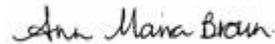


Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **Tuesday, 5 June 2018** at **7.30 pm**

Nightline Telephone No. 07881 500 227



Head of Legal and Democratic Services

Membership:
Councillors

I T Irvine (Chair), R S Fiveash (Vice-Chair), A Belben, N J Boxall,
B J Burgess, K L Jaggard, S Malik, T Rana, R Sharma, A C Skudder,
P C Smith, M A Stone, J Tarrant, G Thomas and L Vitler

Please contact Democratic.Services@crawley.gov.uk if you have any queries regarding this agenda.

Published 25 May 2018

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



Switchboard: 01293 438000
Main fax: 01293 511803
Minicom: 01293 405202 DX:
57139 Crawley 1
www.crawley.gov.uk

Town Hall
The Boulevard
Crawley
West Sussex
RH10 1UZ

The order of business may change at the Chair's discretion

Part A Business (Open to the Public)

	Pages
1. Apologies for Absence	
2. Disclosures of Interest	
In accordance with the Council's Code of Conduct, Councillors of the Council are reminded that it is a requirement to declare interests where appropriate.	
3. Lobbying Declarations	
The Planning Code of Conduct requires Councillors 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. Councillors should declare if they have been lobbied at this point in the agenda.	
4. Minutes	5 - 12
To approve as a correct record the minutes of the Planning Committee held on 9 April 2018.	
5. Planning Application CR/2017/0974/FUL - Zurich House, East Park, Southgate, Crawley	13 - 34
Southgate	
To consider report PES/281 (a) of the Head of Economic and Environmental Services	
RECOMMENDATION to PERMIT.	
6. Planning Application CR/2017/0997/OUT - Town Hall, The Boulevard, Northgate, Crawley	35 - 68
Northgate	
To consider report PES/281 (b) of the Head of Economic and Environmental Services.	
RECOMMENDATION to PERMIT.	

		Pages
7.	<p>Proposed Deed of Variation to Planning Application CR/2016/0662/FUL Relating to Nos. 11-13 The Boulevard, Crawley</p> <p>To consider report PES/299 of the Head of Economic and Environmental Services.</p>	Northgate 69 - 72
8.	<p>Planning Application CR/2018/0205/ADV - Queens Square, Northgate, Crawley</p> <p>To consider report PES/281 (c) of the Head of Economic and Environmental Services.</p> <p>RECOMMENDATION to CONSENT.</p>	Northgate 73 - 78
9.	<p>Planning Application CR/2018/0229/TPO - 13 Keymer Road, Southgate, Crawley</p> <p>To consider report PES/281 (d) of the Head of Economic and Environmental Services.</p> <p>RECOMMENDATION to CONSENT.</p>	Southgate 79 - 82
10.	<p>Supplemental Agenda</p> <p>Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.</p>	

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 31 May 2018 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

This page is intentionally left blank

Agenda Item 4

Planning Committee (80)
9 April 2018

Crawley Borough Council

Minutes of Planning Committee

Monday, 9 April 2018 at 7.30 pm

Councillors Present:

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

Officers Present:

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

1. Disclosures of Interest

The following disclosures of interests were made:

Councillor	Item and Minute	Type and Nature of Disclosure
Councillor N J Boxall	To Consider the Expediency of Enforcement and Legal Action in Respect of Unauthorised Alterations to Flint Cottage, Brighton Road, Tilgate, a Grade II Listed Building. (Minute 9)	Prejudicial Interest – Knows the owner of the property well as a result of previous Council business over a number of years. Councillor Boxall left the meeting before consideration of this item and took no part in the discussion or voting on the item.
Councillor P C Smith	CR/2017/1057/FUL - BCL House, Gatwick Road, Northgate, Crawley (Minute 5)	Personal Interest – a Local Authority Director of the Manor Royal Business Improvement District.

2. Lobbying Declarations

No lobbying declarations were made.

3. Minutes

The minutes of the meeting of the Committee held on 20 March 2018 were approved as a correct record and signed by the Chair.

