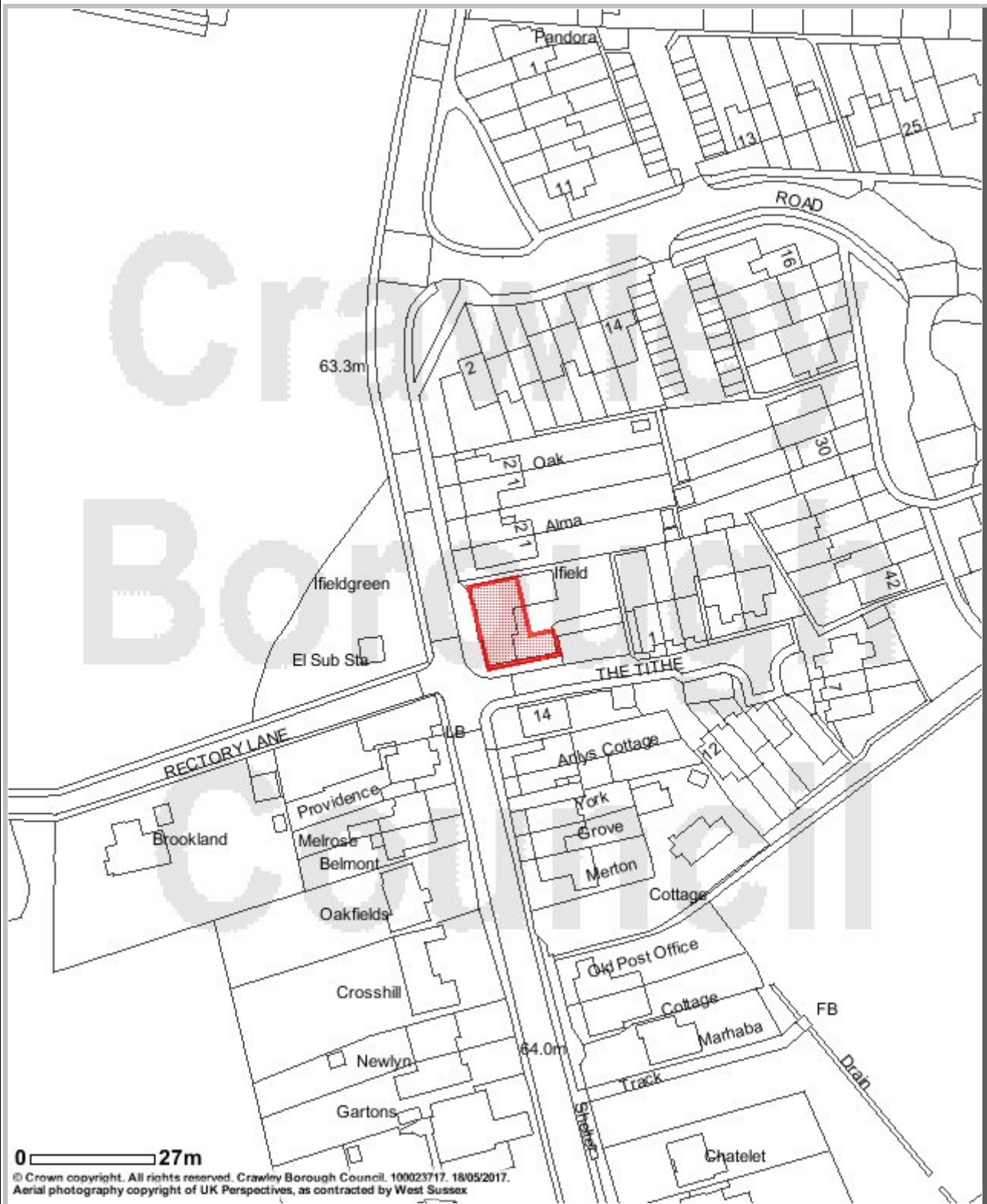
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Tel: 01293 438000
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CR/2017/0247/FUL

Date 11 May 2017

Approx. Scale 1:1,250

PART GROUND FLOOR, IFIELD HOUSE, IFIELD GREEN, IFIELD, CRAWLEY



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REFERENCE NO: CR/2017/0341/CON

LOCATION: [NORTHGATE PRIMARY SCHOOL, GREEN LANE, NORTHGATE, CRAWLEY](#)
PROPOSAL: CONSULTATION FROM WEST SUSSEX COUNTY COUNCIL (WSCC/013/17/CR) FOR THE ADDITION OF TWO AND SINGLE STOREY EXTENSIONS TO ALLOW INCREASE IN PUPIL NOS. FROM 2FE TO 3FE AND ASSOCIATED WORKS, INCLUDING INCREASE IN CAR PARKING, ZEBRA CROSSINGS AND MAKING PERMANENT THE 2 CLASSROOM NURSERY BUILDINGS, AND DEMOLITION OF THE EXISTING (CARETAKERS) HOUSE.

TARGET DECISION DATE: 10 May 2017

CASE OFFICER: Mrs K. Palmer

APPLICANTS NAME: West Sussex County Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED

Tree Retention Protection Plan; Tree Constraints Plan, Existing Tree Schedule, Construction Phase Traffic Plan, Proposed Site Works Plan, 011 Roof Plan Rev A, 020 Proposed Elevations Rev D, 008 Existing Floor Plans Rev A, 007 Existing Site Plan Rev A, 005 Proposed Site Plan Rev H, 004 Proposed Drains Rev B, 003 Existing Elevations Rev B, 002 Existing Drains Rev B, 001 Site Location & Boundary Plan Rev C.

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. CBC - Environmental Health- No objection
2. CBC Arboricultural Officer- No objection

NEIGHBOUR NOTIFICATIONS:-

Neighbours were not notified, as this committee item relates to a consultation from West Sussex County Council.

RESPONSES RECEIVED:-

Three letters of objection have been received by Crawley Borough Council from neighbouring residents raising concerns about the scheme. Issues raised include:

- There would not be sufficient parking for staff and visitors.
- There should be a pupil collection point for cars within the school grounds.
- The proposed park and stride will not be used by working parents due to time it will take.
- The Parade car-park cannot accommodate the additional vehicles as proposed.
- Concern for stress on street parking provision for residents of the surrounding area.
- The proposed zebra crossings and associated zigzag lines and unspecified drop-off area on Oak Way would result in the loss of a significant number of resident parking spaces. This would be for the entire day, although the crossings would only be used for short periods of time.

- The proposed zebra crossings would reduce the number of parked cars and this would encourage drivers to increase their speed on Hollybush Road, creating a more hazardous environment for pupils.
- Car users of driveways adjacent to the zebra crossings would have to reverse onto the zebra crossings.

These letters will be passed to West Sussex County Council, as they will be determining the application.

REASON FOR REPORTING TO COMMITTEE:-

A request was made for this consultation to be called into Planning Committee by Councillor Thomas.

THE APPLICATION SITE:-

- 1.1 The application site is Northgate Primary School, which is bounded by Barnfield Road to the south, Hollybush Lane and Green Lane to the east and Green Walk to the north. Immediately to the west of the site are properties located along Oak Way. The school site has vehicular access from Green Lane to the east. Pedestrian access is available from Green Lane, Hollybush Road and Barnfield Road.
- 1.2 The application site is located within a predominantly residential area. There are no identified site constraints. There is an existing, currently vacant, caretaker's house close to the entrance from Green Lane.

THE PROPOSED DEVELOPMENT:-

- 2.1 The development is a consultation from West Sussex County Council (WSSCC/013/17/CR) in relation to the addition of single storey and two storey extensions to allow increase in pupil numbers from 2 forms of entry to 3 and associated works including an increase in car-parking, provision of zebra-crossings and making permanent the 2 existing classroom-nursery buildings.
- 2.2 The proposals would result in the creation of extensions to accommodate an additional 120 pupils, rising from 510 to 630. There would also be an additional 18 members of staff required.
- 2.3 A new classroom is proposed to be added to the KS1 rooms adjacent to a disused entrance. To the south of the site a two-storey extension is proposed comprising 6 classrooms, a group room and staff room.
- 2.4 The on-site nursery facility is located within a temporary building. This is proposed to be made a permanent facility.
- 2.5 With regards to parking there are currently 35 staff parking spaces and one disabled for the use of staff only. The area of hardstanding within the carpark is proposed to be extended to create an additional 27 car-parking spaces. This would be accommodated by demolishing the empty caretaker's house. A new permeable tarmac path is also proposed that would run adjacent to the carpark. The new path would require the existing school gates onto Green Lane to be slightly set back from the existing location.
- 2.6 There are currently 40 cycle stands, the existing shelter is proposed to be removed and three new, more secure shelters are proposed near to the main entrance adding 28 cycle spaces, creating a total of 68 cycle spaces.
- 2.7 An area of hardstanding is also proposed to increase the size of the playground. This would be predominantly located on the site of the existing temporary staff room, which would be removed following the extensions to the main building.
- 2.8 It is proposed to use an off-site construction process to minimise disruption to pupils.

