

Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room B**, Town Hall, Crawley, on **Monday 31 July 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 Roger Brownings (Legal and Democratic Services Division) if you have any queries regarding this agenda.

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Published 21 July 2017

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 3 July 2017 (**Enclosure A**).

5. Planning Application CR/2017/0469/FUL: Goffs Park Social Club, Old Horsham Road, Southgate, Crawley

To consider report PES/237 (e) of the Head of Economic and Environmental Services (**Enclosure B**).

RECOMMENDATION to PERMIT

6. Planning Application CR/2016/1053/FUL: Former Depot ADJ to SW corner of Goffs Park, Old Horsham Road, Southgate, Crawley

To consider report PES/237 (a) of the Head of Economic and Environmental Services (**Enclosure C**).

RECOMMENDATION to PERMIT

7. Planning Application CR/2017/0116/FUL: Gatwick Airport, Land West of Uniform Taxiway, North West Development Zone, Crawley

To consider report PES/237 (b) of the Head of Economic and Environmental Services (**Enclosure D**).

RECOMMENDATION to PERMIT

8. Planning Application CR/2017/0365/TPO: 219 Ifield Road, West Green, Crawley

To consider report PES/237 (c) of the Head of Economic and Environmental Services (**Enclosure E**).

RECOMMENDATION to CONSENT

9. Planning Application CR/2017/0448/FUL: 91 High Street, Northgate, Crawley

To consider report PES/237 (d) of the Head of Economic and Environmental Services (**Enclosure F**).

RECOMMENDATION to PERMIT

10. Section 106 Monies – Quarter 1 2017/18

To consider report PES/254 of the Head of Economic and Environmental Services (**Enclosure G**).

11. Supplemental Agenda

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

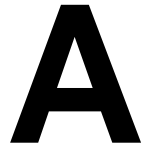
With reference to planning applications, PLEASE NOTE:

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 **Thursday 27 July 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 3 July 2017 at 7.30pm

Present:

Councillor I T Irvine (Chair)
Councillor C Portal Castro (Vice-Chair)
Councillors N J Boxall, R S Fiveash, K L Jaggard,
S J Joyce, T Rana, A C Skudder, P C Smith,
M A Stone, J Tarrant and G. Thomas.

Officers Present:

Roger Brownings	Democratic Services Officer
Kevin Carr	Legal Services Manager
Jean McPherson	Group Manager (Development Management)
Clem Smith	Head of Economic and Environmental Services
Hamish Walke	Principal Planning Officer

Apologies for Absence:

Councillors D Crow and F Guidera.

Absent:

Councillor B J Burgess.

13. Lobbying Declarations

The following lobbying declarations were made by Members:

Councillors Boxall, Fiveash, Irvine, Jaggard, Joyce, Portal Castro, Rana, Skudder, P C Smith, Stone, Tarrant and Thomas had been lobbied regarding application CR/2017/0264/FUL.

14. Members' Disclosure of Interests

There were no disclosures of interest.

15. Minutes

Subject to the clerical correction below, the minutes of the meeting of the Committee held on [13 June 2017](#) were approved as a correct record and signed by the Chair.

Clerical Correction

Minute No.2, Appendix A (Members' Disclosure of Interests)

With regard to the disclosure by Councillor Crow:

Delete the text in relation to the Type and Nature of Disclosure, and replace with the corrected text as follows:

Personal and **Non** Prejudicial Interest – Chair of WSCC Planning Committee (Minute 5 - CR/2017/0341/CON). Councillor Crow **chose to leave** the meeting for this item and took no part in the discussion or voting.

16. Planning Application CR/2017/0264/FUL: 3 Fontwell Road, Furnace Green, Crawley

The Committee considered report [PES/236 \(a\)](#) of the Head of Economic and Environmental Services which proposed as follows:

Retrospective application for single storey front extension with gable roof.

Councillors Irvine, Jaggard, P C Smith, Stone, Tarrant and Thomas declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application.

The Applicant, Mr Graham Carter, addressed the Committee in support of the application.

The Committee considered carefully the application information and was of the view that the design and style of the work undertaken was not harmful to the character of the dwelling or the street scene. It did not accept the associated considerations in the Officer's report.

The Officer's recommendation to refuse was overturned.

It was then moved to permit the application proposed and this was seconded. A vote was taken.

RESOLVED

Permit.

17. Planning Application CR/2017/0306/FUL: K2 Crawley Leisure Centre, Brighton Road, Tilgate, Crawley

The Committee considered report [PES/236 \(b\)](#) of the Head of Economic and Environmental Services which proposed as follows:

Installation of 2 x air handling units on the roof.

Councillors Boxall, Jaggard, P C Smith, Stone and Tarrant declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application.

The Committee then considered the application.

RESOLVED

Permit, subject to the conditions listed in report [PES/236 \(b\)](#)

18. Planning Application CR/2017/0355/FUL: 30 Town Mead, West Green, Crawley

The Committee considered report [PES/236 \(c\)](#) of the Head of Economic and Environmental Services which proposed as follows:

Erection of two and single storey rear extension (amended description).

Councillors Jaggard and Tarrant declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application and provided the following update to the report:

- The Plan reference numbers to: i) the proposed floor plans and ii) the proposed elevations, should both be amended to include (at the end of each reference) the words "Revision A".

The Committee then considered the application. Members felt that due to its scale, depth, massing and height, the proposed rear extension would result in a substantial dominant addition to the dwelling, and would lead to an inadequate rear garden space being retained for a family house of this size. Members expressed concern that the significant massing would negatively impact the amenity enjoyed particularly by the occupants of the neighbouring property No. 28 Town Mead, and also the occupants of the opposing neighbour No. 16 Town Mead.

In response to issues raised, the Principal Planning Officer confirmed:

- That the loss of light caused by the proposed rear extension would be intensified by the orientation of the properties whereby the application site was located to the south of the adjoining dwelling and would detrimentally impact the amenity enjoyed by the occupants of No. 28 Town Mead.
- That as reported, consultations had been undertaken with the Applicant to seek to reach a compromise in terms of amendments to the Plan.

RESOLVED

Refuse for the reasons listed in report [PES/236 \(c\)](#).

19. Planning Application CR/2017/0362/LBC: Ifield Water Mill, Hyde Drive, Ifield, Crawley

The Committee considered report [PES/236 \(d\)](#) of the Head of Economic and Environmental Services which proposed as follows:

Listed building consent for repair/replacement works to rear bridge link including temporary support works to rear entrance porch structure of a Grade II listed building.

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

The Group Manager (Development Management) provided a verbal summation of the application.

The Committee then considered the application.

In response to an issue raised with regard to preserving the bridge's visual appearance, the Group Manager indicated that the intention was to replace rotting wood, as identified in the proposed works, with new timber.

RESOLVED

Consent, subject to the conditions listed in report [PES/236 \(d\)](#)

20. Closure of Meeting

The meeting ended at 8.10 pm.

I T IRVINE
Chair

REFERENCE NO: CR/2017/0469/FUL

LOCATION: [GOFFS PARK SOCIAL CLUB, OLD HORSHAM ROAD, SOUTHGATE, CRAWLEY](#)
PROPOSAL: SINGLE STOREY EXTENSION TO EXISTING CLUB HOUSE BUILDING TO FORM ACOUSTIC LOBBY AND RE-LOCATION OF FIRE ESCAPE.

TARGET DECISION DATE: 27 July 2017

CASE OFFICER: Mr D. Power

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: The Tooley & Foster Partnership

PLANS & DRAWINGS CONSIDERED:

4984 DE 503A site location, 4984 DE 502A Proposed plan and elevations, 170418 Lobby Acoustic Specifications, 4984 DE 502A Proposed plan and elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

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

NEIGHBOUR NOTIFICATIONS:-

Old Horsham Road, Southgate
Monkshood,
1 Old Horsham Road,
Goffs Park Flowers, Goffs Park Depot,
3 Old Horsham Road.

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant and also for CR/2016/1053/FUL relating to the adjacent site former depot site.

THE APPLICATION SITE:-

- 1.1 The application site is the Goffs Park Social Club which is located on the northern side of Old Horsham Road, with the former Goffs Park depot to the east, which forms part of a separate planning application for its redevelopment for housing (CR/2016/1053/FUL) which is considered under item 2 on this agenda. To the north west of the site is St Wilfred Catholic School and associated car parking. To the north of the application site is Goffs Park while to the south of the site and on the opposite side of Old Horsham Road is the Church of Latter Day Saints, with residential properties to the west and east. The church is set back from Old Horsham Road and Horsham Road, however it is a prominent building at the junction of these two roads due to the

open character of its surroundings. To the west of the application site along Old Horsham Road, the properties are large detached and semi-detached dwellings, set back from the highway.

- 1.2 At the entrance to the application site and its northern boundary there are a number of protected trees, with some also within the adjacent site to the north east. The existing Social Club building is located centrally on the site which is approximately 25 metres wide and 140 metres in length, with car parking to the front and rear.

THE PROPOSED DEVELOPMENT:-

- 2.1 This planning application seeks permission for the erection of a single storey extension to the rear of Goffs Park Social Club and the relocation of an external fire escape. The application has been submitted by Crawley Borough Council to address an objection on noise grounds from Environmental Health relating to the application for the re-development of the adjacent former depot site for residential (CR/2016/1053/FUL).
- 2.2 The single storey flat roofed rear extension would project 3.1 metres from the rear of the building with a width of 2.9 metres, and a height of 3.1 metres. The extension would result in the re-location of an existing fire escape which currently projects along the rear wall of the existing building and moving this to the western wall of the extension. The flat roofed extension would be adjacent to an existing single storey pitch roof element with brickwork to match the existing building.

PLANNING HISTORY:-

No relevant planning history for this application site.

In respect of the adjacent site: CR/2016/1053/FUL: FORMER DEPOT ADJ TO S/W CORNER OF GOFFS PARK, OLD HORSHAM ROAD, SOUTHGATE, CRAWLEY: CONSTRUCTION OF 22 FLATS IN FOUR BLOCKS AND 22 HOUSES IN FIVE TERRACES: To be considered as item 2 on this agenda.

PLANNING POLICY:-

National Planning Policy Framework 2012 (NPPF):

- 3.1 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.
- Section 7: Requiring Good Design. The government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute to making places better for people (para 56). Paragraph 61 states that “although the visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment
- 3.2 **Crawley 2030: The Crawley Borough Local Plan 2015-2030**
- Policy SD1 (Presumption in Favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
 - Policy CH2: Principles of Good Urban Design States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and

landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.

- Policy CH3: Normal requirements of all New Development- All proposals for development in Crawley will be required to:
 - a) Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context.
 - b) Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale density height, massing, orientation, views, landscape, layout, details and materials.
 - c) Provide or retain a good standard of amenity for all existing and future occupants of land and buildings.
 - d) Retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity. Sufficient space should also be provided in private gardens that would not be overshadowed by tree canopies and proposals should ensure that rooms within buildings would receive adequate daylight.
 - e) Demonstrate how “Secure by Design” principles and guidance set out in the “secured by Design” design guidance have been incorporated into the development.
 - f) Meet the requirements necessary for their safe and proper use, in particular with regard to access circulation and manoeuvring, vehicle and cycle parking loading and unloading, and the storage and collection of waste.
 - g) In respect of residential schemes, demonstrate how the Building for Life 12 criteria (as amended) for the evaluation of the design quality of residential proposals have been taken into account and would be delivered through the scheme.
- Policy CH7: Structural Landscaping: Areas of soft landscape that make an important contribution to the town and its neighbourhoods, in terms of character and appearance, structure, screening or softening, have been identified on the Local Plan Map Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping, where appropriate.
- Policy CH12: Heritage Assets states that all development should ensure that Crawley's designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development.
- Policy CH17: Historic Parks and Gardens: Supports development unless it will have a negative impact upon the historical setting and character of the designated Historic Park or Garden.
- Policy ENV11: Development and Noise states that people's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.
- 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 being assessed against the borough council's car and cycle parking standards.

Supplementary Planning Document (SPD)

- Urban Design SPD
 - Parking standards
- Planning and Climate Change (2016)
 - Provides further justification for the sustainable policies in the Local Plan.
- Developer CIL Guidance

PLANNING CONSIDERATIONS:-

4.1 The main considerations for this application are:

- Impact on visual amenity and the character of the area
- Impact on the amenity of neighbouring properties

Impact on visual amenity and the character of the area

- 4.2 The application proposes a single storey extension to the rear of an existing two storey building, which is set back from the highway, with mature trees around the boundaries. The extension would appear subservient to the existing building and would project no further than an existing single storey element to the rear. Even if the housing development on the adjacent site were to be permitted, there would be limited views of the extension, which is a small addition in terms of its scale and massing to the existing building. The proposed wall materials would also match the host building, being grey brick. The re-location of part of the existing fire escape is also considered not to have a detrimental impact on the character of the area. The area to the north of the application is Goffs Park which is designated as a Historic Parks and Gardens and also an area of Structural Landscaping. Given the scale and distance of the proposal it is considered that the development would not have a detrimental impact on the Historic Park or Structural Landscaping.
- 4.3 Given the scale, massing and location of the extension, it is not considered that the proposal would be detrimental to the character or the appearance of the existing building or the area. As such the proposal is considered to accord with Local Plan 2015- 2030 Policies CH2, CH3, CH7, CH12 and CH17 and the NPPF

Impact on the amenity of neighbouring properties

- 4.4 The application has been submitted by Crawley Borough Council to address an objection on noise grounds by Environmental Health in relation to the planning application (CR/2016/1053/FUL) on the adjacent, site item 2 on this agenda. The adjacent application seeks planning permission for the construction of 22 flats in four blocks and 22 houses in five terraces on the site which was previously a depot for Goffs Park. The Environmental Health objection relates to the introduction of residential properties adjacent to the social club and the unacceptable levels of noise and disturbance that the occupiers of the new dwellings would experience. Whilst the social club has operated from the site for a number of years, if the residential development was granted planning permission and the club continues to operate, it would be for the club to resolve noise issues, either through limiting their operations or by undertaking noise mitigation measures even though the issue would arise from the erection of the new dwellings which are on a separate parcel of land in different ownership. The applicant for the adjacent residential scheme has therefore submitted this application to address this noise issue.
- 4.5 The updated noise report submitted with planning application CR/2016/1053/FUL identifies that the source of the noise is coming from the rear door of the social club. The club stage is adjacent to this exit and also leads to the rear smoking area. The extension would form a new lobby and would incorporate an acoustic ceiling, doors, masonry to absorb the sound emanating from the club. The report and construction details of the extension have been considered by the Council's Environmental Health department, and they considered that the construction and size of the building is sufficient to address their objection relating to planning application CR/2016/1053/FUL. The consideration of the overall impact of the social club on the proposed adjacent residential development is fully considered within the committee report for that application.
- 4.6 Currently the nearest residential properties are located to the south and west of the application site. The application does not propose to increase the amount of seating or capacity for the venue and the extension has only been submitted in order to reduce the noise breakout from the rear door and reduce the noise impact on the proposed dwellings to the east. The existing residential properties are located further away than those proposed and the noise breakout has been identified as projecting towards to the north and north east. The development would result in a reduction in the noise and disturbance to the surrounding residential properties compared to existing levels.
- 4.7 Furthermore given the location of the extension and distance from neighbouring residential properties, it is considered that the development would not have an overbearing impact or result in a loss of privacy. As such the proposal is considered to accord with Local Plan 2015- 2030 Policies CH3 the NPPF

CONCLUSIONS:-

- 5.1 The scale, massing and location of the extension, is not considered to be detrimental to the character or the appearance of the existing building or the area. Furthermore the development is not considered to have a detrimental impact on the amenity of neighbouring properties. The proposal is therefore considered to accord with Local Plan 2015- 2030 Policies CH2, CH3, CH7, CH12 and CH17 and the NPPF. In addition, the erection of the extension would address an objection on noise grounds to the proposed residential development on the adjacent site. In order to formally link this proposed development to the implementation of the adjacent residential application, and to ensure the neighbouring new dwellings would not be occupied until the extension is completed to the required standard, it will be necessary for a section 106 legal agreement to be completed.
- 5.2 It is recommended that planning permission is granted for CR/2017/0469/FUL subject to the completion of the s106 legal agreement and the following conditions.