4. Planning Application CR/2017/0881/FUL - 257 - 259 Ifield Road, West Green, Crawley, RH11 7HX

The Committee considered report PES/247 (a) of the Head of Economic and Environmental Services which proposed as follows:

Erection of 5no. 2 storey, 2 bedroom affordable dwellings for social rent and associated parking following demolition of 2no. existing semi-detached dwellings (amended plans received).

Councillors Stone and Thomas declared they had visited the site.

The Principal Planning Officer (Valerie Cheesman) provided a verbal summation of the application and the following update:-

Amended Condition 3:

3. *No development shall be carried out unless and until a schedule of materials and finishes to be used for external walls and roofs of the proposed dwellings and details of the acoustic vents for plots 1 and 2 have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.*

Mr Peter Rainier, the Agent, addressed the Committee in support of the application.

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

- Indicated that in terms of the proposed path to Plot 5, the materials to be used for that footpath (which a Councillor suggested should include anti slip materials due to potential overshadowing from trees), would be subject to control by condition..
- Commented that the protection of gutters to prevent them from being blocked by leaves was not something that would normally be required. The proposals were deemed to be acceptable, and this was a matter that a Member could raise with Crawley Homes.
- Advised that whilst the proposed gates located within the rear gardens were not identified in the Site Plans, they were clearly shown in the Landscaping Scheme, which had to be adhered to.

Agenda Item 4

Planning Committee (82)
9 April 2018

- Indicated that the proposed seven replacement trees, to be planted within the gardens of the application site, would be of suitable size and appropriate for that setting, and would be maintained by tenants.

RESOLVED

Permit, subject to:

- (i) The conclusion of a Section 106 Agreement to secure on site affordable housing for Social Rent.
- (ii) The Conditions set out in report PES/247 (a), and the updated Condition 3 above.

Note

Councillor Crow, who had apologised for his late arrival to this meeting, later advised that because at the point of his arrival consideration of this application had already been well under way, he felt it was not appropriate for him to vote on the application, and thus had not taken part in that voting process.

5. Planning Application CR/2017/1057/FUL - BCL House, Gatwick Road, Northgate, Crawley

The Committee considered report PES/247 (b) of the Head of Economic and Environmental Services which proposed as follows:

Demolition of existing showroom and redevelopment of site to B1 Office with associated parking and landscaping.

Councillors B J Burgess, Jaggard, P C Smith and Tarrant declared they had visited the site.

The Principal Planning Officer (Marc Robinson) provided a verbal summation of the application and the following updates:-

- Although at this stage a Bird Hazard Management Plan had not been submitted, the Applicant had agreed to make that submission, and this matter was reflected in Condition 15.
- That with regard to paragraph 5.22 of the report, the reference to “five new silver birch trees” should be deleted and replaced with “five new lime trees”.

Mr John Browning addressed the Committee in objection to the application, whilst Mr Steve Sawyer, representing the Manor Royal BID Company, addressed the Committee in support of the application. Many of the objections raised reflected those detailed in the report, including those on the grounds of height, scale and siting and the visual impact these issues would have upon Tinsley Lane. In addition, there were concerns raised on grounds including: loss of light and privacy, landscaping, increased traffic and parking, and impacts on highway safety.

The Committee then considered the application. The Committee discussed the issues arising, including the comments raised by the speakers and concerns raised by objectors. Some Members expressed their own concerns regarding this application, including in particular those in relation to the scale of the proposed development and

Agenda Item 4

Planning Committee (83)
9 April 2018

the further intensification of development in the Manor Royal Buffer Zone. In response to issues and concerns raised, the Principal Planning Officer:

- Acknowledged that the proposed building, due to its height and scale, would have an adverse impact on residential amenity through its impact upon the outlook from nearby dwellings. The proposed building has been designed to reduce its impact by stepping upwards away from the residential properties and would have screening from the proposed landscaping. The distance from the building to the facing neighbouring houses and the existing relationship to the road would not result in the development creating a harmful loss of privacy, a loss of light or a significant overbearing impact.
- Advised Members that the nearby Northwood Park site had planning permission to be redeveloped to a more significant height and similar overall scale to the application now before the Committee.
- Indicated that new trees to be planted would be big enough (4 to 5m in height) and multi stemmed, to help screening at the early stage of their planting.
- Explained that the existing and proposed trees, together with planting on the roof terraces, would reduce views from the proposed building further and significantly soften the appearance of its rear elevation.
- Considered that the proposals would have no material impact in reducing the effectiveness of residents' solar panels.
- Emphasised that external lighting would be covered by condition, with trees and other screening measures proposed to help mitigate any associated light pollution. Should, however, there be any such pollution emanating from the proposed site, this would be investigated by the Council's Environmental Health Team.
- Confirmed that the ongoing maintenance of landscaping would be controlled by condition through the submission of a landscape management plan.
- Commented that car parking controls already in place within Tinsley Lane would further help to limit parking in that residential area.
- Explained that the proposed level of car parking for the application site was considered acceptable by the Local Highway Authority and broadly met the Council's standards.
- Confirmed that access to the proposed site would be from Gatwick Road towards the southern end of the site, and would form a left in left out access.
- Emphasised that any potential harm caused to residential amenity had to be considered alongside the significant economic benefits of the scheme and by its high design quality.

The Committee continued to consider carefully the application information including the concerns raised, but in so doing took into account all material considerations associated with this Scheme.

RESOLVED

Delegate to the Head of Economic and Environmental Services to **Permit**, subject to:

- (i) The submission of an ecological report demonstrating the acceptability of the scheme to the satisfaction of the Local Planning Authority and the inclusion of any related conditions.
- (ii) The satisfactory conclusion of a Section 106 agreement to secure:
 - the contribution of £261,600 towards Gatwick Road highways improvements.
 - the Manor Royal Public Realm contribution of £13,274.

Agenda Item 4

Planning Committee (84)
9 April 2018

- the developer signing up to the Developer and Partner Charter.
- (iii) A potential revised Bird Hazard Management Plan condition.
- (iv) The Conditions set out in report PES/247 (b).

6. **Planning Application CR/2018/0069/FUL - 15 Chatfields, Gossops Green, Crawley**

The Committee considered report PES/247 (c) of the Head of Economic and Environmental Services which proposed as follows:

Erection of a single storey wrap around side and rear extension (amended plans received).

Councillors Jaggard and Stone declared they had visited the site.

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

The Committee then considered the application. An issue was raised regarding the potential for a window on the southern elevation, and forming part of the application, to be converted in future to a door to form a separate unit of accommodation. In response, the Principal Planning Officer emphasised that the annexe could only be used as ancillary accommodation to the dwelling and referred to Condition 4 which required that the development proposed "shall not at any time be used as a separate unit of accommodation". Any change of use to a separate dwelling would be a breach of planning control. With regard to the potential conversion of the window to door it would not be considered reasonable to limit a householder from altering this part of their dwelling where it would not result in harm to any recognised material considerations.

RESOLVED

Permit, subject to the Conditions set out in report PES/ 247 (c)

7. **Planning Application CR/2018/0075/RG3 - Northgate Playcentre, Woodfield Road, Northgate, Crawley**

The Committee considered report PES/247 (d) of the Head of Economic and Environmental Services which proposed as follows:

Formation of two external openings on north western elevation of building.

Councillors Stone and Thomas declared they had visited the site.

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

The Committee then considered the application.

RESOLVED

Permit, subject to the Conditions set out in report PES/247 (d).

8. Exempt Information – Exclusion of the Public

RESOLVED

That in accordance with Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act by virtue of the paragraphs specified against the item.

9. To consider the expediency of enforcement and legal action in respect of unauthorised alterations to Flint Cottage, Brighton Road, Tilgate, a Grade II listed building

(Exempt Paragraphs 6a – Notice, and 6b – Order)

The Committee considered report PES/294 of the Head of Economic and Environmental Services. The report requested the Committee to consider whether the Council should issue and serve Listed Building Enforcement Notices under Section 38(1) of the Planning (Listed Building and Conservation Areas) Act 1990 and to refer this case to the Head of Legal and Democratic Services to consider bringing a prosecution against the owner under Section 9 of the Planning (Listed Building and Conservation Areas) Act 1990.