- 2.9 Whilst not development and therefore not part of the application, two zebra crossings are proposed to the roads adjoining the site. One would be positioned adjacent to the western boundary of the site on Barnfield Road, and one near the south-eastern corner of the site on Hollybush Road.

PLANNING HISTORY:-

- 3.1 CR/2017/0015/CON- The development was a consultation from West Sussex County Council (WSSCC/001/17/CR) in relation to the addition of a single storey and a two storey extension to allow increase in pupil numbers from 2 forms of entry to 3 and associated works including an increase in hard play area and reconfiguration of the existing car park. Withdrawn. (This application did not involve the demolition of the existing caretakers house).
- 3.2 CR/2017/0199/CON- consultation from (WSSCC/008/17/CR) for the erection of a temporary staff room block, new additional hard area and new drop-off area.
- 3.3 CR/2015/0251/CON- consultation from WSSCC (WSSCC/030/15/CR) for installation of modular classroom for a temporary period of 4 years including associated hard surfacing. No objection.
- 3.4 CR/2009/0086/CON- consultation from West Sussex County Council for the erection of a children and family centre including access, car parking and external works. No objection.
- 3.5 CR/2006/0749/CON- consultation from WSSCC on an application for the removal of windows and surround overlooking playground and brick up opening. No objection.
- 3.6 CR/2005/0738/CON- consultation from WSSCC on an application for erection of 1.5m high standard bow top fencing along frontage to Barnfield Road. No objection.

PLANNING POLICY:-

National Planning Policy Framework (2012)

- 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.

Relevant sections are:

- 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.
- 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 6: Delivering a wide choice of high quality homes. This requires Local Authorities to identify and bring back into residential use empty housing and buildings in line with local housing and empty homes strategies (para 51).

- 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 positively to making places better for people (para 56).
- Section 8: Promoting healthy communities. The Government attaches great importance to ensuring sufficient school spaces are available. Local authorities should take a proactive, positive and collaborative approach to this. They should give great weight to the need to create and expand schools and work with schools to identify and resolve planning issues before applications are submitted (para 72).

4.2 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). New development proposals will be required to respond to and reinforce locally distinctive patterns of development and landscape character.
- 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 H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs. Paragraph 6.20 of the supporting text states that empty housing should be brought back into residential use. Proposals for residential development should generally be approved where there is an identified need for additional housing provided there are no reasons why the development would be inappropriate.
- Policy ENV6 (Sustainable Design and Construction) states all new dwellings will be required to meet the strengthened on-site energy performance standards of Building Regulations, and any subsequent increased requirements.
- 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.
- Policy ENV9 (Tackling Water Stress) for non-residential development where technically feasible and viable development should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits, or any replacement standard.
- Policy ENV11 (Development and Noise) seeks to protect people's quality of life from unacceptable noise impacts and requires noise impact assessments where relevant.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy 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.

- 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.
- Policy IN5 (Location and Provision of New Infrastructure) states that the provision of new or improved infrastructure in appropriate locations will be supported where the facilities are required to support the development or they add to the range and quality of facilities in the town. Major facilities should be located in the most sustainable locations and local community facilities should be located close to neighbourhood centres.

4.3 Supplementary Planning Guidance and Documents (SPD)

- Urban Design- Supplementary Planning Document 2016 provides further advice on principles of good urban design.
- Annex 1 in the document sets out the Borough parking standards. For schools the guidance states there is a minimum requirement 1 space per 2 staff.

PLANNING CONSIDERATIONS:-

5.1 Crawley Borough Council has been consulted on this application as a statutory consultee by West Sussex County Council, who are the determining 'Local Planning Authority' in this regard.

5.2 The main consideration for this consultation are:

- The principle of the development, including proposed loss of the existing house
- Highway safety, access and parking
- Residential amenities
- Design and appearance
- Operational needs of the school
- Flooding
- Mobility
- Trees

The principle of the development:

5.3 The site is an existing school in the Northgate neighbourhood of Crawley and the proposal would provide additional permanent facilities. In this regard the principle of the development is acceptable at the existing school within Northgate and would accord with policies SD1 and IN5 in the Local Plan.

5.4 The current proposals include the demolition of the existing caretaker's house to provide approximately 12 additional parking spaces. The Design and Access Statement indicates that the building is empty, although there is no rationale provided for the loss of the dwellinghouse. Given that Local Plan Policy H1 requires the Council to meet housing needs and bring empty housing back into residential use where appropriate, the council would expect the application to include justification for the loss of the residential unit, covering issues such as the reasons why it is no longer needed by the school, why it cannot be self-contained and sold separately, or why the additional parking cannot be located elsewhere on the site. It is considered that further information is required from the applicant to explain and justify its loss in order for the Council to be satisfied that the scheme would not contravene the requirements of Policy H1.

Highway safety, access and parking;

5.5 The application site is located in a predominantly residential area where there are existing parking pressures. On-street parking occurs on all surrounding roads, and there are known issues of capacity in the locality to accommodate the existing traffic movements associated with the school at its current size. Two of the surrounding roads are narrow with cars frequently parked all along, often resulting in cars having to reverse long distances. During school collection times cars currently park along all along the yellow lines, also blocking the road and driveways for collection of pupils, causing congestion and hazards.

- 5.6 This application would involve extending the school to provide an additional form of entry and an extra 120 pupils and 18 members of staff. This is a reduction of 100 students from the previously withdrawn scheme. However, the amount of floorspace has not been proportionately reduced to reflect the reduced number of pupils and it is considered that further information is needed relating to this decrease in pupil capacity given that reduced pupil numbers are now the basis for the amended highway information in the transport statement.
- 5.7 Under this current application, a revised transport statement has been submitted. This survey identifies that around 9% of pupils travel to school by car, for teachers this is 82%. It estimates that at peak times unrestricted car-parking spaces are at 67% capacity. The data has identified that an additional 32 trips by vehicle are expected as a result of the increase in student numbers (including those using park and stride and hop-off). The report concludes that the travel survey has identified that the surrounding streets can accommodate the extra cars expected from the additional pupil numbers. The school has also proposed additional staff parking within the staff car-park (a further 27 parking spaces) and a hop-on/ hop-off facility on the single yellow lines. WSCC have agreed for the school to use the Northgate playing field car-park in Woodfield Road as a designated park and stride facility, with the use of the Northgate Neighbourhood Parade car-park proposed to be further encouraged. The playing field car-park is Crawley Borough Council property and the applicants should provide further information to demonstrate they have appropriate arrangements in place to use the car-park for this purpose. Additional cycle and scooter storage within the school grounds are proposed as well as two zebra crossings. In addition to this, several methods for promoting sustainable modes of transport have been identified, with various different school campaigns and promotions to encourage walking and cycling, using public transport, car-sharing and the park and stride facilities.
- 5.8 With regards to the mitigation measures proposed it is considered that the site could meet its operational requirements for staff parking capacity as a result of the additional parking spaces, which would also help to alleviate the parking stress on the nearby streets. However, in the absence of any justification, it is not considered that the creation of approximately 12 of those spaces justifies the loss of the caretaker's house as a residential unit.
- 5.9 In respect of parent drop-off, the park and stride facilities proposed could help to alleviate the parking problem and the proposed zebra crossings would help the safety issue of crossing the road. With regards to the sustainability measures proposed it is considered that given that the proposals are to a primary school, where nearly all of the children attending would not travel independently to and from school, it is unlikely a significant increase in cycling pupil numbers could be encouraged via school initiatives. However, most pupils will live locally and encouraging children to walk to school, cycle to school with their parents and use the park and stride facility could be an effective way to help alleviate parking pressure.
- 5.10 It is noted that there have been a high number of neighbour objections to the application itself with regards to parking problems and highway safety surrounding the school, (as on WSCC website). Some comment that the estimates on traffic impacts and car journeys appear lower than expected for primary school travel, for example the trips generated by increased vehicles (32). The validity of the applicant's information is an issue that would need to be assessed by WSCC Highways Department, who, as specialist consultees can identify whether the findings and proposals within the transport statement would satisfy their requirements.
- 5.11 At the time of preparing this report for Planning Committee, WSCC Highways Department had responded to the application consultation by requesting additional information. They have requested a design audit and a stage 1 road safety audit. Without this information they consider that there would be insufficient information to demonstrate that the proposals would not give rise to severe impacts upon the highway. Once they have received the additional information requested they will provide WSCC planning department with more detailed analysis of this issue in terms of highway safety.
- 5.12 In conclusion, overall, there is some concern that the increase in pupil numbers would exacerbate existing problems with parking capacity issues within the locality and lead to increased hazards for road users and pedestrians. However, the current submission has reduced pupil numbers by 100 from the previously withdrawn scheme and has proposed a number of mitigation measures to help alleviate parking, traffic and access pressures. Therefore it is considered that from the evidence

provided there is no significant concern with the current transport proposals in planning terms and the scheme's ability to meet the requirements of LP policy IN3. Officers do not consider they could object on parking or highway grounds, subject to WSCC Highways department obtaining the clarification they have sought with the findings of the survey, and being satisfied that the impact of the increased vehicle movements and the cumulative impact on the existing highway infrastructure have been adequately addressed and mitigated for within the proposal as submitted.