RECOMMENDATION RE: CR/2017/0469/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 materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The development hereby approved shall be constructed in accordance with the submitted plan no. 4984/DE/502/REV A and the technical details within the submitted Acoustic Specification.
REASON: To protect the amenities of the adjoining property, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

NPPF Statement

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

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



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Tel: 01293 438000
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CR/2017/0469/FUL

Date 4 July 2017

Approx. Scale 1:1,250

GOFFS PARK SOCIAL CLUB, OLD HORSHAM ROAD, SOUTHGATE, CRAWLEY



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REFERENCE NO: CR/2016/1053/FUL

LOCATION: [FORMER DEPOT ADJ TO SW CORNER OF GOFFS PARK, OLD HORSHAM ROAD, SOUTHGATE, CRAWLEY](#)

PROPOSAL: CONSTRUCTION OF 22 FLATS IN FOUR BLOCKS AND 22 HOUSES IN FIVE TERRACES

TARGET DECISION DATE: 7 April 2017

CASE OFFICER: Mr D. Power

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME: The Tooley & Foster Partnership

PLANS & DRAWINGS CONSIDERED:

13325-313-PL1300 REV A01 Proposed Lighting , 13325-313-PL278 S238-38 AGREEMENT (DRAFT) REV A03, 4984 DE 01A Site Location Plan, 4984 DE 02 Existing Site Survey, 4984 DE 06A Two bedroom houses - Proposed Floor Plans, 4984 DE 07A Three bed houses - Proposed Floor Plans, 4984 DE 08 - Building 9 - Proposed Floor Plans, 4984 DE 09A - Buildings 3 and 6 - Proposed Floor Plans, 4984 DE 10 - Building 1 Proposed Floor Plans, 4984 DE 11 REV A Building 1 Elevations - Old Horsham Rd East, 4984 DE 12 REV A Building 2 Elevations - Six house terrace, 4984 DE 13 REV A Building 3 Elevations - Central flats, 4984 DE 14 REV A Building 4 Elevations - Three house terrace east, 4984 DE 15 REV A Building 5 Elevations - Facetted terrace, 4984 DE 16 REV A Building 6 Elevations - Northern flats, 4984 DE 17 REV A Building 7 Elevations - Three house terrace west, 4984 DE 18 REV A Building 8 Elevations - Five house terrace, 4984 DE 19 REV A Building 9 Elevations - Old Horsham Rd West, 4984 DE 20 Site Elevations from Goffs Park, 4984 DE 21 Proposed Street Elevations, 4984 DE 23 View of entrance perspective, 1726-3003 Detailed Planting Plans (Southern), 1726-3002 Detailed Planting Plans (Central), 1726-3001 Detailed Planting Plans (Northern), 1726-1001 Landscape strategy, 4984 DE 28 REV A Building 2 Elevations (building only), six house terrac , 4984 DE 29 REV A Building 3 Elevations (building only) - central flats , 4984 DE 29 REV A Building 3 Elevations (building only) - central flats , 4984 DE 30 REV A Building 4 Elevations (building only) - three house terrace east, 4984 DE 32 REV A Building 6 Elevations (building only) - northern flats, 4984 DE 33 REV A Building 7 Elevations (building only) - three house terrace west, 4984 DE 33 REV A Building 7 Elevations (building only) - three house terrace west, 4984 DE 34 REV A Building 8 Elevations (building only) - five house terrace , 4984 DE 35 REV A Building 9 Elevations (building only) - Old Horsham Rd West

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|-----|-------------------------------------|---------------------------------------------------|
| 1. | WSCC - Surface Water Drainage (SWD) | No objection subject to conditions |
| 2. | GAL - Planning Department | No comments received |
| 3. | GAL - Aerodrome Safeguarding | No objection, subject to condition |
| 4. | Environment Agency | No objection |
| 5. | Police | Concerns over proposed link with park and fencing |
| 6. | CBC - Drainage Officer | No objection |
| 7. | CBC - Environmental Health | No objection, subject to comment |
| 8. | Cycle Forum | Comment on proposed cycle path |
| 9. | CBC - Refuse & Recycling Team | No objection |
| 10. | Southern Water | Comments on applicants requirements |
| 11. | CBC - FP - Urban Design | No objection |
| 12. | Archaeology Officer | No objection |

13.	Ecology Officer	No comments have been received
14.	WSCC – Highways	No objection subject to conditions
15.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to conditions

NEIGHBOUR NOTIFICATIONS:-

A site notice was displayed at the site on 10 January 2017. A local press notice was advertised on 24 January 2017. Neighbour notification letters were sent on the 10 January 2017

RESPONSES RECEIVED:-

Following public notification 22 letters of representation were received objecting to the proposal. The main issues raised were as follows:

- The introduction of further dwellings would have a negative impact on the capacity of the local highway network
- Impact on the highway during construction of the development
- Impact on pedestrians and users of the school during construction of the development
- There is insufficient parking being provided.
- The development is out of character with the surrounding area.
- The development will result in the loss of views.
- The development would result in loss of light.
- Unacceptable loss of trees
- Social housing is not appropriate for the area

REASON FOR REPORTING TO COMMITTEE:-

The application is major development and Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site is located to the north of Old Horsham Road, a short distance from the junction with Horsham Road (A2220). The site is owned by the Council and was previously used as a depot for the Council and as a nursery with glasshouse for the adjacent open space of Goffs Park. The site has numerous planning applications, with outline permission granted in 2009 for the redevelopment of the site for a new depot, office and vehicle storage and 4 dwellings. In 2011 prior approval was sought for the demolition of the buildings on the site, this was granted and the buildings have since been demolished, however the lawful use of the site is as a depot and nursery. The site is currently laid to hard standing with security fencing around the boundary and a gated vehicle access in the south west corner.
- 1.2 Policy H2 of the Crawley Local Plan allocates the site as a Key Housing Site. To the north of the application site is Goffs Park which is designated as a Historic Parks and Gardens (Policy CH12), and also designated an area of Structural Landscaping (Policy CH7). To the east of the application site is Goffs Manor public house and associated parking. To the west of the site is Goffs Park Social Club. The north and eastern boundary has numerous mature trees with three protected by a TPO located within the site to the western boundary. To the south of the site and on the opposite side of Old Horsham Road is a The Church of Latter Day Saints, with residential properties to the west and east. The church is set back from Old Horsham Road and Horsham Road however it is a prominent building at the junction of these two roads, as the surrounding area is open.
- 1.3 To the west of the application site along Old Horsham Road, the properties are large detached and semi-detached dwellings, set back from the highway. The dwellings located on St Aidan Close are higher density than those on Old Horsham Road and not as set back from the highway. To the north west of the site is St Wilfred Catholic School.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks full planning permission for the construction of 22 houses and 22 flats (all affordable) with associated car parking and a central access point. The 22 flats would be provided within four blocks and the 22 houses would be provided within 5x two storey terraces with private amenity areas to the rear.
- 2.2 The development largely comprises short terraces of two storey houses and small blocks of flats of two or three storeys in height. These are designed as a contemporary interpretation of the 'New Town' style with mainly brick elevations with using a palette of three colours of brick. Roof forms are simple with gable ends. The flats would provide 8x 1b2p, 4x 2b 3p, 9 x 2b4p and 1 2b4p for a wheelchair user, while the houses would provide 16x 2b4p and 6x 3b5p. The application site area is 0.98 ha, providing density of 46.8 dwellings per hectare.
- 2.3 The two block of flats that would front Old Horsham Road are three storey buildings set back from the road. The access to the site would be relocated centrally between these two blocks. This access continues to the north of the site, with the development on either side. The car parking for the flats would be located to the rear, within two courtyard areas, with visitor parking along the central road.
- 2.4 To the north of the proposed blocks of flats and to the centre of the site, there would be four terraces of houses and a block of flats parallel to the central road. To the west of the road would be two blocks of two storey terraces with a parking court in between. To the east of the central road would be a terrace of three and a terrace of six houses, both two storey, on either side of a three storey block of flats. The parking for these units would be to the front of the dwellings. At the northern end of the application site a further terrace of 5 dwellings (two storey) and a block of three storey flats, would form the end of the development, with parking to the front of the units. A footpath link to Goffs Park is proposed in the north east of the application site.
- 2.5 The application was submitted with a Design and Access Statement, Archaeological Evaluation Report, Affordable Housing Statement, Reptiles Survey, Flood Risk Assessment and Stage 1 Road Safety Audit.

PLANNING HISTORY:-

- 3.1 CR/2011/0675/DEM: PRIOR NOTIFICATION OF PROPOSED DEMOLITION- Prior Approval Not Required
- 3.2 CR/2009/0114/RG3: OUTLINE APPLICATION FOR DEMOLITION OF EXISTING DEPOT AND CONSTRUCTION OF NEW DEPOT INCORPORATING OFFICES, MAINTENANCE BAYS, VEHICLE STORAGE, CREATION OF NEW SITE ACCESS AND REVISED PARKING LAYOUT AND 4 DWELLINGS WITH ACCESS OFF OLD HORSHAM ROAD- Permitted
- 3.3 CR/2002/0350/RG3: ERECTION OF 2.4M HIGH SECURITY FENCING- Permitted
- 3.4 Prior to these application there have been a number of applications submitted in connect with the Council depot and nursery on the site for numerous building and structures.
- 3.5 CR/2017/0469/FUL: GOFFS PARK SOCIAL CLUB, OLD HORSHAM ROAD, SOUTHGATE, CRAWLEY: SINGLE STOREY EXTENSION TO EXISTING CLUB HOUSE BUILDING TO FORM ACOUSTIC LOBBY AND RE-LOCATION OF FIRE ESCAPE.: Item 1 on this agenda.

PLANNING POLICY:-

- 4.1 National Planning Policy Framework (2012)
 - Requiring Good Design- Section 7 states that 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 14: Presumption in favour of sustainable development
- Paragraph 17: Core planning principles
- Part 4 Promoting sustainable transport
- Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It also promotes sustainable development within rural areas that avoids new isolated homes in the countryside
- Paragraph 50: Delivering a wide choice of high quality homes
- Paragraph 56 attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

4.2 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 CH1: Neighbourhood Principles states that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2: Principles of Good Urban Design States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: Normal requirements of all New Development- All proposals for development in Crawley will be required to:
 - a. Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context.
 - b. Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale density height, massing, orientation, views, landscape, layout, details and materials.
 - c. Provide or retain a good standard of amenity for all existing and future occupants of land and buildings.
 - d. Retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity. Sufficient space should also be provided in private gardens that would not be overshadowed by tree canopies and proposals should ensure that rooms within buildings would receive adequate daylight.
 - e. Demonstrate how “Secure by Design” principles and guidance set out in the “secured by Design” design guidance have been incorporated into the development.
 - f. Meet the requirements necessary for their safe and proper use, in particular with regard to access circulation and manoeuvring, vehicle and cycle parking loading and unloading, and the storage and collection of waste.
 - g. In respect of residential schemes, demonstrate how the Building for Life 12 criteria (as amended) for the evaluation of the design quality of residential proposals have been taken into account and would be delivered through the scheme.
- Policy CH4: Comprehensive Development and Efficient Use of Land states that development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5: Standards for All New Dwellings states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents.
- Policy CH6: Tree Planting and Replacement Standards: States that trees make an important contribution to the character and appearance of the borough and that Landscape proposals for residential development should contribute to the character and appearance of the town including at least one new tree for each new dwelling.

- Policy CH7: Structural Landscaping: Areas of soft landscape that make an important contribution to the town and its neighbourhoods, in terms of character and appearance, structure, screening or softening, have been identified on the Local Plan Map Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping, where appropriate.
- Policy CH8: Important Views states that protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views.
- Policy CH12: Heritage Assets states that all development should ensure that Crawley's designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development.
- Policy CH17: Historic Parks and Gardens: Supports development unless it will have a negative impact upon the histories setting and character of the designed Historic Park or Garden.
- Policy H1: Housing Provision states the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H3: Future Housing Mix states that all housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand.
- Policy H4: Affordable and Low Cost Housing:40% affordable housing will be required from all residential developments. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent, or Social Rent where other forms of subsidy exist, and up to 30% Intermediate tenure. For sites of 5 dwellings or less, or less than 0.2ha in size, a commuted sum towards off-site affordable housing provision will be sought. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers.
- Policy ENV6: Sustainable Design and Construction states that in order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations.
- Policy ENV9: Tackling Water Stress requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV11: Development and Noise states that people's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources.
- Policy ENV12: Air Quality- states that development proposals that do not result in a material negative impact on air quality will normally be permitted. In determining whether or not a development will have a material negative air quality impact, the local planning authority will refer to the criteria set out in Air Quality and Emissions Mitigation Guidance for Sussex.
- Policy IN3: Development and Requirements for Sustainable. Transport Development should be located in locations where sustainable travel patterns can be achieved through the use of the existing transport network including public transport and the cycling and walking network.
- 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 being assessed against the borough council's car and cycle parking standards

4.3 Supplementary Planning Document (SPD)

- Urban Design Guide (2016)
 - Residential Development- Design principles for new residential developments.
 - Amenity space and parking areas
- Green Infrastructure (2016)
 - Part 3: Trees
 - Part 4 Open Space
 - Part 5: Biodiversity
- Planning and Climate Change (2016)
 - Provides further guidance for the sustainability policies in the Local Plan.

PLANNING CONSIDERATIONS:-

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

- Principle of development
- Design, appearance, layout & impact on the street scene and the locality
- The acceptability of the proposed development for future occupiers
- Impact on the amenities of the occupiers of existing neighbouring properties.
- Parking and highway safety
- Affordable Housing
- Trees and landscaping
- Infrastructure Contributions
- Other matters

Principle of development

5.2 Policy H1 of Crawley's Local Plan states that the Council will positively consider proposals for the provision of housing to meet local housing needs, taking a pro-active approach to identifying suitable sites for housing development and working to overcome constraints wherever possible, whilst ensuring against detrimental town-cramming or unacceptable impacts on the planned character of the existing neighbourhoods and residential amenity. Policy H2 of Crawley's Local Plan identifies key housing sites to ensure the delivery of the overall minimum housing figure set out within Policy H1.

5.3 Policy H2 allocates the site as 'developable' within the first five years of the Local Plan, with an indicative capacity of 30 dwellings. As the site is allocated within Policy H2 for housing the principle of residential development is considered acceptable.

Design, appearance, layout & impact on the street scene

5.4 The proposed flats would be provided within four buildings, Building 9 and Building 1 would front Old Horsham Road, with Building 3 to the east of the access road and Building 6 to the north. The 22 houses would be provided within 5x two storey terraces across the site, and each dwelling would have a private amenity area to the rear. The main access road off Old Horsham Road would be located centrally and would run south to north through the middle of the application site.

Layout and Design

5.5 The proposed development comprises short terraces of two storey houses and small blocks of flats of two or three storeys in height. At the northern end of the application site there is a tapered space, with the faceted terrace of houses that would curve towards the new path into Goffs Park. To the south of this area would be terraces of dwellings either side of the access road and a three storey building comprising of three flats. The end elevations of Building 7 and 8 face north and south onto the parking areas which results in surveillance and active frontages. There is also parking either side of the main road positioned off street and on street, giving variation in the street frontage. The variety of the street is enhanced by the west terraces of wide frontage houses and the east terraces of narrow frontage houses. At the entrance to the site off Old Horsham Road are a pair of similar sized blocks of flats three storey in height to match the church opposite the site.

5.6 The proposed development is a contemporary interpretation of the 'New Town' style with using a palette of primarily three colours of brick. Some of the houses would have wide frontages and some of these would be positioned at the end of terraces at right angles to their neighbours to provide overlooking of parking areas. These active frontages would provide natural surveillance of all public areas, as there are no blank gables facing public spaces. The variety in scale provided by wide and narrow frontage houses, straight and faceted terraces and blocks of flats of different heights, with different car parking arrangements provides a variety in the layout while the contemporary design retains the uniformity of the development.

5.7 The flats at the front of the site either side of the central road, define the entrance to the development. These blocks of flats are taller at three storeys high to reflect the scale of the Church

opposite. The elevations of these blocks facing Old Horsham Road and the new access road include windows with reconstituted stone surrounds, a 'new town style' motif appropriate for the buildings at the entrance to the site.

- 5.8 The application proposes a footpath link to Goffs Park at the north east corner of the application site. The dwellings in this location have been located in a way that retain views long this link, while allowing occupiers of the dwellings to gain access to the park.

Street Scene – Old Horsham Road

- 5.9 The church opposite the application site is the dominant building in the area, as it is located on the corner of Old Horsham Road and Horsham Road, and set back from the highway with open grass land to the front and sides. Further to the west along Old Horsham Road the dwellings are set back from the road with hedges, trees and grass between the dwellings and the road. The new entrance would be centrally located and the existing hedge facing onto Old Horsham Road would be removed and a new hedge planted enclosed with black railings. The two buildings to be located either side of the entrance road would be three storeys, comprising 12 flats. These buildings mimic the pattern of development along Old Horsham Road, retaining the character of the area. While three storeys in height they would not dominate the street scene as they are set back from the road, with landscaping between and the church would remain the dominant building in the area. The area to the north of the application site is Goffs Park which is designated as a Historic Parks and Gardens and also an area of Structural Landscaping. Given the distance of the proposal it is considered that the development would not have a detrimental impact on the Historic Park or Structural Landscaping.
- 5.10 The scale and pattern of the proposed development then changes within the site, with terraced properties. This is similar to St Aidan Close, which retains the existing character of development fronting Old Horsham Road, but with a higher density to the rear. Viewing the application from along Old Horsham Road the terraces of dwellings are set back within the site and so would not be readily apparent. This is considered to be as appropriate design solution to reflect the character of the existing frontage, while ensuring an effective and efficient use of land in the built up area. No car parking is to be provided along Old Horsham Road (except for one flat for wheelchair users) in order to retain the existing landscaped frontage character and to provide a setting for the entrance to the development.
- 5.11 To conclude, it is considered the design, appearance and layout is acceptable and would be sympathetic and respect the design, appearance and pattern of development in the area in accordance with the policies CH1, CH2 and CH3 of the Local Plan.