- 5.13 Should the application be permitted by WSCC, it is suggested that conditions be added to the permission to ensure implementation of proposed cycle parking facility, the zebra crossings and the proposals outlined within the Travel Plan and Transport Assessment. Also that the parking spaces proposed are kept available for vehicles and used for no other purpose and provided prior to occupation.

Impact on neighbours' amenity;

- 5.14 The proposed single storey classroom building would be no closer to surrounding properties than the existing south facing windows within the building. The openings within the proposed two storey building would largely face onto the existing west wing of the school. Both extensions would be sufficiently located away from the surrounding residential properties, with the nearest dwelling being approximately 40 metres away, meaning the proposed development would not result in a detrimental impact on neighbours. The proposed play area extension would be sufficiently screened from neighbours and its impact on neighbours would not be harmful. The application was consulted with the Environmental Health Division that reviewed the provided details and have stated that they do not wish to object. Overall it is considered that the proposed development would not result in a detrimental impact on neighbours in terms of overlooking and overbearing impact and would therefore accord with LP policy CH3 in this regard.

Design & appearance of the proposal & Impact on the street scene

- 5.15 In terms of appearance, the proposed extensions are considered acceptable and in keeping with the existing building. They would be of appropriate massing and design style. The proposal would accord with LP policy CH3 in this regard. Should the application be permitted by WSCC it is suggested that a condition be added to the permission to use matching materials for the extension to ensure a satisfactory external appearance for the development.

Impact on the operation of the school;

- 5.16 The proposal would result in alterations to the school building, but ultimately would result in a school facility fit for its intended purpose. The proposed school expansion is required to meet an identified need for school places in the area. The proposal would also be sited to have minimal impact on the playing field provision on the site and would mitigate any losses through the provision of a new area of playground. The proposal would accord with LP policies in this regard.

Whether the proposal will result in increased risk from flooding;

- 5.17 The school site is not at risk from flooding and the proposed development would not result in risk to the school or surrounding area. The proposal therefore conforms with LP policy ENV8.

Whether the proposal will meet the needs of people with disabilities and mobility problems.

- 5.18 The internal configuration and proposed routes between the new and existing school buildings are considered sufficient to provide suitable access to those with disabilities or restricted mobility. The site is predominately flat, aiding access around the site. The proposal accords with LP policies in this regard.

Trees

- 5.19 The application was consulted with the Council's arboricultural officer who considers the proposals to be acceptable in this regard. There are no protected trees on the site and the works would not affect any trees of real amenity importance. It should be noted that WSCC have its own arboricultural

officers who are consultees. Should the application be permitted by WSCC, it is suggested that a condition be added to the permission to request a tree protection plan be submitted to include measures to safeguard trees during construction.

CONCLUSIONS:-

- 6.1 It is considered that while the expansion of the school is supported and accepted in principle as it would create a permanent education facility within a sustainable location, the applicant has failed to demonstrate that the loss the caretakers house as a residential unit would be acceptable in this case. It is considered that additional information should be sought which justifies the loss of the caretaker's house and that further consultation with Crawley Borough Council should then be carried out prior to determination of the application.
- 6.2 There are also concerns about the scale of the development and its impact on the surrounding area. The key concerns relate to the impact on traffic congestion and parking pressures on the area. Without the benefit of reviewing the final comments from WSCC Highways Department, the Council cannot be satisfied that the impact upon the road network would be effectively managed to ensure disruption is kept to a minimum. CBC would need to be satisfied that the highway concerns raised can be satisfactorily overcome and that local highways impacts can be appropriately addressed.
- 6.3 There is also further information needed on the assumptions made in the application submission in relation to the decrease in pupil numbers and parking arrangements off-site.

RECOMMENDATION RE: CR/2017/0341/CON

NO OBJECTION – subject to further information

It is recommended that CBC raise **NO OBJECTION** to the principle of the development subject to the following:-

1. Receipt of further satisfactory information to address the loss of the residential unit.
2. Confirmation that WSCC Highways Department is satisfied that the proposals have adequately addressed and mitigated the potential impact upon the highway and,
3. Formal re-consultation with Crawley Borough Council on any additional information received to address the issues raised within this report including reduced pupil capacity, arrangements for use at Northgate Playing Field Car Park and any further information supplied to mitigate the local highway impacts.

If WSCC are minded to grant permission it is recommended that the following conditions are imposed (suggested wording as set out below):-

1. The materials and finishes of the external walls and roofs of the buildings hereby permitted shall match in colour and texture those of the existing building.
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
2. The development shall not be implemented until a School Travel Plan, covering the measures to be put in place during the construction works and post completion has been submitted to and agreed in writing by the Local Planning Authority. The Travel Plan shall be based on a maximum school capacity of 630 pupils and shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority. The Travel Plan shall thereafter be maintained and operated as specified in the approved document.
REASON: To encourage sustainable transport modes in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.

3. No part of the development shall be first occupied until the car parking has been constructed 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 spaces for the use in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD 2016.
4. No part of the development shall be first occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by intended users.
REASON: To encourage sustainable travel options and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 – 2030.
5. No part of the new school accommodation shall be occupied until the 2 zebra crossings have been constructed in accordance with details which have been first submitted to and approved in writing by the Local Planning Authority. These shall thereafter be retained at all times for their designated purpose.
REASON: To provide the site with safe pedestrian access in accordance with Policies IN1 and IN3 of the Crawley Borough Local Plan 2015-2030.
6. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres or such distance as may be agreed in writing by the Local Planning Authority. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
7. The applicant shall, during the next planting season following the felling of any trees, subject of this application, plant replacement trees of a species and maturity and in positions approved by the Local Planning Authority and under its supervision and in the event that any such trees die within five years following such planting, shall replace them with similar trees in similar positions during the next planting season.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.