The acceptability of the proposed development for future occupiers

Space standards & Layout

- 5.12 Policy CH5 (Standards for All New Dwellings (including conversions) of the Crawley Borough Local Plan 2015-2030 advises that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents through the application of Building Regulations. Having reviewed the accompanying floor plans of the application, all the proposed dwellings and flats would meet the minimum room and floorspace requirements set out in Policy CH5 and would meet the Lifetime Homes standard. The separation distances between the habitable rooms are greater than 21 metres, and the positioning and orientation of the dwelling are such that it is considered the development would not cause any harmful or direct overlooking into neighbouring units.

Amenity Areas

- 5.13 The size of the amenity areas for the proposed houses comply with the guidance within the Urban Design SPD, while communal outdoor space has been provided for the flats. These areas would be provided with sufficient daylight and sunlight and the outdoor space for the flats would be 'private' and enclosed for residential use but overlooked by units providing natural surveillance. It is

considered the amenity areas provided would create a usable, private outdoor amenity space for the future occupiers in accordance with the principles of the Urban Design SPD.

Noise

- 5.14 The application was initially submitted with a noise report, but following an objection from Environmental Health, further noise assessments were carried out. The updated report identifies a harmful outbreak of noise from the rear door of the adjoining Social Club. The club stage is next to this exit which leads to the beer garden/smoking area and is regularly used. There is no other safe access to the beer garden from the club.
- 5.15 Environmental Health consider that the noise breakout is substantial and unacceptable and that without mitigation the noise breakout would cause a statutory noise nuisance to future residents of this proposed development.
- 5.16 Thus Environmental Health initially objected to the introduction of noise sensitive development (housing) adjacent to this existing noise source (and the scheme would have been contrary to policy CH3 and ENV11 of the Local Plan).
- 5.17 The Council has a statutory duty to ensure that all noise nuisances are abated and so if the residential development was granted permission and the club continued to operate, this would result in action having to be taken against the Social Club to limit the hours of amplified music, which would have implications for the future viability of the Club. Alternatively noise mitigation measures would be required and these would have to be undertaken at the club premises, even though the issues would arise from the erection of dwellings on the current application site which is in separate ownership to the Club.
- 5.18 Since then Officers, the applicant and the Social Club have worked together to find a solution to ensure that the amenities of the residents of the new development would be protected and also that the operation of the club would not be unduly or unfairly prejudiced or penalised if this housing application was to be approved.
- 5.19 The revised noise report therefore identifies that an extension to the club to prevent noise breakout from the existing building would address this issue. A scheme to achieve this is the subject of the associated application CR/29017/0469/FUL (item 1 on this agenda).
- 5.20 In addition to the noise report, the applicant for this residential proposal and the owners of the Social Club have entered into a legal private land agreement that requires, if both applications are approved, that the extension to the club is completed prior to the occupation of the dwellings and that the Council will undertake and pay for this extension. It also requires a further noise survey to be carried out post-construction of the extension and sets out a maximum acceptable level of noise that can escape from the building. If the level of noise escaping from the club exceeds the agreed level then the Council will arrange at their own cost for additional measures to reduce the sound level to below the maximum figure.
- 5.21 Environmental Health have confirmed that the erection of the extension in accordance with the construction details as approved prior to occupation of the dwellings should address the noise objection. The noise report also details the sound insulation properties of the dwellings and it is considered that this is acceptable with regard to road noise and would ensure a suitable internal noise environment for future residents.
- 5.22 In order to formally link the extension development to the implementation of this residential application, and to ensure that the dwellings are not occupied until the extension to the club is completed to the required standard, it will be necessary for a planning s106 legal agreement to be completed.

Impact on the amenities of occupiers of existing neighbouring properties

- 5.23 The nearest residential properties are to the south west, on the opposite side of Old Horsham Road and to the west of Goffs Park Social Club. Given distance of the development from these properties

it is not considered that the development would have a detrimental impact on their amenity in terms of overlooking or overbearing. The proposal therefore complies with CH3 of Crawley's Local Plan.

Parking and highway safety

Parking

- 5.24 Crawley Urban Design SPD sets parking standards for residential developments, and this scheme would require 66 car parking spaces. The application proposes 68 car parking spaces, 16 of which would be visitor spaces and 6 motorcycle spaces, which would be provided across the application site with a mixture of curtilage parking, parking courts and on street visitor parking. The overall level of parking provision would meet the adopted parking standards, therefore the proposed development would accord with policies CH3 and IN4 of the Crawley Borough Plan 2015-2030, the Urban Design SPD and the objectives of the NPPF.

Highway Safety

- 5.25 The site has previously been used as a depot by Crawley Borough Council and as a nursery serving the adjacent Goffs Park. All previous structures have now been removed leaving a relatively level site with large areas of hardstanding. A Transport Statement and Stage 1 Road Safety Audit has been submitted in support of the application and WSCC Highways were consulted. The application site is located within the established built up area and therefore a number of sustainable transport choices are available to access local shops, services and employment opportunities. Vehicular access is onto Old Horsham Road which was part of the former main Crawley-Horsham road but is now a cul-de-sac serving a number of residential properties, St.Wilfrids School, a church and Goffs Park House.
- 5.26 WSCC Highways have considered the Transport Statement and Stage 1 Road Safety Audit submitted and commented on the history of the area in terms of previous applications, and the previous improvements to the junctions at Old Horsham Road and Horsham Road with the introduction of a mini roundabout. WSCC commented that they have no objections to the proposed access and parking layout. WSCC also stated that the guidance for the number of dwellings served by a cul-de-sac has been relaxed by Manual for Streets which now sets no upper limit.
- 5.27 In terms of highway capacity, on street parking and the submitted traffic survey, WSCC Highways stated that whilst no significant queues were noted at the Old Horsham Road roundabout, there was some slight queuing on Old Horsham Road whilst westbound traffic had to give way to eastbound traffic due to parked cars on the southern side of the road. Furthermore they stated that 5 school buses went down Old Horsham Road to drop off children at St.Wilfrids School before returning along the same route. They considered that the highway improvements carried out at when St.Wilfrid's school was redeveloped in their opinion seem to have resolved most of the traffic queuing and parking issues previously experienced.
- 5.28 WSCC Highways have also commented on the submitted parking surveys. According to the surveys, approximately 35 cars were noted as dropping off children in the vicinity of the church in the morning peak period, but not at the same time and there was no queuing. Most traffic headed eastwards to drop off at St.Wilfrid's Way. Therefore as expected, Old Horsham Road was busy at school arrival and departure times, but they considered that no major congestion was apparent.
- 5.29 WSCC Highways have used the national TRICS database of traffic surveys on similar sized and located developments, which predicts the proposed development would generate around 20 vehicle movements in the AM and PM peak periods. WSCC consider this is well within the capacity of Old Horsham Road and its roundabout junction. In addition, the net increase would be small when compared with the vehicle movements for the former maintenance depot which generated traffic in its own right. A Construction Environment Management Plan (CEMP) was submitted with the application and was considered acceptable by WSCC in terms of their requirements. A condition can be imposed to control the impact of the development during construction.
- 5.30 Comments have been received from the Police expressing concerns with regard to the proposed cycle/footpath link to the park, while the Cycle Forum are in support of this feature. The link would

allow the future occupiers of the development easy access to Goffs Park, which has footpath and cycle paths linking to the town centre and around Crawley. The path has been designed to reduce the potential for anti-social behaviour, will be lit and would enable the occupiers of the development to access more sustainable means of travel.

- 5.31 In conclusion given the existing use of the site and the comments from WSCC Highways it is considered that the proposal would not result in a negative impact on highway safety or a significant adverse impact on the operation of the local highway network. Furthermore access to more sustainable forms of transport will also be possible. Therefore the proposed development would accord with policy CH3 and IN3 of the Crawley Borough Plan 2015-2030 and the objectives of the NPPF.

Affordable Housing and Housing Mix

- 5.32 Policy H4 states that 40% affordable housing will be required from all residential developments. The Council will expect a minimum of 70% of the affordable housing to be for affordable rent, or social rent, and up to 30% Intermediate tenure. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. The affordable housing will be secured by means of a Section 106 legal agreement.
- 5.33 The application has been submitted by the Crawley Council and will be owned and managed by Crawley Homes. The mixture of unit sizes is in response to Crawley's affordable housing needs. The application proposes 100% affordable, which exceeds the policy requirement of 40%. The split between rent and intermediate tenure will be finalised as part of the section 106 agreement. The application is therefore considered to comply with policy H4 of the Crawley Borough Plan 2015-2030 and the objectives of the NPPF.

Trees and landscaping

- 5.34 There are a number of trees within the site mainly in the north, with three of these being protected by a Tree Preservation Order (TPO), (2x Scots Pine and 1 Oak). The application was submitted with a tree report which identifies a number of trees to be removed either because the development would be affected by them or due to their current poor condition. The three TPO trees would be retained and the report makes a number of recommendations to ensure they are not damaged during the construction of the development. The tree report states that the development would result in the removal of 18 trees and proposes to replant 55 trees within the application site.
- 5.35 The tree report was considered by Council Tree officer who has no objection, subject to a condition requiring the works to be carried out in accordance with this report, it is therefore considered that the development would not have detrimental impact on the protected trees.
- 5.36 Policy CH6 states that trees make an important contribution to the character and appearance of the Borough and that landscape proposals for residential development should contribute to the character and appearance of the town including at least one new tree for each new dwelling. Where development proposals would result in the loss of a tree the policy requires a replacement based on the trunk diameter of the lost tree. The application would result in the removal of 18 trees and proposes to replant 55 trees, this would result in a short fall of 47 trees based on the requirements of the policy. It is considered that no further trees could be planted on site and therefore this shortfall will be sought as a financial contribution as set out within the Councils Urban Design SPD and will be secured as part of the Section 106 agreement. A landscaping plan was submitted with the application. The details include frontage hedging, block paving details, road surface details and tree species. The hard surfacing and soft landscaping details are considered acceptable and a condition is recommended ensuring the submitted details are carried out.
- 5.37 It is therefore considered that the development would accord with the requirements of policy CH6 of the Crawley Borough Plan 2015-2030, the Urban Design SPD and the objectives of the NPPF.

Infrastructure Contributions/ Section 106

- 5.38 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016. As the development proposes 100% affordable housing the proposal would be exempt from paying CIL.
- 5.39 A section 106 agreement will be required to secure the affordable housing, a financial contribution of £32,900 for the planting of trees off-site and to secure the implementation of the extension to the Social Club.

Other matters

Flooding and drainage

- 5.40 Due to the site area of the application site, a Flood Risk Assessment (FRA) was submitted. The site is located within Flood Zone 1, The Environment Agency assessed the application, commenting that it has a low environmental risk and therefore it had no objections.
- 5.41 The FRA also states that the application proposes Sustainable Drainage Systems (SuDS). This comprises of attenuation tanks and storage crates. The Councils Drainage Officer has commented on the application and following the submission of further information he has no objection to the proposal subject to confirmation of future maintenance responsibilities. This can be controlled by condition.

Archaeology

- 5.42 A desk top based assessment of the presence of archaeological features on the site has been carried out and submitted as part of the application. The Councils archaeological advisor has considered the report and has no objection.

Sustainable Construction

- 5.43 The proposed dwellings will be designed with a fabric first approach to energy efficiency. The terraced form of housing aids thermal efficiency and the good levels of insulation, reduced air leakage and the use of high quality windows would reduce the energy bill for future occupiers. The measures include triple glazed windows, minimal thermal bridging, reduced air leakage and efficient continuous ventilation.
- 5.44 The Councils Sustainability Officer has considered the submitted Design Statement which states that the dwellings are targeting a reduction in CO2 emission of at least 25% over and above the limits set out in 2010 edition of Building Regulations approved document L. This would be equivalent to level 4 of the now defunct Code for Sustainable Home, which is considered to be a significant improvement on the current Building Regulations requirements and therefore acceptable in accordance with Local Plan Policies. The detailed requirements of policy ENV6 (Sustainable Design and Construction), and ENV9 (Tackling Water Stress) can be addressed by condition.

CONCLUSIONS:-

- 6.1 The application site has been allocated for residential development in the Crawley Local Plan 2015-2030 and therefore the principle is considered acceptable. The proposal accords with the policy requirements and would provide a significant number of new affordable residential units in a sustainable location. The proposal is considered to achieve a high standard of urban design and would be an attractive addition to this area. The proposed development is policy compliant in terms of its use, design and residential standards and, subject to measures to address noise impacts, would create a satisfactory residential environment. The proposal, subject to appropriate controls, is also acceptable in highways and parking terms. It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure:
- On site affordable housing;

- Tree mitigation (£32,900) infrastructure contributions;
- The implementation of the extension to the Social Club to address noise issues (CR/2017/0469/FUL)

RECOMMENDATION RE: CR/2016/1053/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 materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

4. No building or structure associated with the development hereby permitted shall exceed 104.35m AOD.
REASON: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Gatwick Airport and endanger aircraft movements and the safe operation of the aerodrome.

See Advice Note 1 'Safeguarding of Aerodromes' for further information, available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>

5. The development hereby permitted shall not be occupied unless and until the access to the site from Old Horsham Road has been designed, laid out and constructed in accordance with plans and details to be approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
REASON: In the interests of highway safety and in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

6. The development hereby permitted shall not be occupied unless and until the internal access roads and parking spaces serving the development have been designed, laid and constructed in accordance with details to be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
REASON: To ensure an adequate standard of access and parking for the development and in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

7. The development hereby permitted shall not commence unless and until a Construction Environment Management Plan (CEMP) has been submitted and approved by the Local Planning Authority and thereafter the Management Plan shall be adhered to. The CEMP shall include details of the following:

- Location of site offices
- Location of plant and materials storage
- Area for unloading/loading of materials and plant
- Location of hoardings
- Location of wheel washing equipment
- HGV ban between 0800-0900 and 1500-1600

REASON: To protect the amenity of local residents and businesses and to ensure the safe, free flow and operation of the highway network in accordance with policy CH3 of the Crawley Local Plan 2015-2030.

8. The cycle storage areas as shown on the approved plans shall be provided prior to the occupation of the dwellings hereby approved. The cycle storage areas shall be retained for the life of the development.
REASON: To ensure adequate provision of cycle storage in accordance with policy CH3 of the Crawley Local Plan 2015-2030.
9. Development shall not commence until detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, have been submitted to and approved in writing by the Local Planning Authority. The approved detailed surface water drainage shall be provided prior to the occupation of any units and therefore after maintained. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.
REASON: To safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
10. Development shall not commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be maintained and managed in accordance with the approved details.
REASON: To safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
11. The dwellings hereby approved shall be constructed in accordance with the requirements as set out within part 9 of the Environmental and Entertainment Noise Assessment, Reference J1966, dated 10/04/2017, unless otherwise agreed with in writing with the Local Planning Authority.
REASON: To safeguard future occupants of the site in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
12. No construction of the dwellings hereby approved shall take place until details of the energy strategy and sustainability measures for the new development which are referred to in the Design Statement have been submitted to and agreed in writing by the Local Planning Authority. The dwellings shall not be occupied until the agreed measures have been implemented.
REASON: To address sustainability measures required under policies ENV6 and ENV7 in the Crawley Borough Local Plan 2015.
13. All planting, seeding or turfing comprised in the approved details of the hard and soft landscaping and boundary treatments shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
14. The residential units shall not be occupied until details have been submitted to and approved by the Local Planning authority to demonstrate that each unit shall achieve a water efficiency standards by consuming not more than 110 litres per person per day maximum water consumption. The development shall be implemented in accordance with the approved details and thereafter retained.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.
15. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking and re-enacting that Order), no development falling within

Classes A and B of Part 1 of Schedule 2 shall be carried out without the prior, express planning permission of the Local Planning Authority.

REASON: To control the development in detail and safeguard future occupants of the site in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

16. Any excavations carried out in the root protection area of any trees shall be carried out in accordance with the provisions laid out in BS 5837: 2012 - Trees in relation to design, demolition and construction. The development shall be carried out in accordance with the submitted Arboricultural Report and Statement ref: 140775/PRO including tree protection fencing, space for storage of materials outside of the RPA, construction of the dwellings, drives and footpath and the identified "no dig" areas unless the Local Planning Authority gives written consent to any variation. REASON: To ensure the retention of trees important to the visual amenity / the ecological quality / and for the environment of the development in accordance with policy CH3 of Crawley Borough Local Plan 2015-2030.
17. The refuse and recycling facilities provision shall be implemented in accordance with the approved details prior to occupation of any unit and shall thereafter be retained for this use. REASON: To meet its operational requirements in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030. REASON: To ensure the operational requirements of the site can be met in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/
2. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
 - Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

NPPF Statement

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

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



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

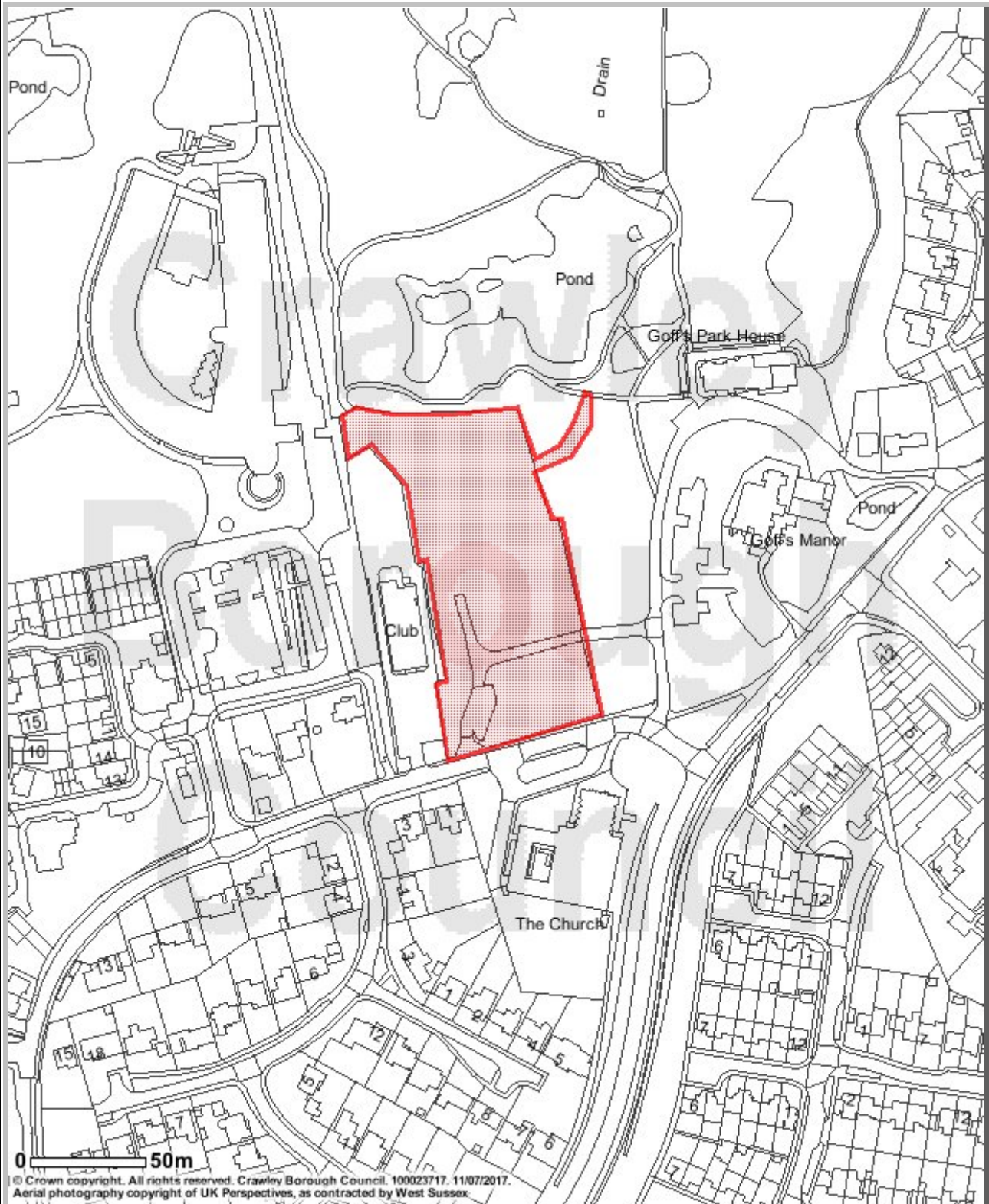
Tel: 01293 438000
Fax: 01293 438603

CR/2016/1053/FUL

Date 22 February 2017

Approx. Scale 1:1,250

**FORMER DEPOT ADJ TO SW CORNER OF GOFFS
PARK, OLD HORSHAM ROAD, SOUTHGATE,
CRAWLEY**



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REFERENCE NO: CR/2017/0116/FUL

LOCATION: [GATWICK AIRPORT, LAND WEST OF UNIFORM TAXIWAY, NORTH WEST DEVELOPMENT ZONE, CRAWLEY](#)

PROPOSAL: CONSTRUCTION OF A NEW HANGAR AND OTHER ASSOCIATED WORKS INCLUDING AIRCRAFT APRON, CONNECTION TO TAXIWAY UNIFORM, VEHICLE PARKING AND EXTERNAL PARTS STORAGE AREA, FIRE SUPPRESSION PLANT, DIVERSION OF LARKINS ROAD AND REALIGNED SECURITY FENCING, DRAINAGE AND LIGHTING, TOGETHER WITH ASSOCIATED LANDSCAPING AND ECOLOGICAL MITIGATION AND ENHANCEMENT WORKS (AMENDED PLANS AND AMENDED DOCUMENTS RECEIVED)

TARGET DECISION DATE: 10 May 2017

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: Boeing Commercial Air Services Europe Ltd and Gatwick Airport Ltd

AGENTS NAME: Vantage Planning Ltd

PLANS & DRAWINGS CONSIDERED:

777-D5A-00-XX-DR-A-010-001 Rev P02 Site Location Plan, 777-D5A-00-XX-DR-A-010-003 Rev P02 Existing Site Plan, 777-D5A-00-XX-DR-A-010-0002-Site_Plan_as_Proposed-S4-P10, 777-D5A-01-01-DR-A-030-0001-Proposed First Floor Plan-S4-P10, 777-D5A-01-00-DR-A-030-0001-Proposed Ground Floor Plan -S4-P11, 777-D5A-01-RF-DR-A-030-0001-Proposed Roof Plan-S4-P06, 777-D5A-01-ZZ-DR-A-040-0001-Proposed East and West Elevations -S4-P06, 777-D5A-01-ZZ-DR-A-040-0002- Proposed North and South Elevations -S4-P06, 777-D5A-01-ZZ-DR-A-050-0001-Proposed Sections-S1-P04, 20760-00-C-600-GA-000004-B Proposed General Arrangement Plan, 20760-XX-C-864-GA-000001-C - Proposed Drainage Plan, 20760-00-U-958-GA-000001-C-Landscaping and Ecological Plan, 777-D5A-00-ZZ-DR-A-090-0001-3D_Images_Sheet_1-S4-P03, 777-D5A-00-ZZ-DR-A-090-0002-3D_Images_Sheet_2-S4-P03, 777-D5A-00-ZZ-SK-A-4013 Rev P02 - Materials Board, 777-D5A-00-ZZ-SK-A-4014 Rev P01 Hangar Door Elevations S4

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. GAL - Planning Department No comments received.
2. GAL - Aerodrome Safeguarding No objection subject to conditions and informative.
3. National Air Traffic Services (NATS) No objection subject to conditions.
4. Environment Agency No objection to revised Flood Risk Assessment.
Recommends conditions and informatives to cover ground and groundwater contamination risk and biodiversity compensation measures for Mans Brook.
5. Natural England No comments but recommends reference to their published standing advice on protected species, ancient woodland and veteran trees. The LPA should determine if the application is consistent with national and local environment policies.
6. The Woodland Trust Objection on the basis of the loss of the veteran tree, potential damage to Brockley Wood (Ancient Woodland) and an area of ancient semi-natural woodland adjacent to the site and fragmentation of habitat. The loss of the veteran tree is important for biodiversity and there are concerns the loss of this and other mature trees could impact on wildlife in particular bats. Wishes to ensure the Ancient Woodland protection measures are established prior to any works on the site to prevent encroachment into the buffer area and effective mitigation for dust control and lighting to this area. Proposal conflicts with national and local biodiversity policies.

7.	Forestry Commission (England) guidance and NPPF paragraph 118.	Refers to standing advice and Natural England
8.	Archaeology Officer	No objection subject to condition.
9.	Ecology Officer	Objection – The proposal involves the loss of irreplaceable habitat types which cannot be adequately compensated or mitigated for. The proposal would result in a net loss of biodiversity and unless CBC is of the view that this is clearly overridden by other material considerations, the application should be refused.
10.	WSCC - Surface Water Drainage (SWD)	No objection.
11.	WSCC – Highways	No objection.
12.	Police	No specific advice offered as not appropriate for this development [<i>as secure 'on airport site'</i>]
13.	UK Power Networks	No objection.
14.	Thames Water	No objection with regard to sewerage infrastructure capacity. Informatives recommended.
15.	Surrey County Council	No comments to make.
16.	Mid Sussex District Council	No comments received.
17.	Mole Valley District Council	No comments received.
18.	East Sussex County Council	No comments to make.
19.	Horsham District Council	No comments to make.
20.	Tandridge District Council	No objection provided CBC is satisfied that the development would not adversely affect the interests of amenity and of the environment. Any significant adverse impacts must be subject to appropriate compensatory measures.
21.	Reigate and Banstead Borough Council	No objection
22.	CBC - Drainage Officer	No objection – the drainage strategy is comprehensive and acceptable.
23.	CBC - Planning Arboricultural Officer	No objection.
24.	CBC - Contaminated Land	No objection.
25.	CBC - Environmental Health	No objection subject to condition and informative
26.	CBC - FP - Urban Design	No comments to make.
27.	CBC - FP - Gatwick Airport Boundary	No objection subject to ecological measures proposed being fully agreed and implemented by a specified date.
28.	Gatwick Diamond Grow Group	No comments received.

Full re-consultation on amended plans 05 June.

Further re-consultation to ecologist and woodland trust on additional ecological mitigation measures proposed by applicant (received 7th July) on 11th July. – Consultation expiry 18th July.

NEIGHBOUR NOTIFICATIONS:-

None – the application was advertised by press notice and site notice.

RESPONSES RECEIVED:-

One representation received from the Charlwood Society requesting conditions are imposed to ensure the application will not lead to extra traffic at the Povey Cross entrance to the airport and that this access will not be used for construction traffic. They also request that the number of replacement trees is maximised and every effort is made to lessen the visual impact of the development through planting or camouflage of the hangar.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

- 1.1 The application site is an area of land amounting to around 10.4 hectares within the boundary of Gatwick Airport referred to as the North West Development Zone. The land is an area in the north west part of the airport broadly located to the north of the runway, to the east of the River Mole and to the west of the cargo area.

- 1.2 The land is immediately to the west of the 'Uniform' taxiway and stands, south of a surface water drainage pond and to the north of the airport's concrete batching plant and construction logistics area. Brockley Wood which was recently designated an Ancient Woodland and the River Mole are to the west of the site. The land is wholly within the flood plain Zone 3.
- 1.3 The site itself is a loosely rectangular shaped land parcel with its proposed site access to the north and east connecting in to existing airport infrastructure. The southern portion of the site has been previously used for storage of materials and spoil from previous airfield development projects and as an area for recycling hard core. The eastern part of the site contains an approximately 50 metre wide strip of managed airfield grassland and Larkins Road which provides access to the logistics area and batching plant. The northern and western part of the site is undeveloped comprising areas of grassland and the remnants of former woodland and hedgerows. A remnant channel of Man's Brook intersects the northern part site and is marked by a tree/ hedge boundary. A further ditch runs though the south east part of the site.
- 1.4 Due to the undeveloped nature of much of the site, the area provides habitat for wildlife and a number of protected species have been identified including grass snakes, bats, harvest mice and nesting birds. One tree on within the central southern section of the site has been identified as a veteran tree. This area contains the most substantial section of woodland although it is evident that many of the tree specimens are in decline. The hedgerow along Mans Brook intersecting the northern part of the site has also been noted as important and species rich. The undeveloped portion of the site also has high archaeological potential.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposed development is for a new airside Hangar building with apron frontage and taxiway access. There would also be associated administrative buildings, workshops and plant. The works also require the diversion of an internal access road (Larkins Road), security fencing and lighting.
- 2.2 The proposed hangar which would be rectangular and orientated with the long axis of the building parallel to the taxiway. The hangar would front east and is designed as several rectangular elements stepping down in height from east to west. The east elevation would contain the main hangar doors. The ancillary office and staff welfare accommodation would be within the western part of the building. The building would appear as a flat roof structure, substantially of steel construction and would be finished in metal cladding.
- 2.3 The proposed hangar would measure 150m long x 100m deep and 32m tall at its highest point. The hangar steps down in scale 35m back from the eastern edge of the building and the remaining part of the hangar building to the west measures 22.5m in height. The eastern section of the building is required to be taller to accommodate the tail section of 2 of the largest 'code F' aircraft entering in forward gear. The storage and parts area which would be attached to the western part of the hangar would have a broadly rectangular footprint 27.5m deep by approximately 100m length, a pump house building would extend off this main building. At first floor level over part of the ground floor would be a mezzanine floor and a first floor area containing office accommodation, staff welfare facilities, further plant and storage. The total building would comprise 18,933 sq m of floorspace of which 14,200 sq m is hangar space. A substantial concrete apron would be provided in front of the hangar to connect it to 'Uniform' taxiway measuring approximately 130m x 150m in area.
- 2.4 The hangar would be in use on a 24 hour basis and is proposed to be utilised for the regular maintenance and servicing of aircraft after they have completed a prescribed number of flight hours. A large number of the aircraft's parts, components and systems are inspected and typically these activities take between 8-12 hours to complete. Under normal circumstances an aircraft would be towed to and from the hangar and where the aircraft arrives under its own power its engines would be shut down as soon as the aircraft is parked on the apron. The applicants have confirmed that the need for any high power engine tests will be limited and infrequent, such tests are subject to strict controls to ensure disturbance is minimised.

- 2.5 Access to the site would be via an existing airside road known as Larkins Road, only authorised personnel and vehicles would be allowed on site. Staff and visitor parking is proposed to be provided off-site at a staff car park, with a shuttle bus taking personnel to the building following the required security checks. The existing road known as Larkins Road is proposed to be diverted around the rear (west) of the building, creating a new built boundary edge with landscaping further west and balancing pond 'M' to the north.
- 2.6 In addition to the main hangar building a rear service road, (to serve the hangar,) is proposed around the west side of the building. A service area would provide space for ancillary equipment including two foam storage tanks for fire suppression 10.3m high x 13.3m diameter, parking bays, storage yards and a zone for boreholes for a ground source heat pump. A further service yard is proposed adjacent to the north of the hangar along with the provision of an underground foam retention reservoir which would be covered with grass. The building would be secured via security fencing and exterior lighting incorporating floodlights to the front of the building with safety lighting to the ancillary areas.
- 2.7 The airport perimeter fence would be repositioned to reflect the re-aligned Larkins Road and a replacement electricity substation is proposed north of the hanger compound and immediately south of balancing pond 'M'.
- 2.8 The applicants have provided the following supporting documents to accompany the application:
- Design and Access and Sustainability Statement
 - Planning Statement
 - Local Economic Impact Assessment
 - Ground Conditions Geo Environmental Interpretive Report
 - Archaeological Impact Assessment
 - Tree Survey and Arboricultural Impact Assessment
 - Ecological Surveys and Appraisal Report (Bat Survey and Reptile Survey reports)
 - Landscape and Visual Appraisal
 - Landscape, Ecological Mitigation and Enhancement Strategy (updated July 2017). An additional information letter in response to ecologist comments prepared by cba received 7th July 2017
 - Drainage Strategy
 - Flood Risk Assessment
 - Air Quality Statement
 - Ground Noise Assessment
 - Transport Statement
 - Bird Hazard Management plans dated 23rd May 2017 and 30th June 2017

PLANNING HISTORY:-

- 3.1 Much of the site is undeveloped so there is only limited planning history for the site itself, however there is some planning history for the adjacent land as set out below.
- 3.2 In 2001 Planning permission was granted for the erection of a concrete batcher and crushing yard facilities (CR/2001/0292/FUL) located to the south of, and incorporating part of, the southern portion of the application site. This proposal was implemented.
- 3.3 In 2008, planning permission was granted (reference CR/2008/0655/FUL) for the development of land immediately to the north and east of the application site which included the "Construction of 6 new remote aircraft stands and associated infrastructure comprising aircraft stand area and associated taxi lane, earth screening bund, surface water attenuation ponds and other associated infrastructure including airside/landside roads, new substation and alterations required to existing infrastructure." This permission, which has been implemented, established the current Larkins Road alignment and constructed taxiway 'Uniform' with its 6 remote aircraft stands. Pond M to the north of the application site along with its associated landscaping/screening was also constructed under this permission.
- 3.4 In December 2015 the strategic S106 Agreement between Gatwick Airport, CBC and West Sussex County Council was updated. This agreement recognises that all parties desire Gatwick to grow as

a single runway, two terminal airport and it provides a series of obligations on how GAL will manage the impacts of the airport's development. Obligations relate to matters including air quality, noise (including engine testing) and surface access and it also provides for reviews and the preparation of action plans to address these and other issues.