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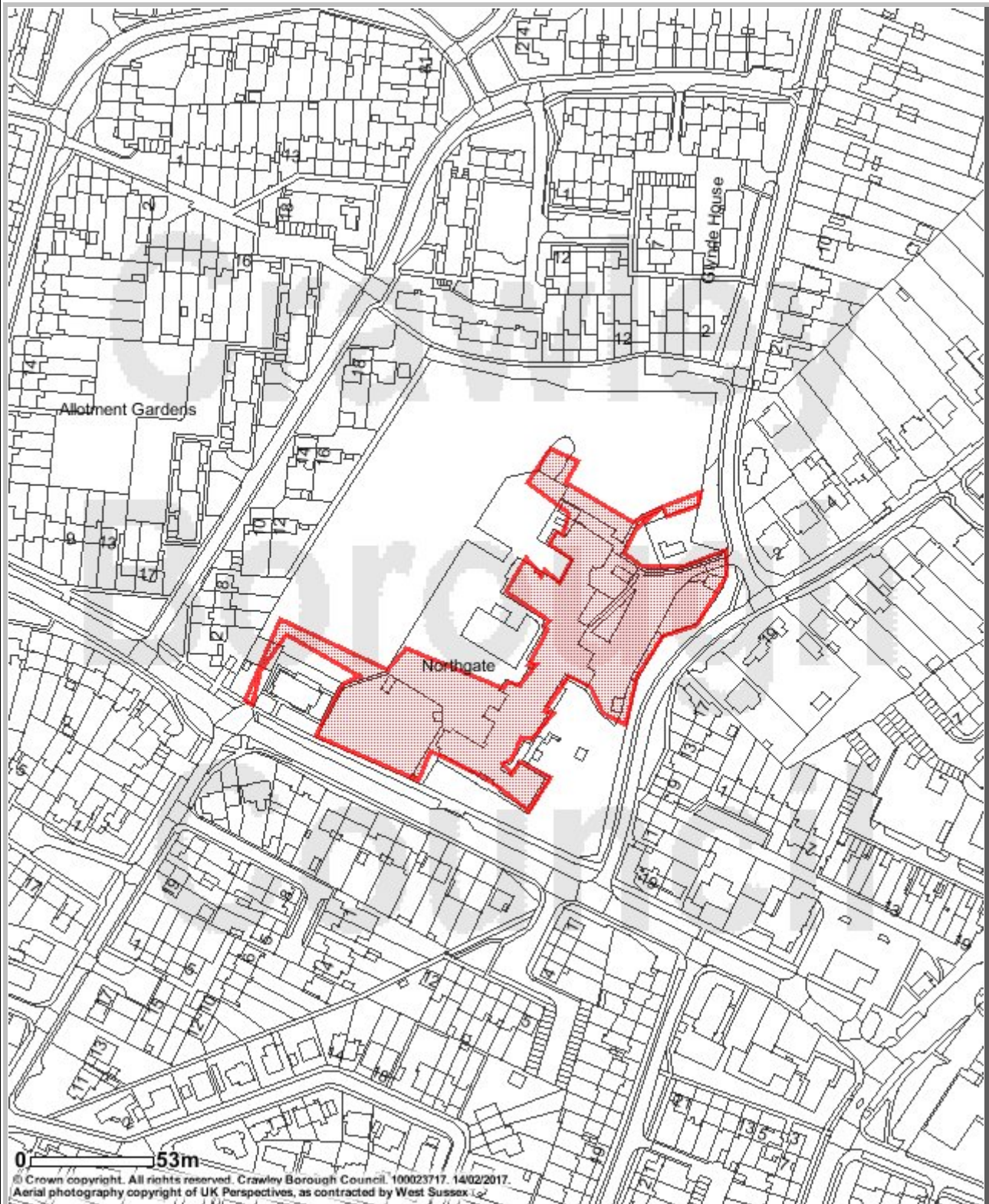
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CR/2017/0341/CON

Date 13 June 2017

Approx. Scale 1:1,250

**NORTHGATE PRIMARY SCHOOL, GREEN LANE,
NORTHGATE, CRAWLEY**



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Crawley Borough Council

Report to Planning Committee

13th June 2017

PROPOSED DEED OF VARIATION TO PLANNING APPLICATIONS CR/2014/0764/OUT AND CR/2016/1020/FUL RELATING TO THE FORMER THALES SITE (NOW NUMBERS 2 -7 GATWICK ROAD), NORTHGATE, CRAWLEY

Report of the Head of Economic & Environmental Services, *Report No. PES 251*

1. Purpose

- 1.1. This report sets out the proposed changes to two S106 Agreements prepared pursuant to planning permissions CR/2014/0764/OUT and CR/2016/1020/FUL and the reasons for the proposed amendments to these provisions. These changes which are not minor variations to these legal agreements require the approval of the Planning Committee.
- 1.2. The proposed changes relate to the required delivery / timing for the junction improvements. The changes are necessary to ensure appropriate traffic management and will enable opportunities to enhance the junctions to be fully explored should any additional funding become available.

2. Recommendation.

- 2.1. It is recommended that the Planning Committee **AGREE** to the making of a proposed Deed of Variation to reflect the changes as set out in para 5.1 of this report.

3. Background

- 3.1. The site to which this report relates is the former Thales site, Gatwick Road, Northgate. The site is currently marketed under the name 'Nexus'. When Thales vacated this presented a key opportunity to redevelop the site in line with the vision and objectives of the Manor Royal Masterplan. The site was the subject of a Development Principles Document, which was later incorporated into the now adopted Manor Royal SPD.

The 'hybrid application' – CR/2014/0764/OUT

- 3.2. In November 2014 a hybrid planning application was submitted for the comprehensive redevelopment of the site which included office space, an emergency operating centre / headquarters and small amount of retail / café / restaurant use. The proposed

development which followed the principles set out in the planning guidance divided this large site into 3 land parcels which are identified as set out on the attached location plan (at the end of this report).

- 3.3. The application provided details in outline only for Parcels 1 and 3 while Parcel 2 sought full planning permission for a 4-storey building comprising an emergency operating centre and headquarters on the lower floors with 2 floors of B1 office space above.
- 3.4. The Development Control Committee on 2nd February 2015 resolved to grant planning permission for the development subject to the conclusion of a S106 Agreement to deliver the infrastructure necessary to support /mitigate the impacts of the development. This was concluded and a decision issued on the 27th April 2015.
- 3.5. The provisions in the S106 Agreement in respect of the physical highway works were as follows:

Highway Works/ contribution	TAD	Trigger
Improvements to Manor Royal / Gatwick Road roundabout shown indicatively on drawing 14-047-101		To complete the works (to the satisfaction of WSCC) within 12 months of the first occupation of the second and third floors of the building – Parcel 2
Improvements to Fleming Way/ Gatwick Road roundabout shown indicatively on drawing 14-047-102		To complete the works (to the satisfaction of WSCC) prior to the 1 st occupation of parcel 1
Improvements to Beehive / Gatwick Road signalised junction as indicatively shown on drawing 14-047-103		To complete the works (to satisfaction of WSCC) prior to first occupation of parcel 3
The provision of a pedestrian refuge island on Gatwick Road (location to be agreed with the Highway Authority)		To complete the works (to satisfaction of WSCC) prior to first occupation of parcel 3

- 3.6. The building on Parcel 2 is now constructed and nearing occupation.

The 'full' application - (CR/2016/1020FUL)

- 3.7. In December 2016 a full planning application was submitted for the Parcel 1 land on this site. The proposed development, an aircraft simulator training and production facility was materially different to the outline planning permission granted for this land parcel and therefore could not be considered by means of a Reserved Matter Application. The Planning Committee resolved to grant planning permission for this development on the 21st March 2017 subject to the conclusion of a separate S106 Agreement, and this was concluded and the decision issued on the 19th May 2017.

3.8. The provisions in the 106 Agreement in respect of the physical highway works were as follows:

Highway Works	To complete (to the satisfaction of WSCC) improvements to the Fleming Way/ Gatwick Road roundabout shown indicatively on drawing 14-047-102 within 36 months of the first occupation of any building
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4. Proposed changes

- 4.1. As Members may recall and as set out in the Officer's report in March 2017 for the Parcel 1 application (CR/2016/1020/FUL), since the original S106 Agreement relating to the hybrid application was signed, further Local Growth Fund opportunities and redevelopment opportunities have arisen which affect Gatwick Road. There is potential for further money for highway improvements in addition to the junction improvements designed for the Nexus site from the Growth Fund bid (if successful) and from the Northwood Park development if implemented. Northwood Park received a resolution to grant planning permission on 10th April 2017 subject to conclusion of a S106 Agreement CR/2016/0997/FUL with a highway contribution of £370,029.
- 4.2. In March 2017 when the Parcel 1 application was considered by Committee, discussions were ongoing with various parties and the applicants to understand requirements and to establish appropriate triggers to deliver the highway works from both the Nexus site and other infrastructure provision including infrastructure improvements required as part of Forge Wood. As part of the conclusion of the recent agreement for Parcel 1 the trigger for delivery of Fleming Way/ Gatwick Road roundabout has been moved back to 36 months following first occupation of the first building.
- 4.3. In respect of Forge Wood there are two infrastructure improvements required for this development secured under the following conditions:
 - Condition 46 (i) works to the Hazelwick Roundabout. These works are scheduled to occur in Autumn 2017 as the developers will have reached the trigger for delivery of 300 dwellings occupied.
 - Condition 45 (v) works to convert the existing signal controlled pedestrian crossings situated on the southern and western approach of the Gatwick Road/ Fleming Way roundabout to toucan crossings. These works also have a trigger for implementation on occupation of 300 dwellings.
- 4.4. This report seeks to agree a further Deed of Variation to the delivery of the highway works associated with the former Thales site. The changes relate to the requirements for delivery of junction improvements for both Parcel 1 and Parcel 2 and triggers for these. The requirements for Parcel 3 remain unaffected.
- 4.5. Based on the original triggers in the 2014 S106 agreement for the roundabout improvements to for parcels 1 and 2, and taking into account the highway works for Hazelwick Roundabout, the works to all 3 roundabouts would need to be delivered at around the same time. This is impractical for management of traffic in the area. It is therefore proposed to move the triggers for highway improvements for Parcels 1 and 2 back to allow for the more significant Hazelwick Roundabout works to be

implemented first. This also allows further time for the junction designs to be enhanced with further highway improvements if any additional monies are received.