- 3.5 A Screening Opinion was issued for the proposed development in January 2017 (CR/2016/3006/EIA) which concluded that an Environmental Impact Assessment was not required.

PLANNING POLICY:-

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case the statutory development plan comprises the Crawley Borough Local Plan 2015-2030. Other relevant documents include Supplementary Planning Documents (SPD's) and the Gatwick Airport Masterplan 2012 along with guidance set out in National Policy.

National Planning Policy Framework

- 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 it would be contrary to the policies in the NPPF.
- 4.3 The 12 core planning principles of the NPPF (paragraph 17) state amongst other things 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. Development should support the transition to a low carbon future in a changing climate taking full account of flood risk and encourage the use of renewable resources and should contribute to conserving and enhancing the natural environment and reducing pollution.
- 4.4 Section 1 emphasises the need for the planning system to deliver sustainable economic growth, support existing business sectors and plan positively for employment generation and regeneration.
- 4.5 Section 4 'Promoting sustainable transport' requires local authorities to work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development including....transport investment necessary to support strategies for the growth of....airports (para 31). Paragraph 33 states that "*When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and Government Framework for UK Aviation*".
- 4.6 The NPPF Section 6 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). Measures to use renewable and low carbon sources, energy efficiency measures, green energy etc. are all encouraged.
- 4.7 Section 10 (paragraph 93) highlights the key role planning has in meeting the challenge of climate change through reductions in green house gas emissions, minimising vulnerability and providing resilience to climate change. In respect of flooding paragraph 100 states " Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making safe without increasing floor risk elsewhere". The Sequential test aims to steer developments to areas with the lowest probability of flooding (para 101) and where this is not possible an Exception Test can be applied if appropriate (para 102).

- 4.8 Para 101 states *“The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted in area if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.....A sequential approach should be used in areas known to be at risk from any form of flooding”*.
- 4.9 Para 103 states *“When determining planning applications. LPAs should ensure flood risk is not increased elsewhere and should only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that;*
- *within the site, the most vulnerable development is located in areas of lowest floor risk unless there are overriding reasons to prefer a different location; and*
 - *development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems”*.
- 4.10 Section 11 deals with the conservation and enhancement of the natural environment . Para 109 amongst other things seeks to minimise the impact on biodiversity and provide net gains where possible. Para 118 reminds LPA’s that they should aim to conserve and enhance biodiversity and that *“if significant harm resulting from a development cannot be avoided (though locating on an alternative site with less harmful impact), adequately mitigated, or, as a last resort, compensated for, the planning permission should be refused.”* It also advises that *“planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss”*.
- 4.11 Para 120 advises that *“To prevent unacceptable risk from pollution ...decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.....”*

Aviation Policy Framework 2013

- 4.12 This document set out the Governments objectives and principles to guide plans and decision on airport developments. It supports growth of the sector within a framework which maintains a balance between the benefits of aviation and its costs – including responding to the environment and protecting quality of life.

The Development Plan – Crawley Borough Local Plan 2015-2030 (adopted December 2015)

- 4.13 Policy SD1 states that in line with the planned approach to Crawley 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.
- 4.14 Policy CH2 sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley. Amongst other things development will be required to: “respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets” and provide information to demonstrate how the policy principles are achieved through the development.
- 4.15 Policy CH3 requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain existing or individual groups of trees that contribute positively to the area and ensure sufficient space for trees to reach maturity, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how ‘Secure by Design’ principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access , circulation, manoeuvring, loading etc. and comply with all relevant Supplementary Planning Guidance.

- 4.16 Policy CH6 deals with tree planting and replacement standards. Where development proposals involve the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies. Replacement tree planting is expected in line with the policy standards and this is normally expected to be met within the development site. If the LPA deem on-site replacement not feasible or desirable, commuted sums will be sought in lieu on a per tree basis.
- 4.17 Policy CH8 identifies the land as forming part of a 'long distance view' which can be enjoyed from Target Hill in Broadfield and must remain unobstructed from development in the foreground,
- 4.18 Policy CH12 requires that Crawley's designated and non-designated heritage assets which are finite resource are not lost as a result of development.
- 4.19 Policy EC1 states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The policy seeks to ensure the town's main employment areas of which includes Gatwick airport are the focus for sustainable economic growth.
- 4.20 Policy EC2 identifies Gatwick Airport as a main employment area and states proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area and the overall economic function of the town.
- 4.21 Policy GAT1 supports the development of facilities which contribute to the safe and efficient operation of the airport as a single runway , two terminal airport up to 45 million passengers per annum provided that:
*"(i) The proposed use is appropriate within the airport boundary and contributes to the safe and efficient operation of the airport; and
(ii) Satisfactory safeguards are in place to mitigate the impact of the operation of the airport on the environment including noise, air quality, flooding, surface access, visual impact and climate change; and (iii) The proposed use would not be incompatible with the potential expansion of the airport to accommodate the construction of the additional wide spaced runway"*
- 4.22 Policy ENV2 requires all development proposals to incorporate features to encourage biodiversity where appropriate and where possible enhance existing features of nature conservation value. It sets out a hierarchy biodiversity sites and states that the areas listed will be conserved and enhanced were possible. These are
"1. Nationally designated sites:
• *Sites of Special Scientific Interest*
SSSI will receive the highest level of protection for habitat conservation value in line with national legislation, policy and guidance.
- 2.National Planning Policy Framework Sites
• *Ancient Woodland, and aged or veteran trees*
Planning permission will not be granted for development that results in the loss or deterioration of ancient woodland and aged or veteran trees unless the need for, and benefits of, the development in that location clearly outweigh the loss. A buffer zone between development and ancient woodland will be required in line with Natural England Standing Advice.
- 3.Locally designated sites, and habitats and species outside designated sites:
• *Local Nature Reserves*
• *Sites of Nature Conservation Importance*
• *Nature Improvement Areas*
• *Habitats of Principle Importance identified in S41 of the Natural Environment and Rural Communities Act 2006 or Biodiversity Action Plans*
• *Biodiversity Opportunity Areas*
• *Where Protected Species are present*
• *Where Species of Principal Importance are present, as identified in S41 of the Natural Environment and Rural Communities Act 2006.*
- Proposals which would result in significant harm to biodiversity will be refused unless:*
i. *this can be avoided by locating on an alternative site with less harmful impact; or*
ii. *the harm can be adequately mitigated, or, as a last resort, compensated for."*

- 4.23 ENV6 states proposals for new non-domestic buildings should achieve BREEAM Excellent (for energy and water credits) where technically and financially viable. All development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.
- 4.24 ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk and must not increase the risk of flooding elsewhere. The policy requires development in flood areas to demonstrate where required, the sequential and exceptions tests, and the application should submit sufficient information on flood risk and drainage to manage climate change and any mitigation needed.
- 4.25 ENV9 identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits scheme.
- 4.26 ENV10 seeks to prevent unacceptable risks from environmental pollution and land contamination. Uses must not lead to a significant increase in levels of pollution or hazards and any impacts must be appropriately mitigated and must be located to avoid unacceptable disturbance or nuisance to the amenities of adjoining land uses and occupiers.
- 4.27 ENV11 seeks to protect people's quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. 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 would adversely affect the amenity of existing and future users.
- 4.28 Policy ENV12 – Air Quality states that development proposals that do not result in a material negative impact on air quality will normally be permitted.
- 4.29 Policy IN1 deals with infrastructure provision and 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.
- 4.30 Policy IN2 requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.
- 4.31 Policy IN3 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.
- 4.32 Policy IN4 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 (SPD)

Development at Gatwick Airport – November 2008

- 4.33 This document sets out the approach to considering applications and planning matters on land within the Gatwick Airport boundary. The policies in the document have now been replaced by the new Local Plan however, the document remains relevant in respect of the environmental safeguards proposed with many of the measures referred to secured through the S106 Agreement referenced in paragraph 3.4. The document supports the continued development of Gatwick as a single runway, 2 terminal airport where it contributes to the safe and efficient operation of the airport and subject to environmental safeguards. It states new development should be high quality in design, scale and layout with new buildings complementing existing features and the built form.

Urban Design SPD – October 2016

- 4.34 This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, the public realm, street design and parking, and, sustainable design. For industrial and commercial development 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).
- 4.35 The document contains the Borough's indicative minimum parking standards although no standards are directly applicable for this use and the provision is therefore assessed on its own individual merits.

Planning and Climate Change SPD

- 4.36 This provides further guidance on addressing the sustainability policies within the Local Plan, with examples of best practice and how to demonstrate compliance with the policies.

Green Infrastructure SPD

- 4.37 This provides further guidance on Local Plan policies which relate to Crawley's green infrastructure assets including ENV2 and CH6. Developments are expected to contain measures to enhance biodiversity however, the document does acknowledge that these measures must consider the 13km safeguarding zone at Gatwick designed to manage birdstrike risk.

Gatwick Airport Masterplan

- 4.38 The document published by GAL in 2012 (and is not an SPD) identifies the application site as a location for a further hangar.

PLANNING CONSIDERATIONS:-

- 5.1 The planning considerations for this application are:
- Principle of development
 - Impact on ground conditions, drainage and flood risk
 - Impact on biodiversity
 - Design and visual impact
 - Traffic and transport impact
 - Noise and air quality impacts
 - Economic and social impacts
 - Airport safeguarding and construction
 - Sustainability

Principle of development

- 5.2 The proposed development is within the airport boundary and provides a further on-site facility for the servicing and maintenance of aircraft, the hangar is considered to support the functional needs of the airport operating as a single runway, two terminal airport. The site location proposed would be compatible with the potential expansion of a future second runway. The principle of the development could therefore be acceptable in line with policy GAT1 provided appropriate environmental mitigation measures are put in place.

Impact on Ground conditions, drainage and flood risk

- 5.3 The site is located with a floodplain, has potential contamination and has archaeological potential.
- 5.4 The Council's archaeological consultant has commented on the applicant's Archaeological Impact Assessment and notes that the site has generally high archaeological potential and recommends a pre-commencement condition to ensure archaeological monitoring and environment sampling to be completed and submitted prior to development commencing.
- 5.5 A flood risk assessment and drainage strategy has been submitted to support this application. The hangar is classed as 'less vulnerable' with respect to its flood risk vulnerability in a zone 3 floodplain

and in this case an Exception test is not required under the guidelines set out in the planning practice guidance. The proposed development is constrained as it must be provided with the present airport boundary and there are no suitable sites for a building of this size at the airport outside of the floodplain (without the need to relocate other essential airport infrastructure elsewhere). Much of Gatwick Airport is within the River Mole floodplain and the airport has its own private drainage system to manage surface water run-off and flood risk. The proposed development is airport infrastructure which cannot be located anywhere other than at the airport so in terms of site choice it is considered the sequential test is met.

- 5.6 Another key consideration is the potential of the development to increase flood risk elsewhere. The submitted drainage strategy provides the drainage design concept for the development and demonstrates that the development can be adequately drained without posing a risk of flooding on-site or off-site. Surface water drainage measures include Sustainable Urban Drainage measures and the strategy proposes no increase in flows off-site. It confirms that there would be no increase in off-site flooding. All run-off from impermeable areas would be treated within the airport's private drainage network before discharging into wider drainage network.
- 5.7 The CBC Drainage Officer has commented that the drainage strategy is comprehensive and acceptable and that the development would be suitably managed. The Environment Agency have also commented on the revised Flood Risk Assessment and commented that as a result of the development the extent of flooding up and downstream does not appear to change and it therefore raises no objection on flood risk grounds.
- 5.8 Both the Environment Agency and CBC Contaminated Land Officer have considered the 'Geo Interpretive Report'. No significant concentrations of contaminants were reported in the ground or groundwater and it is recommended that conditions be imposed to address the potential contamination risk during the construction process.
- 5.9 In conclusion, the proposal is considered to accord with relevant policies CH12, ENV8 and ENV10 in respect to ground conditions, drainage and flood risk.

Impact on biodiversity

- 5.10 The development of this site which is largely undeveloped would result in the removal of an area of woodland (referred to as Wd2) including a veteran tree, along with the loss of hedgerow, grassland and the removal of Mans Brook as an open water feature. The applicants have provided a series of ecological surveys, a tree survey and a landscape and ecological mitigation and enhancement strategy as part of this application.
- 5.11 Policy ENV2 in the Local Plan sets out the hierarchy of biodiversity sites. The application site contains a single veteran tree and abuts on its western boundary Brockley Wood which is designated as Ancient Woodland (AW). The policy under section 2. states that *"planning permission will not be granted for development that results in the loss or deterioration of ancient woodland and aged or veteran trees unless the need for or benefits of, the development in that location clearly outweigh the loss. A buffer zone between development and ancient woodland will be required in line with Natural England Standing Advice"*
- 5.12 The applicants have sought to protect the nearby AW which abuts the site by providing a 20m deep buffer zone along the boundary. This is in excess of the Natural England standing advice which requires a buffer zone of 15m. The Council's ecologist has questioned the effectiveness of the buffer zone in protecting the AW in the short term from light spill and the potential impact of any lighting on resident bats. The Woodland Trust are also concerned about the impacts of the development on the AW during construction and until the buffer zone planting is established.
- 5.13 The Council's ecologist has also questioned the status of the woodland Wd2 within the application site as this has been identified as having 17 ancient woodland indicator plants which is higher than average and, on this basis, this could also be AW. He also states irrespective of whether this woodland is classed as ancient through formal designation, there is evidence of long established woodland indicator plants and such species richness is irreplaceable. He also questions the

applicant's assumption that adequate compensation is possible. The Woodland Trust has also raised concerns about the loss of this woodland habitat.

- 5.14 Officers acknowledge that the woodland Wd2 is species rich however, this area is not included as AW and was excluded from the Ancient Woodland inventory which was updated in 2014 when nearby Brockley Wood was included. On the basis, Wd2 is not designated as AW but based on the species present the woodland should be identified as an irreplaceable asset. Brockley Wood which has been designated as AW has been provided with a landscape buffer in line with the Natural England standing advice, therefore the development is not considered to conflict with ENV2 point 2 in relation to the AW requirements.
- 5.15 The removal of the veteran tree is considered unavoidable due to the footprint of the hangar and there is no scope to redesign the development around it. The applicants have confirmed that it is not practical to translocate the veteran tree after exploring this option. The Council's ecological advisor and the Woodland Trust have objected to the loss of the veteran tree. The loss of this tree therefore needs to be weighed against the need for, and benefits of, the development in this location as set out in policy ENV2, this is discussed later in the report.
- 5.16 Policy ENV2 under section 3. deals with habitats and species outside designated sites. This includes protected species and Important Hedgerows (classed as Habitats of Principle Importance under S.41 of the Natural Environment and Communities Act 2006). The application site has an 'Important Hedgerow', has habitat that is species rich in the form of woodland Wd2 and populations of protected species including bats, reptiles and harvest mice. Wd2 is considered 'irreplaceable habitat' as defined in the NPPF but not explicitly in the Local Plan, and for the purpose of the report has been considered under section 3 of policy ENV2. The Council's ecologist has objected to the loss of Wd2 and the hedgerow due to the irreplaceable habitat they provide in particular for bats. He considers such habitat cannot be adequately compensated for and would result in a net loss of biodiversity.
- 5.17 In respect of woodland mitigation, 141 trees are proposed to be removed to facilitate the development (Wd2 and the hedgerow). The applicants are proposing the planting of 785 trees which would be thinned within 5 years to 550 trees. These are proposed to be planted in 2 areas including the proposed AW buffer zone and to the north west of balancing pond 'M' to the north of the site. The number of trees proposed to be planted (550 specimens) meets the policy requirements of policy CH6 with regard to tree loss and replacement. While the number of trees is considered adequate, the planting is constrained in terms of proposed species mix due to its location at the airport and the operational requirements that GAL insist upon to ensure that bird strike risk is managed. The tree species mix is therefore more limited to discourage large numbers of birds resulting in less biodiverse and species rich planting than the habitat that is proposed to be lost.
- 5.18 The applicants are also proposing to translocate soil from area Wd2 to the buffer planting area to maintain some of this biodiversity. The CBC ecologist comments that this measure may only be partially successful and does not mitigate the habitat loss.
- 5.19 In respect of the protected species the applicants have provided details of species type, site preparation arrangements, species monitoring (pre and post development) and propose the following mitigation / compensation measures:
- Bats – control of lighting from the development including buffer planting to control light spill to Brockley Wood, new bat boxes.
 - Harvest Mouse – relocation to a suitable area of habitat to the north west of the site within the River Mole corridor.
 - Invertebrates – habitat creation on bunds within development site and on GAL land to the east of the railway line.
 - Grass Snakes – relocation to suitable site to west of Brockley Wood.
 - Fish (from Mans Brook) – relocated to Mans Brook confluence with the River Mole to the west.
 - Breeding birds – control of lighting from development, 25 nest boxes east of railway line, new tree planting in buffer zone and nearby bund to provide nest sites in approximately 7 – 20 years.