- 4.6. There are ongoing discussions about revising the junction designs to accommodate an eastbound bus lane along Manor Royal and a potential shared footway /cycleway along Manor Royal to Gatwick Road which would require some modifications to the Manor Royal roundabout design.
- 4.7. There is also a need to incorporate the Forge Wood Toucan crossing into the Fleming Way roundabout design and also investigate the possibility of widening the footway on the western side of Gatwick Road to a shared footway / cycleway.
- 4.8. The applicants for Nexus also wish to switch around which land parcels delivers the each junction improvement. In practical terms both roundabout works would still be carried out and the Local Planning Authority would not be disadvantaged by this alteration.

5 Recommendation

5.1 The committee is asked to agree to the following to be included in the Deed of Variation:

- For Parcel 1 to deliver the Manor Royal / Gatwick Road roundabout works within 24 months of 1st occupation of either building.
- For Parcel 2 to deliver the Fleming Way /Gatwick Road roundabout works within 36 months of first occupation of the 2nd and 3rd floors of the building.
- A form of wording to agree substitution of the junction drawing designs with agreement of all parties, in the event that funding from other sources becomes available to deliver further enhancements
- A form of wording be added to the Legal Agreement to allow for minor changes to the development which may arise as result of subsequent applications under S73 of the Town and Country Planning Act 1990 to be accommodated without the need for a further Deed of Variation.

6 Background Documents

- Application CR/2014/0764/OUT
- Application CR/2016/1020/FUL



Contact Officer: Jean McPherson – Group Manager (Development Management)
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Crawley Borough Council

Report to Planning Committee

Section 106 Monies - Annual Report 2016/17

Report of the Head of Economic & Environment Services, - **PES249**

1. Purpose

- 1.1. Developers are often required through Section 106 planning agreements, entered into with the Council as the local planning authority, to make financial contributions towards the provision or improvement of infrastructure if a need is generated by the new developments. These monies must be spent as set out in the planning agreements and in accordance with government guidance.
- 1.2. This Annual Report summarises all the S106 monies received/ spent and committed to project schemes in the financial year 2016/2017.

2. Recommendations

That the Committee:

- 2.1. notes the contents of the report in regard to the Councils S106 process and
- 2.2 notes the update on S106 monies received, spent and committed in 2016/2017.

3. S106 Monies Received 2016/17.

- 3.1. During the course of the financial year 2016/17 a total of £1,096,877.89 of monies were paid to the Council by developers in accordance with their obligations under the S106 agreements with the local planning authority.
- 3.2. The following table provides a breakdown of the amounts received by category of spend. A breakdown of the developments from which these monies were received is contained in appendix A.

S106 Spend Category	Amount
Transport	£291,044.71
Manor Royal Public Realm	£50,801.11
Library	£24,992.03
Open space	£267,650.29
Fire	£38,555.17
Education	£382,834.58
Affordable Housing	£41,000
Total	£1,096,877.89

4. S106 Monies Spent 2016/17.

4.1. In 2016/17, a total of £799,519.51 of S106 monies was spent by the Council and West Sussex County Council on infrastructure projects. The following table lists the projects on which the funds were spent.

S106 Spend Category		Status
Transport		
Southgate Avenue - Puffin Crossing	£ 27,835.00	Complete
WSSC - Buckswood Drive signalled Crossing	£ 13,290.00	Complete
Manor Royal Wayfaring (signage phase 1)	£ 30,000.00	Complete
Boulevard Cycle Path - Phase 1, Initial Design	£ 5,970.00	Complete
WSSC - Lady Margaret Road Traffic Regulation Order	£ 5,578.00	TBC
Sussex House Cycle Path - Toucan Crossing & Lights	£ 14,089.87	Complete
WSSC - Traffic Calming Woodfield Road	£ 9,750.00	TBC
WSSC - RTP1 Shelter Betts Way WSSC	£ 15,000.00	TBC
Bike It Programme 2016/17	£ 26,523.00	Complete
Tilgate Hut Bus Stop Pedestrian Walk Way	£ 5,000.00	Ongoing
Crawter's Brook cycle path x2, initial site surveys	£ 2,080.55	Ongoing
Transport Sub Total	£ 155,116.42	
Open Space		
Halnacker Walk - Bewbush, play facilities	£ 44,556.77	Complete
Furnace Green Playing Fields, play facilities	£ 40,000.00	Complete
Langley Green Playing Fields, play facilities	£ 51,984.00	Complete
Maidenbower Park, play facilities	£ 9,000.00	Complete
Pycombe Court - Bewbush, play facilities	£ 9,600.00	Complete
Cowfold Close - Bewbush, play facilities	£ 9,600.00	Complete
Knepp Close, play facilities	£ 13,853.00	Complete
Lutyens Close - Bewbush, play facilities	£ 33,033.09	Complete
Tilgate Disabled Toilets, adult changing facilities	£ 6,519.66	Complete
Allotments, carpark development. Phase 1 lfield Rd/Railey Rd.	£ 13,000.00	Complete
Open Space Sub Total	£ 231,146.52	
Education		
WSSC - School improvements as detailed in cabinet report SHAP/39	£ 323,968.00	Complete
Manor Royal Public Realm		
Manor Royal Gateway 3, roundabout improvements	£ 20,000.00	Complete
MR Pocket Park, a new pocket park	£ 37,125.00	Complete
Manor Royal Public Realm Sub Total	£ 57,125.00	
CCTV		
CCTV, repair of strategic CCTV camera	£ 2,480.00	Complete
Town Centre Public Realm		
Sussex Way Cycle Path	£ 29,683.57	Complete
Overall Total	£ 799,519.51	

4.2. Appendix B provides further information on each of the above projects.

5. S106 Monies Committed 2016/17.

5.1. A further £318,203.53 of S106 monies was committed to infrastructure projects during 2016/17, through the Council's agreed approval process (see 8.3). These projects are due to complete in 2018/19. The following table provides a breakdown by spend category of the total amount committed.

S106 Spend Category	Amount
Transport	£269,626.92
Public Realm Manor Royal	£22,581.61
Open Space	£25,995.00
Total	£318,203.53

5.2. The following table provides a breakdown of the individual project schemes to which the S106 funds were committed during 2016/17. Appendix C provides a short explanation of each project.

S106 Spend Ca	Lead Or	Project Name	Money Committed	Due to Complete
Transport	CBC	Crawters Brook - 2 off road cycle tracks to NCN21	£ 80,508.92	Nov-17
	CBC	County Mall shared cycle / foot path improvements	£ 23,000.00	Nov-17
	CBC	BIKE IT Programme to increase cycling 2017/19	£ 67,500.00	Jun-19
	CBC	Cemetery - Improved bike / pedestrian access	£ 34,605.00	May-17
	CBC	New bus stop for Tilgate Park	£ 8,000.00	May-17
	WSCC	Ifield Drive / Ifield Avenue Junction Improvements	£ 56,013.00	Complete
Public Realm MR	CBC	Langley Walk cycle/foot path lighting improvements	£ 22,581.61	May-17
Open Space	CBC	Allotment improvement - Phase 2.	£ 5,600.00	TBC
	CBC	Cemetery - Improved bike / pedestrian access	£ 10,395.00	May-17
	CBC	Peterhouse Parade footpath lighting improvements	£ 10,000.00	Jun-17
			£ 318,203.53	

5.3. The following table lists the projects which had S106 funds committed prior to 01.04.16 and are still ongoing. Appendix D provides a short explanation of each project.

S106 Spend Cat	Lead Org	Project Name	Money Committed	Comments
Transport	CBC	10 new bus shelters	£ 104,675.52	See Cabinet Report PS/0364
	CBC	Boulevard Cycle Path, Phase 2	£ 94,030.00	Delgated Process Complete
	CBC	Three Bridges Station -Specific S106	£ 393,758.90	See Cabinet Report SHAP/43
	CBC	SCOOTER SHEDS THE OAKS SCHOOL	£ 500.00	Delgated Process Complete
Town Centre	CBC	Museum - Public Realm	£ 40,000.00	Cabinet Report CTY/097
			£ 632,964.42	

6. Available Funds and potential future spend

6.1. As of 31.03.2017 there is £3,804,545.46 of S106 monies as yet uncommitted to projects. Officers at the Council and WSCC are working together to draw up a programme of infrastructure projects which, subject to the S106 approval process (see 8.3), will be delivered by March 2021.

7. Summary of S106 Monies

7.1. The table below provides an overview of the S106 monies spent, received and committed during 2016/17 and shows the change in the balance of S106 funds brought forward into 2017/18 (far right hand column) compared to the balance of S106 funds at the start of 2016/17 (2nd column from the left).

S106 Categories of Spend	Balance Brought Forward 01.04.16	Received 2016/17	S106 Spend 2016/17	Ongoing Projects.		Uncommitted 31.03.17	Total Balance to be brought forward to 2017/18
				Committed prior to 2016/17 Project Ongoing	Committed 2016/17 Project Ongoing		
Transport	£2,345,386.65	£291,044.71	-£155,116.42	£592,964.42	£269,626.92	£1,618,723.60	£2,481,314.94
Manor Royal Public Realm	£177,406.49	£50,801.11	-£57,125.00	£0.00	£22,581.61	£148,500.99	£171,082.60
Library	£10,317.38	£24,992.03	-£0.00	£0.00	£0.00	£35,309.41	£35,309.41
Open Space	£1,094,225.68	£267,650.29	-£231,146.52	£0.00	£25,995.00	£1,104,734.45	£1,130,729.45
Town Centre	£359,792.76	£0.00	-£29,683.57	£40,000	£0.00	£290,109.19	£330,109.19
Fire	£45,016.45	£38,555.17	-£0.00	£0.00	£0.00	£83,571.62	£83,571.62
Education	£370,438.66	£382,834.58	-£323,968.00	£0.00	£0.00	£429,305.24	£429,305.24
CCTV	£55,770.96	£0.00	-£2,480.00	£0.00	£0.00	£53,290.96	£53,290.96
Affordable Housing	£0.00	£41,000.00	-£0.00	£0.00	£0.00	£41,000.00	£41,000.00
Total	£4,458,355.03	£1,096,877.89	-£799,519.51	£632,964.42	£318,203.53	£3,804,545.46	£4,755,713.41

8. Background Information

- 8.1. Once received S106 monies are held in separate ring-fenced accounts for the different types of infrastructure categories until they are spent. Due to the amount of monies received, and the time taken to programme and implement schemes, the Council continues to hold S106 monies which have been received in previous years.
- 8.2. The current process for approving spend of S106 monies received from individual site developments includes an assessment to make sure that the request for spend and allocation of funds meets the strict specifications that have been set out in each development's S106 legal agreement. Each development's S106 legal agreement will provide details of any time constraints for use, any specific projects/allocations that the money must be spent on and in some cases a catchment area where the money can be spent.
- 8.3. The council's agreed process for the allocation of S106 funding is as follows:
- i) Completion by the Council or WSCC project proposer of a report covering project specifics, delivery & implementation, including the costs, benefits and location of schemes.
 - ii) An eligibility assessment is undertaken to ensure that the request adheres to any potential S106 legal criteria within the agreements that the money must be used for i.e. transport, open space etc.
 - iii) If a scheme is eligible consultation is undertaken with the Portfolio Holder for Planning and Economic Development and other Cabinet portfolio holders as applicable.
 - iv) Consultation is then undertaken with relevant ward members based on the location of the scheme, seeking their views.
 - v) For schemes up to £100k a final report, incorporating any comments received, is then considered for sign-off under delegated powers by the Head of Economic & Environmental Services and the Head of Finance, Revenues & Benefits in consultation with the Portfolio Holder for Planning and Economic Development. If the scheme is already in the capital programme no further approval is required, if the scheme is new, the approval will be sought in a quarterly monitoring report to Cabinet
 - vi) Separate Cabinet approval is required for schemes over £100k - these will be stand-alone reports.
 - vii) Once a scheme is agreed then the S106 funds are committed and ring-fenced for this project.

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Appendix A – S106 Contributions Received 2016/17

Cont. Type	Planning Ref	Location	Contribution Amount	
Traffic	CR/2009/0111/FUL	Haslett Avenue West, Northgate	£ 62,000.00	
	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 52,060.53	
	CR/2016/0166/FUL	56A - 60 NORTH ROAD, THREE BRIDGES, CRAWLEY	£ 29,865.00	
	CR/2013/0517/OUT	27-45 IFIELD ROAD, WEST GREEN	£ 38,455.57	
	CR/2013/0517/OUT	27-45 IFIELD ROAD, WEST GREEN	£ 10,337.52	
	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMMUNITY COLLEGE, LADY MARGARET ROAD, IFIELD	£ 5,578.00	
	CR/2014/0824/FUL	Betts Way, Langley Green	£ 32,976.55	
	CR/2014/0824/FUL	Betts Way, Langley Green	£ 33,587.23	
	CR/2010/0706/FUL & CR/2012/0337/FUL	Land adjacent to 4-6 Springfield Rd SG	£ 1,991.60	
	CR/2014/0777/FUL	Gales Place, Three Bridges	£ 24,192.71	
Education	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 46,512.45	
	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 50,060.84	
	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 11,726.74	
	CR/2016/0166/FUL	56A - 60 NORTH ROAD, THREE BRIDGES, CRAWLEY	£ 4,384.00	
	CR/2016/0166/FUL	56A - 60 NORTH ROAD, THREE BRIDGES, CRAWLEY	£ 4,718.00	
	CR/2016/0166/FUL	56A - 60 NORTH ROAD, THREE BRIDGES, CRAWLEY	£ 1,105.00	
	CR/2014/0317/NCC	FAIRFIELD HOUSE SITE, WEST GREEN DRIVE, WEST GREEN	£ 18,803.72	
	CR/2014/0317/NCC	FAIRFIELD HOUSE SITE, WEST GREEN DRIVE, WEST GREEN	£ 20,238.15	
	CR/2014/0317/NCC	FAIRFIELD HOUSE SITE, WEST GREEN DRIVE, WEST GREEN	£ 4,740.72	
	CR/2013/0517/OUT	27-45 IFIELD ROAD, WEST GREEN	£ 84,744.92	
CR/2015/0389/FUL	SITE OF FORMER IFIELD COMMUNITY COLLEGE, LADY MARGARET ROAD, IFIELD	£ 135,800.04		
Library	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 3,915.63	
	CR/2014/0317/NCC	FAIRFIELD HOUSE SITE, WEST GREEN DRIVE, WEST GREEN	£ 11,560.70	
	CR/2016/0166/FUL	56A - 60 NORTH ROAD, THREE BRIDGES, CRAWLEY	£ 3,409.00	
	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMMUNITY COLLEGE, LADY MARGARET ROAD, IFIELD	£ 6,106.70	
Fire	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 3,666.43	
	CR/2013/0517/OUT	27-45 IFIELD ROAD, WEST GREEN	£ 15,511.45	
	CR/2014/0317/NCC	FAIRFIELD HOUSE SITE, WEST GREEN DRIVE, WEST GREEN	£ 10,825.51	
	CR/2016/0166/FUL	56A - 60 NORTH ROAD, THREE BRIDGES, CRAWLEY	£ 3,064.00	
	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMMUNITY COLLEGE, LADY MARGARET ROAD, IFIELD	£ 5,487.78	
Affordable Housing	N/A	4 LINDISFARNE HOUSE	£ 41,000.00	
Open Space	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 4,014.86	
	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 2,212.00	
	CR/2014/0046/FUL	Land formerly Langley Green Primary, Stagelands	£ 1,106.00	
	CR/2014/0317/NCC	FAIRFIELD HOUSE SITE, WEST GREEN DRIVE, WEST GREEN	£ 55,098.91	
	CR/2013/0517/OUT	27-45 IFIELD ROAD, WEST GREEN	£ 143,995.44	
	CR/2010/0706/FUL & CR/2012/0337/FUL	Land adjacent to 4-6 Springfield Rd SG	£ 2,047.38	
	CR/2015/0389/FUL	SITE OF FORMER IFIELD COMMUNITY COLLEGE, LADY MARGARET ROAD, IFIELD	£ 47,347.58	
Manor Royal Public Realm	CR/2014/0777/FUL	Gales Place, Three Bridges	£ 11,828.12	
	CR/2014/0437/FUL	HARWOODS (FORMER BOC EDWARDS SITE), MANOR ROYAL	£ 13,269.68	
	CR/2014/0824/FUL	Betts Way, Langley Green	£ 10,015.10	
	CR/2016/0176/FUL	1-3 BETTS WAY, (FORMER PREMIERE HOUSE SITE), LANGLEY GREEN, CRAWLEY	£ 5,001.56	
	CR/2016/0005/FUL	5 RUTHERFORD WAY, NORTHGATE	£ 1,412.77	
		CR/2016/0722/FUL	LAND AT FARADAY ROAD, NORTHGATE, CRAWLEY	£ 21,102.00
			£ 1,096,877.89	

Appendix B - S106 Monies Spent, 2016/17 – Project Information.