- 5.20 The CBC ecologist has commented on the potential impact of the development on bats and in particular that there is evidence that the site is used by the rare Bechstein's bat in woodland Wd2 which is to be lost. He also comments that the buffer zone compensation area for Brockley Wood would take time to establish, years to become a roosting habitat or become an effective screen for any light spill from the development and, that this planting may not be suitable habitat available to bats for many generations. Given the rarity of the Bechstein bat he recommends a precautionary approach. With regard to the mitigation for other species, no specific issues or concerns have been raised.
- 5.21 In respect of the impacts on the ecology of Mans Brook watercourse, the CBC ecological advisor raises no objection, stating that this could be satisfactorily avoided, mitigated or compensated for in accordance with planning policy and advice from the Environment Agency. The Environment Agency have commented that is likely to be a functioning wetland habitat corridor for range of species of bats to forage over and recommended a condition requiring the provision and management of compensatory habitat creation for Mans Brook. The applicants are proposing a series of wetland mitigation interventions to compensate for Mans Brook at locations within the airport where they do not pose a risk to airport safeguarding (bird strike). Any mitigation is proposed to be agreed by condition following consultation with the Environment Agency.
- 5.22 In conclusion, it is considered that while the applicants have sought to address the loss of biodiversity as far as is practical, the proposals would result in significant harm to biodiversity and the mitigation and compensation measures proposed would result in a net loss of biodiversity contrary to policy ENV2.

Design and visual impact

- 5.23 The proposed hangar is a substantial building which due to its relatively isolated location would appear visually prominent on the airfield when viewed looking from the east or south. The building is functional in appearance and is consistent with the other hangar buildings found elsewhere on the airport. The design and visual impact of the building from within the airport is considered acceptable. Details of the external appearance and cladding would be controlled via condition.
- 5.24 The building due to its size would be visible from wider views across the Borough from southern Crawley (as it is within the Target Hill vista identified under policy CH8) but also from land to the north and west of the site in Mole Valley and Horsham District. There are no areas around the site designated for their landscape value at national local level within a 3km radius of application site.
- 5.25 The scale and height of the hangar (at a maximum of 32m above ground level) would result in views of the building over the existing tree line and landscaped bund. The visual impact during the construction period with is also expected to be greater than when the building is complete. The applicants have provided a landscape and visual appraisal from 5 rural viewpoints, (3 of these verified views), to the north and west showing views of the proposed hangar building. This shows that the top of the hangar building would be visible within the countryside, above the existing landscaping including the airport perimeter landscaped bund, although typically it would be visible in a wider view incorporating other airport buildings in the distance.
- 5.26 The applicants are proposing to mitigate the visual impact the building through the use of muted colours 'goosewing grey' (to blend with the horizon) and the building has been designed with no high level windows facing the countryside to minimise light spill. External lighting to the rear of the building is also proposed to be controlled. Additional planting as replacement tree compensation in the AW buffer area would serve to thicken the landscaped screening along the existing and additional planting on the bund to the north west of balancing pond 'M', both of which would assist in screening the lower part of the hangar.
- 5.27 In conclusion, the visual impact from the building in the medium to long term is considered minimal as the proposed hangar building would be generally visible within the context of other airport buildings. In regard to CH8, the airport is considered the backdrop to the long distance view and the hangar would not obstruct this vista (or longer views to the North Downs beyond). The proposal is therefore considered to comply with policy CH8, CH2 and CH3 in this regard.

Traffic and transport impacts

- 5.28 The hangar would be in use 24 hours a day, 7 days a week by around 134 full time employees working shifts. Access is via Larkins Road, a secure airside road. Employees and service traffic would generate trips to the site albeit employees would park elsewhere at the airport and be bused to the hangar and would not all be at the building at the same time. The level of trip generation to the building would therefore be relatively small in relation to the traffic levels on the surrounding road network and at the airport.
- 5.29 WSCC have raised no objection to the development on highway grounds. The site is a sustainable and accessible location with good connections to public transport. A travel plan condition is therefore considered reasonable to encourage sustainable travel methods.
- 5.30 There was concern raised by the Charlwood Society in relation to the use of the Povey Cross airport access and in particular if this were to be used by construction traffic. The routing of construction vehicles can be controlled via condition and this is considered appropriate to address this concern.

Noise and air quality impacts

- 5.31 The CBC Environmental Health Officer has commented on the Noise Report submitted with the application as, during the 8 hour night time period (23:00 to 07:00) background noise levels drop and individual events such as the movement of aircraft in and out of the hangar with engines operating in flight idle would become more distinguishable. Nearby properties such as Brooks Farm and properties in Poles Lane would be affected. In order to protect nearby occupiers from unnecessary noise, in particular if aircraft arrive under their own power, it is recommended that a condition be imposed which ensures all aircraft are towed to the hanger during the night time period.
- 5.32 Other proposed noise sources on the site such as fixed plant on the building and vehicular traffic are considered acceptable.
- 5.33 It is not considered that there would be a long term impact on air quality from the development. Dust from construction activities is likely to cause short term impacts on the surroundings however, it is considered that this could be controlled via construction management conditions.

Economic and social impacts

- 5.34 The applicant's have stated that the development would create around 134 full and part time direct jobs (of which around 100 would be skilled aircraft maintenance). The supporting economic study suggests the facility would sustain a further 84 jobs off site indirectly. The site is within one of Crawley's main employment locations which policy EC1 identifies as a focus for sustainable growth and the proposed jobs would contribute to the specific employment characteristics and economic function of Gatwick Airport in line with policy EC2.
- 5.35 The development represents a new £88 million investment in a 'state of the art' maintenance facility and the supporting Economic Assessment provided with the application estimates the construction phase would generate £79 million to the local (Gatwick Diamond) economy from local contractors and supply chains and around £11 million in tax revenues. Once operational the Economic Assessment concludes that the facility would sustain around 217 jobs (directly and indirectly), such employment generating around £5.9 million per annum within the Gatwick Diamond Area economy and tax revenues of around £3.8 million per year. The applicants Boeing have stated that the facility would be a key site for the company's training and apprenticeship schemes with investment planned in workforce training, up to 10 apprentices per year and opportunities for on-the-job qualifications.

Airport Safeguarding and Construction

- 5.36 Due to the on-airport location the hangar needs to be designed to avoid any hinderance or obstruction to airport navigation including ensuring the building does not interfere with radar or cause glare or distraction to aircraft. A number of conditions have been recommended by National Air Traffic Services and Gatwick Airport Limited to address these issues including technical

information on radar mitigation, control of materials, installation of solar panels, the design of the hangar doors, control of the external materials and control of external lighting. There are also conditions recommended to control the attractiveness of the development site to birds during the construction period and to limit longer term nesting opportunities on the building roof and by control of the tree species mix in the proposed landscaping scheme.

Sustainability

- 5.37 The hangar design proposes a number of renewable technologies including a substantial array of photovoltaic panels on the lower section of the roof hangar and ground source heat pumps (laid under grass to the west of the building) to provide office heating and cooling. The use of natural lighting has incorporated translucent roof lights in the main hangar building design and there is also proposed the use of low energy fittings. The building design for the development has been designed to achieve a predicted BREEAM 'Excellent' which meets the requirements of policy ENV6.
- 5.38 In terms of water efficiency, the building is proposed to incorporate water efficient fittings and include facilities for rainwater harvesting in order to comply with the policy requirements set out in policy ENV9.

CONCLUSIONS:-

- 6.1 The planning legislation requires the application to be determined in accordance with the Development Plan unless material circumstances indicate otherwise. As the proposed scheme does not comply with policy ENV2 in Local Plan (or paragraph 118 1st bullet point in the NPPF), other material considerations need to be considered in determining the application and a balancing exercise needs to be undertaken.
- 6.2 It is considered that the proposed development is fully compliant with all other relevant policies in the Local Plan with the exception of policy ENV2. The development is appropriate in its proposed location. The applicants have demonstrated that there is no alternative site for the facility and that this can be designed to address flooding constraints. The building is considered to be of a high quality design in terms of its appearance and environmental specification. Traffic and noise impacts from the development can all be adequately controlled and visual impacts in the wider area are also considered acceptable.
- 6.3 The development would also have a positive economic and social impact in the area providing skilled employment and local work opportunities at a location which is identified as a focus for sustainable economic growth. The economic policies in the Local Plan strongly support skilled employment provision in key employment areas. In respect to the loss of the veteran tree, it is considered that the economic and social benefits of the development in this location outweigh the loss of the tree and therefore its loss could be considered acceptable under policy ENV2 (section 2).
- 6.4 The applicants have sought to mitigate the loss of habitat and minimise the impacts on biodiversity for Wd2 and the hedgerows however, the site constraints which include international guidelines that Gatwick must comply with on wildlife strike hazard reduction have limited the biodiversity and species mix of the replacement tree planting. The number of replacement trees proposed complies with policy CH6. The applicants have stated that area of woodland to be lost represents an area of less than 2% of Gatwick Airport's designated AW resource and less than 1% of the airports total woodland resource. It is also evident that the woodland area is also in decline. In this context, the habitat loss is a small proportion of this natural resource within the airport boundary.
- 6.5 The impact on bats and their habitat is of concern however, measures to reduce the impact on Brockley Wood due to light spill and dust during any construction period can be controlled via condition and in the long term, the woodland would benefit from an improved landscaped buffer zone. The applicants' surveys indicate that the rare Bechstein bat has not been recorded since 2011 and while there is a loss of bat habitat as a result of the development they point out that the application site is on the edge of much wider habitat foraging area extending to the west. As stated above, there is other woodland resource at the airport although there has been no evidence presented that this alternative woodland is appropriate for this species.

- 6.6 Finally it should be noted that GAL are successfully managing other parts of their landholding under an Airport Biodiversity Management plan and, given the past track record, there is therefore a high level of confidence that species translocation and mitigation measures that are being proposed as would be successful.
- 6.7 It is considered given the unique site constraints and the compliance in all other respects of the development to the Local plan policies that the mitigation and compensation measures are acceptable in this instance although not in accordance with policy ENV2.
- 6.8 For the reasoning set out above, it is recommended that planning permission be granted.

RECOMMENDATION RE: CR/2017/0116/FUL

PERMIT subject to the following conditions set out below and the following process,

- (i) Publication of the recommendation to approve the application as a departure from the development plan as it is contrary to policy ENV2;
- (ii) If no new issues are raised in representations by the end of the publicity period, referral of the Planning Committee resolution to Full Council on 18th October 2017 for endorsement of the recommendation;
- (iii) If new issues are raised the matter be brought back to the Planning Committee for further consideration.

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. The approved plans consist of:
(Drawing NUMBERS to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No development shall take place until the applicant has secured the implementation of a programme of archaeological work to be undertaken in accordance with a Written Statement of Investigation which has been submitted by the applicant and approved by the Local Planning Authority.
REASON: The site has archaeological potential and it is important that it is recorded by excavation before the site is developed in accordance with policy CH12 of the Crawley Borough Local Plan 2015-2030.
4. Before any works associated with the development are commenced the following tree protection measures shall be implemented:
 - (i) fencing shall be erected around the existing trees retained on the Tree Protection Plan - Appendix MD4 of the Arboricultural Impact Assessment
 - (ii) fencing details shall be submitted to and agreed in writing by the Local Planning Authority to safeguard the Ancient Woodland and the buffer zone to Brockley Wood. Such fencing shall thereafter be erected
 Both areas of trees shall be protected in accordance with Part 5 of that document. The protection measures shall remain in place for the duration of the construction period.
REASON: To ensure the retention of the trees within the development site and to safeguard the Ancient Woodland of Brockley Wood during the construction process which are important to the visual amenity and biodiversity of the environment in accordance with Policies CH3 and ENV2 of the Crawley Borough Local Plan 2015-2030.
5. Unless otherwise agreed in writing by the Local Planning Authority the measures for the protection, mitigation and enhancement of ecological interest shall be carried out in accordance with the Landscape and Ecological Mitigation and Enhancement Strategy dated July 2017.

REASON: The development involves the loss of irreplaceable species and habitat. The NPPF paragraph 118, states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

6. No development shall take place until a method statement for the translocation of soils from Woodland 'Wd2' and Hedgerows 'H1, H2 and H3' (as identified in the Ecological Appraisal) to the protected buffer zone to be planted adjacent to Brockley Wood has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the agreed details.

REASON: The development involves the loss of irreplaceable species rich woodland. The NPPF Paragraph 118, states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

7. No construction shall take place on the main hangar building until a scheme for the provision and management of compensatory habitat creation, including a timetable for its implementation, has been submitted to and agreed in writing by the Local Planning Authority and implemented as approved. The approved scheme shall thereafter be implemented as approved.

REASON: Development that encroaches on the Mans Brook has a potentially severe impact on a range of species such as bats. The NPPF Paragraph 118, states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

8. Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- Details of the area(s) subject to construction activity and the storage of materials and equipment (including the height of storage areas for material or equipment).
- Location of site offices.
- Location of loading/unloading and turning area for delivery vehicles.
- Location of staff and operative parking.
- Location of hoardings.
- Location of wheel washing equipment.
- Details of cranes and other tall construction equipment (including obstacle lighting).
- Details to control of activities likely to produce dust and smoke etc
- Details of temporary construction lighting
- Control and disposal of putrescible was to prevent the attraction of birds
- Details to control routing of the construction traffic

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented and adhered to throughout the entire construction period.

REASON: To ensure that the construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surfaces (OLS) surrounding Gatwick Airport and does not interfere with communication, navigational aids & surveillance equipment and endanger aircraft moments and the safe operation of Gatwick Airport AND To minimise impact on nearby ecologically sensitive areas and mitigate any impact on highway users and the amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority (in consultation with the Environment Agency) for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.
- REASON: There is potential for unexpected contamination to be identified during development groundworks.

10. No drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority (which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters). The development shall be carried out in accordance with the approval details. REASON: Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.
11. Development on the main hangar building shall not commence until finalised detailed surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 (i) Detailed drainage designs and calculations for the site, based on the submitted Flood Risk Assessment and Drainage Strategy dated May 2017, and
 (ii) Full details of the maintenance and management of the drainage and SUDs system for the life of the development set out in a site-specific maintenance manual.
 The scheme shall subsequently be implemented, maintained and managed in accordance with the approved details.
 REASON: To ensure the long-term maintenance and management of the drainage system, to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
12. Prior to the commencement of development, detailed plans and particulars of the proposed finished land levels and building floor levels across the whole site and in relation to adjoining land levels shall have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved levels.
 REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Plan 2015-2030
13. Development shall not commence until details of a new remote unit antenna to be installed on the North East corner of the hangar shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
 REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through reduced multilateration coverage.
14. No construction work shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the Local Planning Authority.
 REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC.
15. No above ground construction work shall be carried out on site until the Radar Mitigation Scheme (RMS) detailed in condition 14 has been implemented. The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.
 REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC.
16. Development shall not commence on the main hangar building until details of the measures to be taken to suppress impacts on the surface movement radar system and a timetable for their implementation, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
 REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through shadowing and the creation of false tracks.
17. The materials and appearance of the proposed hangar building elevations shall be implemented strictly in accordance with the approved plans drawing numbers 777-D5A-01-ZZ-DR-A-040-0001 Rev P06 ' East and West Elevations', 777-D5A-01-ZZ-DR-A-040-0002 Rev P06 'North and South Elevations' and 777-D5A-00-ZZ-SK-A-4013 Rev P02 'Materials Board' unless otherwise agreed in writing with the Local Planning Authority. The main hangar doors on the east elevation shall be installed as sliding doors as per drawing 777-D5A-00-ZZ-SK-A-4014 RevP01 'Hangar Door Elevations'. There shall be no alterations to the external cladding materials or eastern elevation hanger door configuration unless otherwise agreed in writing by the Local Planning Authority.
 REASON: To control the development in detail in the interests of visual amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030 AND to ensure the development does not

endanger the safe movement of aircraft or the operation of Gatwick Airport through solar glare and reflections and there is interference with the Instrument Landing System (ILS).