S106 Spend Category - Transport.

Southgate Avenue, Puffin Crossing – Completed.

Paid to West Sussex County Council for the installation of a new Puffin crossing on Southgate Avenue in Crawley, north of its junction with Southgate Drive. Crawley County Local Committee had identified the need for a pedestrian crossing at this location.

Buckswood Drive, Puffin Crossing – Completed.

Paid to West Sussex County Council for the installation of a new Puffin crossing within the junction of Buckswood Drive and Horsham Road/A2220 in order to cross Buckswood Drive safely. This ties in with the already existing pedestrian crossing across Horsham Road/A2220.

Manor Royal Wayfinder, phase 1 – Completed.

The scheme included a “family” of signage including pedestrian monoliths located at bus stops to encourage pedestrian movements and link sustainable journeys, as well as additional traffic signs and road signs to ease car based travel movements. The total cost of the scheme was £270,000, £150,000 was funded by the Coast to Capital LEP and £90,000 was provided by MRBG. Crawley Borough Council’s contribution via S106 was £30,000.

Boulevard Cycle Path, phase 1 - Completed

Crawley Borough Council has completed a feasibility study and initial design work for a new shared use pedestrian/cycleway from the corner of the High Street and along the Boulevard to the Crawley Magistrates Court.

WSSC – Lady Margaret Road, Traffic Regulation Order.

Paid to West Sussex County Council to remove “No Entry” restrictions from Lady Margaret Road'. The S106 has a Traffic Regulation Order attached to it: the agreement stated: 'for the promotion and advertisement of a Traffic Regulation Order to remove the existing "No Entry" restriction on Lady Margaret Road'.

Sussex House Cycle Path – Toucan Crossing and Lights, Completed.

For further information on this project, please see the project description below under the heading “Transport and Town Centre Public Realm”.

WSSC – Woodfield Road, Traffic Regulation Order (Traffic calming)

Paid to West Sussex County Council to complete traffic calming measures in Woodfield Road, Northgate. The S106 has a Traffic Regulation Order attached to it. The agreement stated: – Highway contribution for traffic calming in Woodfield Road.

WSSC – RTPi Bus Shelter Betts Way, Traffic Regulation Order.

Paid to West Sussex County Council to Install Real Time Passenger Information Shelter in Betts Way The S106 agreement has a Traffic Regulation Order attached to it: The agreement stated: – "Real Time Information Screen", which means the wall mounted or free standing (digital) screen for the purpose of displaying real time public transport information to members of the public, to be provided and owned by the County Council and installed immediately outside the retail units prior to the First Occupation Date.

Bike it Programme 2016/17 – Completed.

The “Bike It” programme initiative, through Sustrans, a sustainable transport charity, who work to encourage more children to take up cycling to school and to instruct children in the skills required to cycle safely and responsibly. The S106 monies allowed Sustrans to employ a part time post holder to increase the number of children riding a bike to school rather than going to school by car. The scheme helped to address an alarming national figure that only 1.8% of pupils go to school by bike. The officer instructed children in the skills required to cycle safely and responsibly around the borough.

Tilgate Hut Bus Stop Pedestrian Walk Way – Due to Complete May 2017, *project has begun and initial spend has been reported further works are needed to complete the project.*

A new bus route for Tilgate Park has been created. An initial spend of £5,000 has been reported to pay for the necessary ground works that needed to be carried out prior to the installation of the bus stop. £8,000 remains committed to this project to enable completion, see appendix C.

Crawters Brook South (A2a) and North (A2b) – Due to Complete Nov 2017. *Project has begun but further work needs to be carried out to complete.*

Two off road cycle tracks to link Crawters Brook to NCN21 – the national cycle network route – at Newton Road, see appendix C for further information. An initial spend of £2,080.55 has been reported to pay for site surveys including the Arboricultural preliminary survey. £80,508.92 remains committed to the project to enable completion.

S106 Spend Category - Open Space

Play Strategy

A Play Strategy for the period 2014-2019 was prepared by Community Services and outlined the investment and replacement proposal for play spaces in the town. This has been endorsed by the Cabinet Member for Wellbeing and the Cabinet approved the capital programme for Children’s play facilities in 2013. The key focus of the programme is to continue to invest in a small number of high quality neighbourhood and sub-neighbourhood facilities.

The play facility improvement schemes listed below were selected to be progressed for the 2016/17 part of the programme. They largely involved replacing existing facilities with new equipment to support the needs of children and young people offering them age and ability appropriate equipment to meet their needs. The improvements to the play areas ensured that the facilities are accessible and offer increased play provision to the local community. Families and children are able to be physically active whilst engaging with other local families, which aids community cohesion.

Halnacker Walk, Bewbush	– Completed.
Furnace Green Playing Fields	– Completed.
Langley Green Playing Fields	– Completed.
Maidenbower Park	– Completed.
Pycombe Court, Bewbush	– Completed.
Cowfold Close, Bewbush	– Completed.
Knepp Close, Pound Hill	– Completed.
Lutyens Close, Bewbush	– Completed.

Tilgate Park – Disabled Toilets – Completed.

The project saw the installation of an adult changing bed and hoist facility in the largest disabled toilet within the nature centre. CBC were able to install the equipment without any building works or alterations to the toilet. There was a requirement for some minor electrical work to be carried out prior to the installation of the changing bed and hoist, CBC's contractor MEARS kindly agreed to carry out this work for free as they wished to contribute to such a positive project. Their support for the project enabled the costs of the project to be kept to a minimum.

Allotments, Car Park development. Phase 1, Ifield Road/ Railey Road – *Main project has been completed, underspend will be used to extend scope of original project, see appendix C.*

Ifield Road Allotments, West Green and Railey Road Allotments, Northgate: The project created a parking area of approx. 160 square metres on the allotment sites, providing parking for 8-10 vehicles. The parking has benefited allotment users as well as enabling council vehicles to park for site maintenance purposes.

S106 Spend Category - Education

WSCC - School improvements as detailed in cabinet report SHAP39.

Monies for education improvements received through Section 106 legal agreements connected to planning permissions for residential development are required to be spent on improving education provision in Crawley. The S106 monies have been paid to WSCC to help increase the number of school places at Waterfield Primary in Bewbush and to support the works associated with the conversion of Three Bridges Junior School to an all through Primary School linked to improving the capacity of the school.

For a copy of the cabinet report please see below link.

http://www.crawley.gov.uk/pw/Council_Services_and_Democracy/Council_Meetings/Committee_Documents/index.htm?is_NextRow=1&isPostBack=1&strCSS=&pSearchWords=SHAP39&pFromDate=&pToDate=&pCommitteeCode=&submit=Search

WSCC have confirmed that the S106 contributions paid were spent during 2016/17 in accordance with the original schemes in the cabinet report. They have also confirmed that the building works for Three Bridges Primary School are due to complete Mar 2018 (no further funding required from CBC). For Waterfield Primary School, works are ongoing and may require further funds to finish the scheme.

S106 Spend Category - Manor Royal Public Realm

Gateway 3, Roundabout improvements – Completed.

Improved Gateway 3 roundabout at the London Road/Fleming Way junction. This comprised the improvement of the public realm and North West entrance to Manor Royal Business District (MRBD). It has included the decluttering of the road signage on the roundabout at the interchange between London Road and Fleming Way. Installation of a large "M" in the form of the ribbon to replicate the branding of Manor Royal, made of steel to replicate the artwork at the entrance of Crawlers brook (adjacent to gateway One). The scheme was part funded by the Coast to Capital LEP with additional match funding from Manor Royal Business Group (MRBG) and CBC via money collected through S106.

MR Pocket Park – Completed.

This project has delivered a public realm improvement scheme with the creation of a new pocket park, benefitting businesses and people visiting and working in Manor Royal, as well as the wider resident community. The scheme has contributed towards the overall regeneration of the Manor Royal Business District. It has reclaimed an underused green space on the corner of the manor Royal and London Road junction for use as a managed amenity space and pocket park.

S106 Spend Category – CCTV**CCTV Repair – Completed.**

The project involved the repair of a strategic CCTV camera near the nightclub in Crawley town centre, which the police insisted could not be moved.

S106 Spend Category - Transport and Town Centre Public Realm**Sussex House – Cycle Path, Toucan crossing and Lights - Completed.**

High St East side (Sussex House/ Morrisons) (Ref A) - Off-road shared cycle path, including Toucan crossing with lights (north-south) over the Boulevard.

Appendix C - S106 Monies Committed, 2016/17 – Project Information.

S106 Spend Category - Transport.