18. Development shall not commence on the main hangar building until details of the permanent lighting scheme for the development have been submitted to and approved in writing by the Local Planning Authority. The design shall minimize light spill into the landscape buffer and Brockley Wood and address airport safeguarding requirements. The approved lighting scheme is to be implemented as approved, no subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to control the lighting arrangements on this development to safeguard Brockley wood and the buffer zone woodland as a habitat for bats in accordance with policy ENV2 of the Crawley Borough Local Plan 2015-2030 and to avoid confusion with aeronautical ground lighting and avoid glare to pilots and Air Traffic Control (ATC) which could endanger the safe movement of aircraft and the operation of Gatwick Airport.
19. Prior to construction commencing on the following parts of the development details of the design, appearance and layout of those parts listed below shall first have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.
(i) Replacement substation;
(ii) Security Fencing around the development site, and
(iii) detailed alignment and configuration of the diverted Larkins Road.
REASON: In the interests of amenity by endeavouring to achieve development of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
20. No solar panels are to be installed until full details, including a 'Solar Glare Hazard Safety Assessment' have been submitted to and approved in writing by the Local Planning Authority. The solar panels shall thereafter be implemented in accordance with the approved scheme.
REASON: To ensure that development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues.
21. All landscaping works shall be carried out in accordance with the approved scheme as set out on drawing number 20760-00-U-958-GA-000001 Rev C 'Landscaping and Ecological Mitigation Plan'. No alterations to the scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details and the soft landscaping shall be carried out in the first planting and seeding season, following the first occupation the hangar 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. The scheme must ensure that 550 new trees are established at the 5 year period and any thinning is undertaken retaining the species percentage mix specified on the approved plan.
REASON: The scheme has been designed to mitigate bird hazard and avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds AND in order to mitigate the ecological and visual impact of the development in accordance with policies GD3 and ENV2 of the Crawley Borough Local Plan 2015-2030.
22. The hangar building shall not be brought into use until a post construction report for that building has been submitted to and have been agreed in writing by the Local Planning Authority verifying that the development of that building has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.
REASON: In the interests of sustainable design and construction in accordance with Crawley Borough Local Plan 2015-2030 policies ENV6 and ENV9.
23. The Bird Hazard Management Plans dated 23 May 2017 and 30 June 2017 shall be implemented as approved upon commencement of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: it is necessary to manage the development in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport.

24. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting this order with or without modification) no development in Classes A to C of part 16 and Classes H or I of Part 7 of Schedule 2, other than that which is expressly authorised by this permission shall be carried out on the site without an application for the development having been submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to control development which might otherwise be permitted development to ensure that it does not penetrate the Obstacle Limitation Surfaces (OLS) surrounding Gatwick Airport or interfere with communication, navigational aids and surveillance equipment, which could endanger aircraft movements and the safe operation of Gatwick Airport.
25. During the night quota period of 23:00 to 06:00 all aircraft arriving or departing from the Hangar must be towed with their engines off. No aircraft shall operate their engines on the hangar apron during this period.
REASON: In order to control noise emissions from the development in the interests of amenity in the locality accordance with policy ENV11 of the Crawley Borough Local Plan 2015-2030.
26. Within 3 months of first occupation a Travel Plan shall have been submitted to and been approved in writing by the Local Planning Authority. The Travel Plan once approved shall be fully implemented and thereafter 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.

INFORMATIVE(S)

- Ordinary watercourse
1. The reach of the Mans Brook which falls within and close to the development site is considered to be an ordinary watercourse. Prior permission from the Lead Local Flood Authority will be required for any works within the channel or that affect the flow of this watercourse.
- Surface water drainage
2. It is noted that an assessment has been made for the proposed surface water drainage from the development. The Local Authority should be satisfied with the content of this assessment and that the surface water is suitably managed.
- Surface water drainage
3. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
- Other Consent – Thames
4. A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.
- Oil interception
5. Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Supply

6. With regard to water supply, this comes within the area of the Sutton & East Surrey Water Company. For your information the address to write to is -Sutton & East Surrey Water Company, London Road, Redhill, Surrey, RH1 1LJ Tel - (01737) 772000

Cranes

7. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

Hours of work

8. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours that noisy works are permitted. The permitted hours for noisy construction work in the Borough of Crawley are as follows: 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturday. With no noisy construction works taking place on Sundays, bank holidays, public holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall at all times employ best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'. Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

The applicant must make all contractors and subcontractors aware of these times.

NPPF STATEMENT

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with members/consultees/respondents/applicant/agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking 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. NPPF Statement.



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

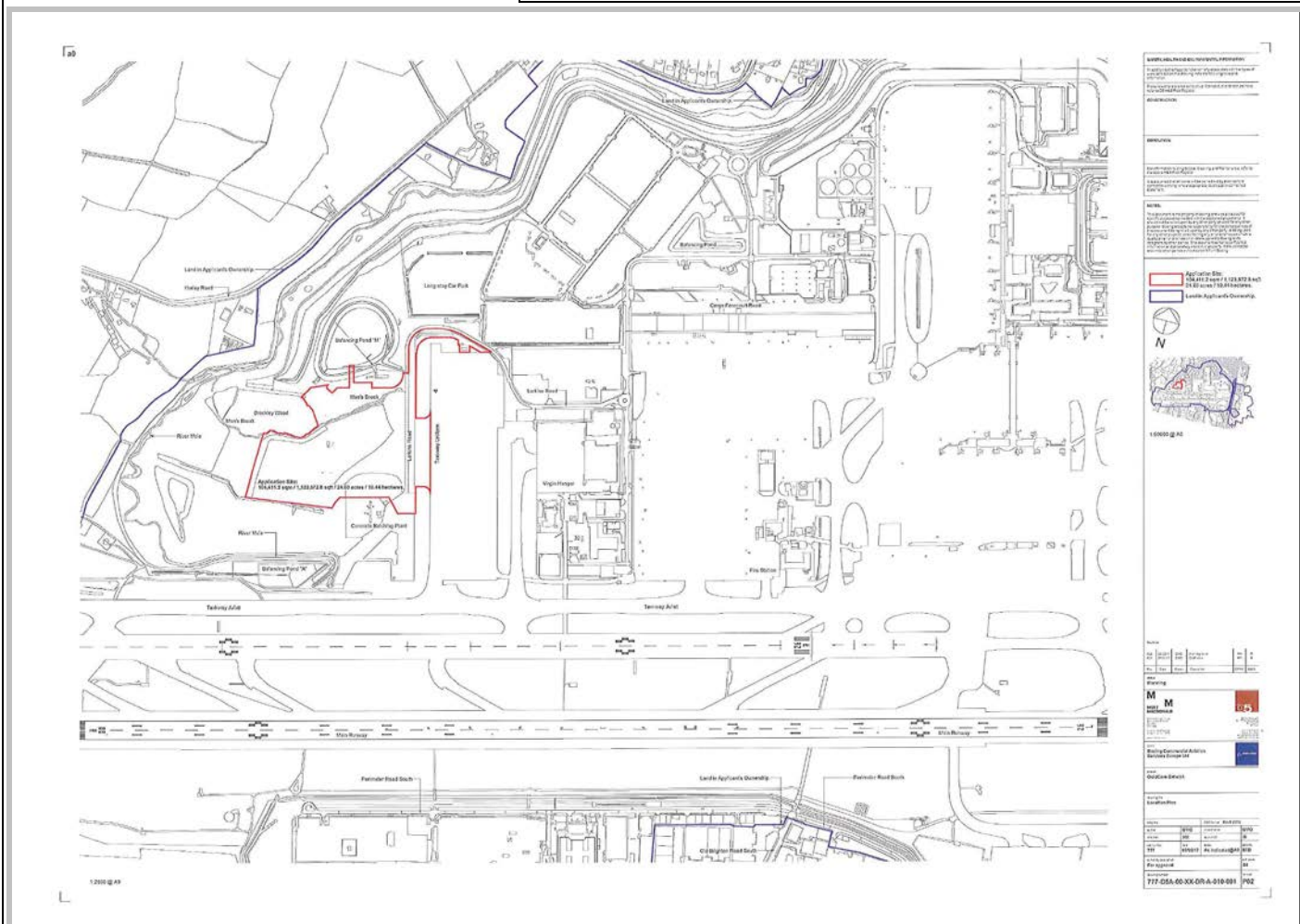
Tel: 01293 438000
Fax: 01293 438603

CR/2017/0116/FUL

Date 6 June 2017

Approx. Scale 1:1,250

**GATWICK AIRPORT, LAND WEST OF UNIFORM
TAXIWAY, NORTH WEST DEVELOPMENT ZONE,
CRAWLEY**



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REFERENCE NO: CR/2017/0365/TPO

LOCATION: [219 IFIELD ROAD, WEST GREEN, CRAWLEY](#)
PROPOSAL: T1 - MATURE OAK: REDUCE LOWEST LIMB OVER ROAD BY 1.5 M; REDUCE BRANCHES OVERHANGING HOUSE BY 1.5 M

TARGET DECISION DATE: 23 June 2017

CASE OFFICER: Mr R. Spurrell

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

PLANNING HISTORY:-

Tree Preservation Order Crawley Borough (Ifield Road no 5.) P16.12.11 confirmed 22/03/1993.

PLANNING POLICY:-

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

National Planning Practice Guidance – Tree Preservation Orders and trees in conservation areas.

The Council's Green Infrastructure Supplementary Planning Document (2016) is a non-statutory document.

PLANNING CONSIDERATIONS:-

The determining issues in this application are the effect of the proposal on the health, character and appearance of the tree and the level of amenity that it provides within the surrounding area.

T1 – Mature Oak: reduce lowest limb over road by 1.5 m; reduce branches overhanging house by 1.5 m

Contribution to public visual amenity	Excellent – a very attractive tree in a prominent position with high amenity value
Estimated remaining contribution	100+ yrs
Are works justified?	Yes

The tree is located in the front garden. The lowest branch on the road side is over-extended and requires pruning back in order to rebalance the crown. The branches extending towards the house also require pruning back as they are overhanging the house by approximately 1.5m. The works will have a negligible

effect on tree health and no appreciable effect on amenity. The impact on the tree would therefore be acceptable and the works are considered to be justified.

RECOMMENDATION RE: CR/2017/0365/TPO

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

1. This consent is valid for a period of two years from the date of this notice and shall only be carried out once.
REASON: To enable the Local Planning Authority to control the works in the interests of good tree management in accordance with Regulation 17 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.
2. All works should be carried out in accordance with BS3998: 2010 'Tree Work Recommendations'.
REASON: In the interests of visual amenity and to ensure the continuing health of the tree(s) in accordance with The Town & Country Planning (Tree Preservation) (England) Regulations 2012.



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

Tel: 01293 438000
Fax: 01293 438603

CR/2017/0365/TPO

Date 29 June 2017

Approx. Scale

219 IFIELD ROAD, WEST GREEN, CRAWLEY



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REFERENCE NO: CR/2017/0448/FUL

LOCATION: [91 HIGH STREET, NORTHGATE, CRAWLEY](#)

PROPOSAL: REPLACEMENT OF GROUND FLOOR SHOPFRONT AND 1ST FLOOR WINDOWS WITH BURGUNDY ALUMINIUM FRAMED GLAZED WINDOWS AND DOORS. (AMENDED DESCRIPTION)

TARGET DECISION DATE: 25 July 2017

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Mr Talukder

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

CBC 0001 Location Plan, CBC 0002 Block Plan, 001 - RevA Existing Floor Plans & Elevations, 002 - RevA Proposed Plans & Elevations, 002 - RevA Proposed entrance elevation

CONSULTEE NOTIFICATIONS & RESPONSES:-

Central Crawley CAAC Objection. In the Committee's opinion the wooden frontage is a feature that should be retained and conserved.

NEIGHBOUR NOTIFICATIONS:-

None as the application has been advertised through an advert in the local press and by a site notice displayed in front of the site on 7th June 2017.

RESPONSES RECEIVED:-

None.

REASON FOR REPORTING TO COMMITTEE:-

The objection of Central Crawley CAAC received to a recommendation to permit.

THE APPLICATION SITE:-

- 1.1 The application relates to a large two storey drinking establishment (A4 use) that was previously a shop built in the 1960's, which fronts onto High Street. It is located on the east side of High Street on the north corner of the junction with Bank Lane which runs along the southern and rear boundaries of the application site. The existing shopfront has a timber frontage in a mix of colours: of red and cream with black on the upper floor and pillars. The existing fascia board projects further to the front and side of the building on the projecting canopy.
- 1.2 The application site is located within the High Street Conservation Area, however it forms part of a more modern terraced row in the north of the Conservation Area. It is also located within the defined Town Centre Boundary and is within the Primary Shopping Area, comprising a Secondary Shopping Frontage.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the replacement of the existing timber framed 1st floor windows and shopfront with a burgundy coloured aluminium framed shopfront and 1st floor windows.
- 2.2 The proposal has been amended since the application was submitted, by altering the first floor glazing and two entrances to provide vertical emphasis to the frontage. The fascia board has also been revised to remain as existing.
- 2.3 The proposed shopfront would also include the replacement of the main 2 x quadruple door openings with 2x double doors. The other doors opening out onto the forecourt would be replaced by full height glass panes. All glazing would be clear and glazing joints would be structural silicone.
- 2.4 It should be noted that the application relates only to the replacement of the shopfront and 1st floor windows and the applicant has been advised to submit a new application for advertisement consent relating to the change of the name of the premises.

PLANNING HISTORY:-

- 3.1 CR/2016/1004/FUL – Replacement of shopfront entrance and window glazing to aluminium framed painted burgundy colour – Withdrawn.
- 3.2 CR/2006/0715/FUL – Retention of satellite dish on side elevation – Refused.
- 3.3 CR/1997/0541/ADV – Display of one externally illuminated fascia board and one internally illuminated amenity/menu box – Permitted and implemented.
- 3.4 CR/1997/0534/FUL – Provision of external alterations to provide new shopfront – Permitted and implemented.
- 3.5 CR/1997/0420/COU – Change of use from ground floor retail and 1st floor offices to cafe/bar A3 use – Permitted and implemented.
- 3.6 CR/1992/0192/ADV – Three internally illuminated signs – Permitted.
- 3.7 CR/1992/0191/FUL – Change of colour to shopfront (white) and stallriser facings – Permitted.
- 3.8 CR/126/1989A – Erection of internally illuminated fascia and projecting sign – Permitted.
- 3.9 CR/368/1975 – Use of first floors as offices – Permitted.
- 3.10 CR/081/1978A – Erection of internally illuminated fascia sign – Permitted.
- 3.11 CR/112/1969A – Erection of internally illuminated sign – Permitted.
- 3.12 CR/107/1969 – Erection of new shop front and internal alterations – 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.
- Paragraph 131 – In determining planning applications, local planning authorities 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 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.
- Paragraph 132 – When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

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 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. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions, Conservation Area Appraisals, the Manor Royal SPD, and advice on signs and advertisements.
- Policy ENV6: Sustainable Design and Construction. All development, including the alteration and extension of existing buildings, should consider how it may achieve the sustainability objectives in relation to carbon.
- Policy CH12: Heritage Assets. All development should ensure that Crawley’s designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development.
- Policy CH13: Conservation Areas. All development within a Conservation Area should individually or cumulatively result in the preservation or enhancement of the character and appearance of the area.