Crawters Brook South (A2a) and North (A2b) – 2 off road cycle tracks to link Crawters Brook to NCN21 – the national cycle network route at Newton Road - Due to Complete Nov 2017. *Project has begun and spend has been reported for initial project costs, see appendix B.*

- i) Crawters Brook - Manor Royal A2a – Off-road cycle track along wide Manor Royal footway, from Crawters Brook westwards to the existing toucan signal crossing of Manor Royal (NCN21). This will provide cycling/ pedestrian priority table crossings at three entrances along this footway and a toucan signal crossing at Newton Road.
- ii) Crawters Brook – Fleming Way A2b – Off-road track along wide Fleming Way footway westwards from Crawters Brook to Newton Road. This will include cycling/pedestrian priority table crossing at one entrance as well as 'Elephants feet' (un-signalled) cycle crossing to meet the NCN21 cycle track on the north side of Fleming Way.

Improvements - County Mall Shared Path (Ref B1a, B1b) Crawley College to Library/Southgate Ave (Ref A14) – Due to Complete Nov 2017.

Open access for shared use, removal of superfluous railing and resurfacing at park entrance to improve continuity between the junction and existing shared path between County Mall and Memorial Park. Signage for existing path including indicating cycle track end at Martlets. Add toucan signal to Haslett Avenue East junction outside the library with signage and clearance work for a path from the Haslett Avenue crossing to College Path.

Bike It Programme to increase pupil cycling uptake 2017/19 – Due to Complete 30.06.19.

Continue funding the “Bike It” programme within the borough which allows Sustrans to provide the service to Crawley schools through their Bike It Officer for the next two years and 3 months from 1 April 2017 until 30 June 2019. The aim of the scheme is to change the behaviour of people and encourage more children to cycle to school. This will not only promote fit and healthy children but also teach them the skills to cycle safely and responsibly around the borough. By encouraging children to cycle to school there is an evident reduction in vehicular movements, especially during peak times such as the “school run”. This not only reduces congestion, but also reduces carbon emissions and saves people money that would have been spent on fuel.

Cemetery – Due to Complete May 2017 – this scheme is jointly funded by both transport and open space category funding. See project summary under “Open Space” below

Tilgate Park Bus Stop – Due to Complete May 2017, *project has begun and initial spend has been reported (see appendix B).*

A new bus stop for Tilgate Park, proposed adjacent to the location of Tilgate huts which is a popular area for people coming into Tilgate Park. This will encourage people to use the bus to access the park rather than the car. The location of this bus stop will require a pedestrian walk way to be constructed beside the road for health and safety reasons.

WSCC Ifield Drive / Ifield Avenue Junction Improvements – Completed.

Junction Improvements to Ifield Drive/ Ifield Avenue and A23/ Ifield Avenue roundabout. The scheme formed part of a larger body of work carried out by WSCC within the area of Ifield Avenue and Ifield Drive. The S106 agreement stated that the funds should be used for 'Junction improvements made to Ifield Drive/ Ifield Avenue and A23/ Ifield Avenue roundabout, including carriageway resurfacing and new pedestrian crossing points, white lining, a coloured surface and signage down Ifield Avenue'.

S106 Spend Category - Public Realm (Manor Royal)

Langley Walk, Street Lighting Improvements – Due to Complete May 2017.

Installation of new street lighting along the foot/cycle path leading to the business district. The foot/cycle path links Manor Royal Business District with residential areas in Langley Green and Ifield, and is utilised by a number of users, particularly residents travelling to/from work. The current lack of lighting is prompting fear of crime and anti-social behaviour for path users and also makes the path difficult to use during hours of darkness, particularly in winter months. The proposed improvements will greatly enhance access to Manor Royal via sustainable transport means.

S106 Spend Category - Open Space

Allotment Improvements, phase 2 – Due to Complete TBC – Main project has been completed (see appendix B). There was underspend on the original project which has enabled an extension to the scope of the project to include access improvements to a further allotment site. The relevant ward members were consulted as to the intended extension of the project and were in support of the proposals.

The project will involve improving the track that runs along the entire edge of Hazelwick allotments between the plots and the Gatwick stream. It is badly in need of levelling out and a dressing of crushed concrete/scalping's applied. This would also make it safer for allotment holders and for our and other utility vehicles to carry out maintenance on site. There have been a few occasions when wheels have slipped and the camber makes you slide towards the edge of the stream bank - a drop of 10 feet.

Cemetery – Due to Complete May 2017. (Also Transport Spend category)

The project will use the S106 funding as a contribution to the accessibility improvements which will form part of the wider Little Trees cemetery scheme. The specific works funded by S106 will include modification of the Tollgate Hill/A264 roundabout to satisfy West Sussex County Council Highways requirements for vehicular access to the site. They will also include measures to facilitate bicycle access, including a toucan crossing and associated maintenance layby, in response to a request from the town's Cycle Forum.

Peterhouse Parade, Street Lighting Improvements – Due to Complete June 2017.

The scheme will improve safety for users of the unlit footpath which links Peterhouse Parade and Milton Mount Primary School with the residential area close to St Mary's Drive and Chaucer Road. This will be achieved through the installation of 13 new street lighting columns along the path. Some of the columns will require hand digging in order to protect the root zones. The process of hand digging will increase scheme costs, but it is needed to protect the health of the mature trees in this area, particularly given the location of the path next to Grattons Park Local Nature Reserve and Biodiversity Opportunity Area.

Appendix D - S106 Monies Committed prior to 01.04.2016, project information.

S106 Spend Category - Transport

Bus Shelters across the Borough x 10 – Due to complete December 2017.

Cabinet approved the use of S106 monies on the 11th February 2009, for a programme to increase the number of bus shelters and provision of real time information at bus stops within the town. The S106 money was committed to the project following due process, in accordance with the Council's agreed approach. Shelters have been installed from 2010 onwards and the 10 new shelters to be installed across the borough during 2017 represents the last phase of this wider programme.

10 new Bus shelters – 9 locations have been confirmed, 1 remains to be confirmed. Extensive research was carried out to ascertain the preferred locations for the new shelters, all location requests received from the public and ward members were recorded. The requested locations were then prioritised in consultation with Metrobus, according to the following criteria:

- i) the available physical space;
- ii) land ownership;
- iii) frequency of bus stop usage (provided by Metrobus);
- iv) visibility;
- v) the type of surfacing already in place (e.g. hard or soft);
- vi) relative proximity of nearby shelters.

The list was further refined based on input from Metrobus and West Sussex County Council. Through this process 10 shelters were identified for progression according to the available S106 resources. The following are the 9 locations that have been agreed for bus shelters, with the 10th location to be confirmed depending on other works within the area:

- ❖ Top of Harper Drive, close to Gabrielle Road
- ❖ Yewlands Walk
- ❖ Tern Road
- ❖ Ifield Avenue, outside Ambulance Station
- ❖ Creasys Drive North NE bound
- ❖ Gatwick Road South
- ❖ Napier Way (Gatwick Road)
- ❖ Gatwick Manor (on A23 – south)
- ❖ Gatwick Manor (on A23 – north)
- ❖ County Oak – TBC.

Boulevard Cycle Path, phase 2 – Completion date TBC.

The scheme was identified by the Crawley Cycle Forum as a priority to facilitate key east - west cycle access from the High Street along the Boulevard to Northgate Avenue linking to the National Cycle Network route. The proposed cycleway will be an off road / shared space, approximately 3m wide in order to avoid any pavement widening which would be extremely difficult due to the large number of Root Protection Areas. The scheme will also improve the condition of the paving along the northern side of The Boulevard which is currently in a poor state of repair. It will be implemented once proposals for the New Town

Hall and its site have been confirmed. This is to ensure join up and integration of the new cycle path with the Town Hall site proposals.

Three Bridges Station Forecourt Improvements

To be applied by the Council towards transport or interchange improvements at the Three Bridges Railway Station. This will help pay for the detailed designs and works associated with renovating the Station Forecourt. These proposals are to be worked up later this year in partnership with Network Rail, West Sussex County Council and GTR Southern. The allocation of the S106 monies was approved by Cabinet, on 11th February 2015 – for more information see Report of the Head of Strategic Housing and Planning Services SHAP/43, Three Bridges Station Forecourt Project.

Scooter Sheds, The Oak School, Tilgate– Completion Date TBC.

The Oaks, School, Tilgate are proposing to install scooter racks to help store children's scooters as this is an increasingly popular way of children travelling to school.

S106 Spend Category - Town Centre – Public Art and Public Realm

Museum

A contribution to the Tree Museum renovation, which includes joining The Tree and The Tree Annexe together via a glass walkway to increase capacity. The S106 contribution was approved by Cabinet on 10th July 2013.