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 retail development and shopfront. The following guidance applies to shopfronts in general and within the Conservation Areas, in particular the Crawley High Street Conservation Area:
- *‘The provision of a shop front will be a requirement for all new development which fronts onto the High Street. Active frontages should be provided elsewhere in the Conservation Area. This is a necessary requirement because it ensures the protection of the historic townscape and retains the potential for future retailing in the area.*
 - *New or altered shop fronts should be designed so that they integrate with the surrounding buildings and historic character of the area generally. The council encourages the use of traditional materials and designs in shopfronts and where possible, historic features should be retained or restored.*

- *A shop front must reflect the vertical emphasis of the frontage.*
- *Shopfronts and fascia boards should not dominate the shopfront facade or conceal historic building features.*
- *The design of shop fronts for buildings in historic areas should avoid large plate glass and shallow stall risers.*
- *Stallrisers should be included as part of shopfront design and should be at least 300mm high. However, height may vary depending on the style of the shopfront and the character and appearance of adjoining or nearby shopfronts. Contemporary shopfront designs, including shopfronts without stallrisers may be allowed when appropriate and justified.*
- *Often, the most suitable height for fascia boards is a fifth of the overall height of the shopfront from the cornice to the pavement.*
- *It is imperative that shopfront and fascia design in general and in conservation areas in particular are of high quality design. Poor quality shop front/fascia designs should not be replicated.*
- *Hanging signs with a historic character will be acceptable. Only one sign will be permitted per shopfront, it must be placed above fascia level and should not obscure architectural or historic features or neighbouring fascias.*
- *Internally illuminated signs will not normally be appropriate on historic shopfronts. However, in some circumstances and subject to consideration of the appropriateness of the sign's design to the Conservation Area and the amenity of adjacent premises, illuminated signage may be considered suitable, particularly externally illuminated signs. Special consideration will be given to premises that are part of the night time economy, such as pubs and restaurants. Where illuminated signage is permitted, the lighting unit should present a neat day time appearance and all wiring and switches should be properly concealed. Luminance should not cause glare or overpower and flashing should be avoided.'*

High Street Conservation Area Statement (December 1998)

- 4.4 This statement sets out the Borough Council's proposals for the High Street Conservation Area and includes the definition of its special interest and identification of the less attractive features which threaten its special qualities. In particular, regarding shopfront, modern style, materials it states:
- *'New or altered shopfronts should be designed so that they integrate with the surrounding buildings and historic character of the area generally.*
 - *A shopfront must reflect the vertical emphasis of a frontage.*
 - *Shopfronts and fascia boards should not dominate or conceal historic building features'*
 - *'A well thought out, sympathetic modern design is often much better in an old area than a poorly executed pastiche of a traditional design. Consequently, it would be inappropriate to prohibit the use of modern designs. Designs should relate to their surroundings.*
 - *No single local material predominates, although timber, plaster and red clay tile hanging are noticeable features to the listed and locally listed buildings. Some modern materials are specifically designed to be compatible with those used on older buildings. Whilst the use of modern materials is not precluded, their use should be compatible with surrounding development'.*

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 building, street scene & wider area, including the Conservation Area
 - The impact on neighbouring properties and amenities
 - Access issues and the suitability of access to those with disabilities or restricted mobility

The design & appearance of the proposal and its impact on the building, street scene & wider area, including the Conservation Area

Impact on the existing building

- 5.2 The existing building was built in the 1960s and forms part of a more modern terraced row in the north part of the High Street Conservation Area. The shopfront of No.91 High Street has a timber

frontage with a mix of colours: of red and cream with black on the upper floor and pillars. The existing fascia board projects forward of the main front and side elevations of the building on the projecting canopy. The proposal seeks to replace the existing timber framed shopfront and 1st floor windows with a burgundy coloured aluminium frame glazing. All glazing would be clear and all glazing joints would be structural silicone.

- 5.3 Alterations to the existing shopfront were approved in 1997, when the change of use from retail to café/bar, (a historic A3 use that included drinking establishments), was also approved. These alterations included a change in the glazing from a modern shopfront and windows to a new wooden frontage. The building is a more modern building within the Conservation Area and its design does not include any significant historical features. The existing shopfront is not considered particularly attractive and the proposal is not considered to be out of keeping with the more modern appearance/character of the existing building erected in the 1960's. The proposal is not considered to dominate the overall appearance of the building and is considered to be an acceptable alteration to this more contemporary building. Overall, the design and appearance of the proposal would not have a detrimental impact on the appearance of the building and would thus accord with the Local Policies CH2, CH3, CH12 and CH13.

Impact on the Conservation Area

- 5.4 The application site is located within the High Street Conservation Area. Crawley High Street was first designated as a Conservation Area in November 1986. The site on which the Conservation Area is based has a long history, dating back to Norman times and beyond. The High Street includes a number of features which contribute to its character and setting. Buildings lining the street are up to three storeys in height and maintain a vertical emphasis. A key objective of the Conservation Area is to ensure that any new development is sympathetic to the character and appearance of the area. The High Street Conservation Area Statement and the Urban Design SPD clearly state that: *'a sympathetic modern design is often much better in an old area than a poorly executed pastiche of a traditional design. Consequently, it would be inappropriate to prohibit the use of modern designs. Designs should relate to their surroundings.'*
- 5.5 The proposal to replace the existing shopfront with burgundy coloured aluminium framed glazing, has been amended since the application was submitted, by altering the first floor glazing and two entrances to provide vertical emphasis of the frontage. This amendment is in accordance with the Urban Design SPD which states: *'A shop front must reflect the vertical emphasis of the frontage'*. The fascia board to the front and side would remain as existing.
- 5.6 Whilst the Urban Design SPD recommends that stallrisers should be included as part of a shopfront design, it is clear that the existing shopfront does not include any stallrisers and officers consider that it would be unreasonable to ask for that given the more contemporary design of the existing building. The Urban Design SPD also states that contemporary shopfront designs, including shopfronts without stallrisers may be allowed when appropriate.
- 5.7 It is acknowledged that the existing shopfronts to the north currently have a mix of colours with glazed frames (Dominos, Subway, Anjelique bar etc.), and the proposal forms part of this more modern terraced row within the Conservation Area. Notwithstanding the objection from the Conservation Area Committee, the proposed shopfront replacement would relate to a more modern design approach than the existing wooden shopfront and it is considered in the context of the age and design of this building, the modern contemporary glazing at the ground and 1st floor levels would be acceptable in relation to the High Street Conservation Area Statement and the Urban Design SPD.
- 5.8 To conclude, the proposed development would satisfactorily integrate within the character of the existing more modern building and its immediate neighbours to the north which do not include any significant historical features. It would not be harmful to the visual amenity of the High Street Conservation Area, and as such it is considered acceptable in terms of design and scale. It would therefore be in accordance with the Local Plan Policies, the design guidance in the High Street Conservation Area Statement and Urban Design SPD, and the relevant paragraphs of the NPPF.

The impact on neighbouring properties and amenities

- 5.9 The existing drinking establishment is located in an area of predominantly retail/business/restaurant uses, and as there are no dwellings or other sensitive developments nearby, it is not considered that the proposal would result in harm to neighbouring users' amenities.

Access issues and the suitability of access to those with disabilities or restricted mobility

- 5.10 Whilst all new doors would not be at pavement level due to level changes, the entrances would have a level access from the street at the south end of the frontage as existing.

CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the design, detailing and scale of the proposal is acceptable on this specific building and would be sympathetic to the more contemporary design of the building. It would not be harmful to the visual amenity of the High Street Conservation Area and would not have a detrimental impact on the amenities enjoyed by the occupants of neighbouring buildings. The proposed development is considered to accord with the policies outlined in the NPPF (2012), the Crawley Borough Local Plan (2015-2030), the High Street Conservation Area Statement and the Urban Design SPD (2016).

RECOMMENDATION RE: CR/2017/0448/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 materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE

1. The applicant is advised that this application relates to the replacement of the shopfront only and the new signage would require an application for advertisement consent to be submitted to the Local Planning Authority.

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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Crawley,
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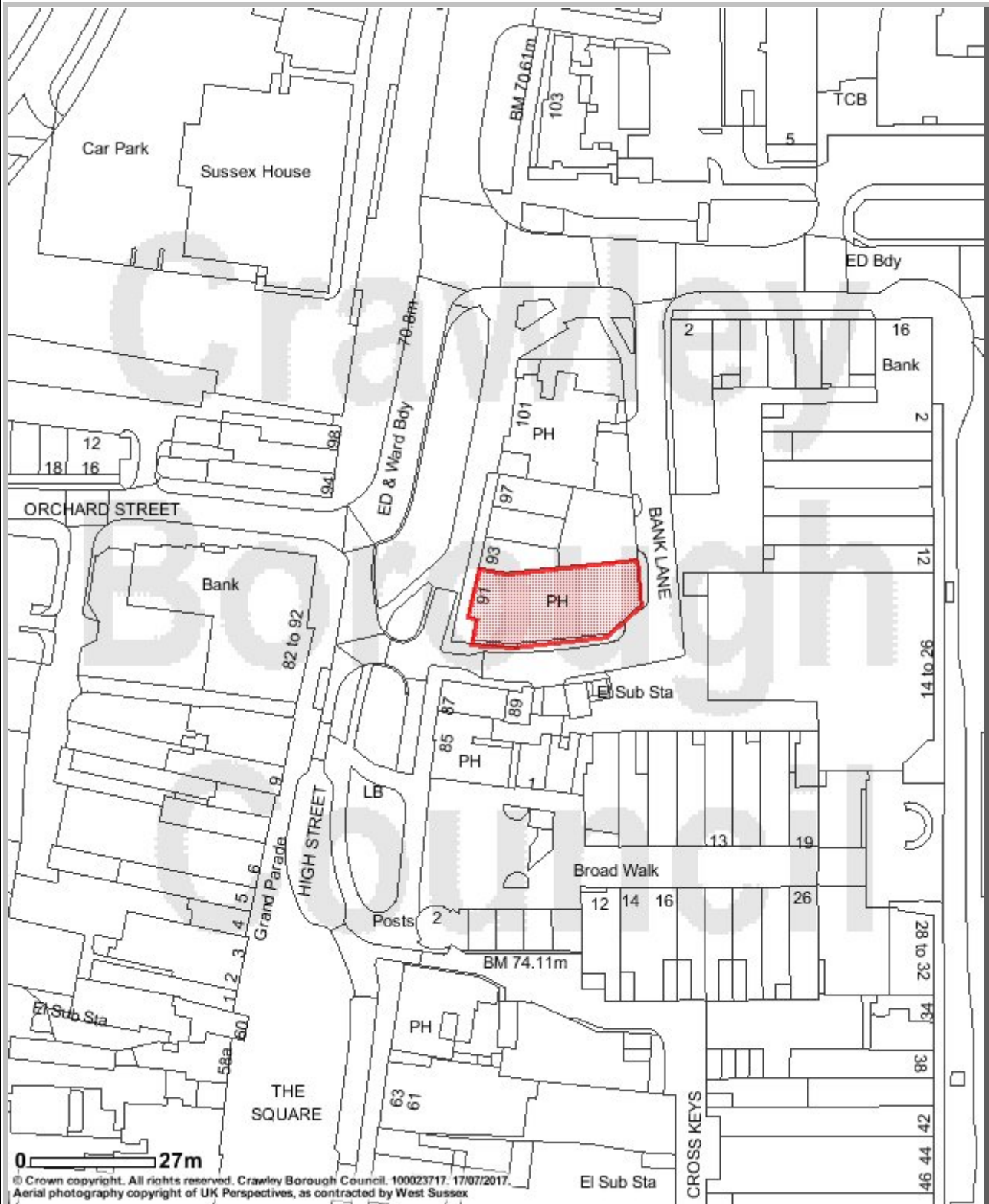
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CR/2017/0448/FUL

Date 30 June 2017

Approx. Scale 1:1,250

91 HIGH STREET, NORTHGATE, CRAWLEY



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Crawley Borough Council

Report to Planning Committee



Section 106 Monies - Q1 2017/18

Report of the Head of Economic & Environment Services - PES254.

1. Purpose

- 1.1. Developers are often required through Section 106 planning agreements 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 report summarises all the S106 monies received/ spent and committed to project schemes in Q1 of the financial year 2017/18.

2. Recommendations

That the Committee:

- 2.1. Notes the update on S106 monies received, spent and committed in Q1 of the financial year 2017/18.

3. S106 Monies Received (to date) 2017/18.

- 3.1. During the Q1 of the financial year 2017/18 a total of £15,868.00 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 and the developments from which these monies were received.

S106 Spend Category	Planning Ref	Location	Contribution Amount
Manor Royal PR	CR/2014/0764/OUT	Thales, Gatwick Road	£ 14,124.00
Manor Royal PR	CR/2017/0228/FUL	Unit 3, Land at Faraday road, Northgate	£ 1,744.00
			£ 15,868.00

4. S106 Monies Spent (to date) 2017/18.

- 4.1. In Q1 of 2017/18, a total of £37,050.00 of S106 monies were 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	Lead Org	Project Name	Project Cost	Status
Transport	CBC	Bike It	-£7,500.00	On Going
Transport	CBC	Crawters Brook	-£4,255.00	On Going
Transport	WSCC	RTPI Ifield and Manor Royal	-£14,362.00	Paid to WSCC
Fire	WSCC	Smoke Detectors	-£10,933.00	Paid to WSCC
			-£37,050.00	

5. S106 Monies Committed (to date) 2017/18.

5.1. A further £344,500.00 of S106 monies was committed to infrastructure projects during Q1 of 2017/18, through the Council's agreed approval process. These projects are due to complete in the financial year 2017/18. The following table provides a breakdown by spend category of the total amount committed.

S106 Spend Category	Amount
Transport	£135,000
Public Realm Town Centre	£1,500.00
Open Space	£208,000.00
Total	£344,500.00

5.2. The following table provides a breakdown of the individual project schemes to which the S106 funds were committed Q1 2017/18.

S106 Spend Category	Lead Org	Project Name	Project Cost	Due to Complete	Status
Transport	WSCC	WRTPI1 - Real Time Passenger Information, Town Centre and Borough	£48,400.00	Mar-18	Approved Money Committed
Transport	WSCC	WRTPI3 - Real Time Passenger Information, Manor Royal and Three Bridges	£86,600.00	Mar-18	Approved Money Committed
Town Centre	CBC	Changing Places Canopy	£1,500.00	Jun-17	Approved Money Committed
Open Space	CBC	Ditchling Hill, Southgate. Improve Type B Play Area	£65,000.00	Mar-18	Approved Money Committed
Open Space	CBC	Ewhurst Playing Fields, Ifield. Improve Type B Play Area	£65,000.00	Mar-18	Approved Money Committed
Open Space	CBC	Kilmead Close, Northgate. Improve Type A Play Area	£13,000.00	Mar-18	Approved Money Committed
Open Space	CBC	Gainsborough Road Play Area, Tilgate. Improve Type B Play Area	£65,000.00	Mar-18	Approved Money Committed

£344,500.00

5.3. The following table lists the projects which had S106 funds committed prior to 01.04.17 and are still ongoing.

S106 Spend Category	Lead Org	Project Name	Project Cost	Due to Complete
Manor Royal PR	CBC	Langley Walk cycle/foot path lighting improvements	£ 22,582.00	Aug-17
Town Centre	CBC	Museum - Public Realm	£ 40,000.00	TBC
Transport	CBC	Cemetery - Improved bike / pedestrian access	£ 34,605.00	Complete
Transport	CBC	Crawters Brook - 2 off road cycle tracks to NCN21	£ 76,254.00	Nov-17
Transport	CBC	County Mall shared cycle / foot path improvements	£ 23,000.00	Nov-17
Transport	CBC	10 new bus shelters	£ 104,676.00	Dec-17
Transport	WSCC	BIKE IT Programme to increase cycling 2017/19	£ 60,000.00	Jun-19
Transport	CBC	New bus stop for Tilgate Park	£ 8,000.00	Complete
Transport	WSCC	Ifield Drive / Ifield Avenue Junction Improvements	£ 56,013.00	Complete
Transport	CBC	Boulevard Cycle Path, Phase 2	£ 94,030.00	TBC
Transport	CBC	Three Bridges Station -Specific S106	£ 393,759.00	Mar-21
Transport	CBC	SCOOTER SHEDS THE OAKS SCHOOL	£ 500.00	TBC
Open Space	CBC	Cemetery - Improved bike / pedestrian access	£ 10,395.00	Complete
Open Space	CBC	Peterhouse Parade footpath lighting improvements	£ 10,000.00	Aug-17
Open Space	CBC	Allotment improvement - Phase 2.	£ 5,600.00	TBC
			£ 939,414.00	

6. Available Funds and potential future spend

6.1. As of 30.06.2017 there is £3,450,616.00 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, 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 Q1 2017/18 and shows the change in the balance of S106 in Q1 of the financial year 2017/18 (far right hand column) compared to the balance of S106 funds at the start of the financial year 2017/18 (2nd column from the left).

S106 Categories of Spend	Balance Brought Forward 01.04.17	Received Q1 2017/18	S106 Spend Q1 2017/18	On Going Projects.		Uncommitted 31.03.17	Total Balance 2017/18
				Committed prior to Q1 2017/18 Project Ongoing	Committed Q1 2017/18		
Transport	£2,481,315.00	£0.00	-£26,117.00	£850,837.00	£135,000.00	£1,469,361.00	£2,455,198.00
Manor Royal PR	£171,083.00	£15,868.00	£0.00	£22,582.00	£0.00	£164,369.00	£186,951.00
Library	£35,309.00	£0.00	£0.00	£0.00	£0.00	£35,309.00	£35,309.00
Open Space	£1,130,729.00	£0.00	£0.00	£25,995.00	£208,000.00	£896,734.00	£1,130,729.00
Town Centre	£330,109.00	£0.00	£0.00	£40,000.00	£1,500.00	£288,609.00	£330,109.00
Fire	£83,571.00	£0.00	-£10,933.00	£0.00	£0.00	£72,638.00	£72,638.00
Education	£429,305.00	£0.00	£0.00	£0.00	£0.00	£429,305.00	£429,305.00
CCTV	£53,291.00	£0.00	£0.00	£0.00	£0.00	£53,291.00	£53,291.00
Affordable Housing	£41,000.00	£0.00	£0.00	£0.00	£0.00	£41,000.00	£41,000.00
Total	£4,755,712.00	£15,868.00	-£37,050.00	£939,414.00	£344,500.00	£3,450,616.00	£4,734,530.00

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