In considering further the issues associated with this matter, the Committee took the opportunity to convey its thanks and appreciation to the Officers concerned, including in particular Steve Pincott (Senior Planning Investigations Officer) and Deborah Gardner (Listed Building Consultant) for the significant work and commitment they had undertaken as part of their related investigations, and for bringing the case to the attention of the Committee.

RESOLVED

- (i) That this case be referred to the Head of Legal and Democratic Services to consider commencing a prosecution against the person named in paragraph 2.1 of report PES/294, and to take any other action as appropriate, in respect of the unauthorised works in 2015 and 2017 comprising the replacement of 12 windows, 5 doors, 2 vertical sliding Box sash windows and the erection of a porch.
- (ii) That the Head of Economic and Environmental Services be authorised to serve Listed Building Enforcement notices to require steps to be taken to restore Flint Cottage to its former state or to a condition considered appropriate by Officers in consultation with the Council's Listed Building Consultant in relation to the following unauthorised works:
 1. Unauthorised single storey extension on the east side of the main house.
 2. Unauthorised extension on west side of house contrary to plans submitted and approved.
 3. Porch on the front (N) elevation, not in compliance with plans submitted and approved.
 4. Porch to the rear (S) elevation of main house, not in compliance with plans submitted and approved.
 5. Two side windows over the front door reduced in size contrary to plan submitted, a material change to the building.

Agenda Item 4

Planning Committee (86)

9 April 2018

6. Removal of historic fabric and the formation of two new windows. One on the 1st floor on the west elevation with a shutter; one on the 1st floor on the east elevation.
7. Cementous mortar on various locations over the entire building having removed the historic fabric.
8. Removal of the rear chimney stack.
9. All original and historic guttering has been removed and replaced with modern UPVC guttering.
10. Original historic slate roof tiles have been replaced with modern Redland 49 tiles.

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 8.50 pm

I T IRVINE
Chair

This page is intentionally left blank

Agenda Item 5

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 5 June 2018
REPORT NO: PES/281(a)

REFERENCE NO: CR/2017/0974/FUL

LOCATION: [ZURICH HOUSE, EAST PARK, SOUTHGATE, CRAWLEY](#)
WARD: Southgate
PROPOSAL: DEMOLITION OF EXISTING BUILDING AND ERECTION OF A NEW PART 3 AND PART 4 STOREY BUILDING COMPRISING 56 APARTMENTS (30 X ONE BED AND 26 X TWO BED) TOGETHER WITH 56 CAR PARKING SPACES AND LANDSCAPING (AMENDED DESCRIPTION AND AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 20 February 2018

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: East Street Homes (South East) Ltd

AGENTS NAME: Boyer Planning

PLANS & DRAWINGS CONSIDERED:

051603-ESH-104, Site Location Plan
051603-ESH-101, Block Plan/Presentation Layout
051603-ESH-102, Proposed Site Plan/Supporting Layout
051603-ESH-103, Storey Heights Layout
051603-ESH-PER-101, Perspective 01
051603-ESH-SS-101, Street Scene 01
051603-ESH-E10, Proposed Elevations Sheet 1
051603-ESH-E11, Proposed Elevations Sheet 2
051603-ESH-P10, Proposed Ground Floor Plan
051603-ESH-P11, Proposed First & Second Floor Plans
051603-ESH-P12, Proposed Third Floor Plan
051603-ESH-P13, Proposed Fourth Floor Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|-----|--|--|
| 1. | GAL - Aerodrome Safeguarding | No objection subject to a condition and informative. |
| 2. | Network Rail | No comments received. |
| 3. | Environment Agency | Refer to standing advice – no formal consultation needed. |
| 4. | WSCC - Highways | No objection subject to conditions and informatives |
| 5. | National Air Traffic Services (NATS) | No objection. |
| 6. | Thames Water | No objection subject to a condition requiring a piling Method statement. |
| 7. | Sussex Building Control Partnership | No comments received |
| 8. | Police | No objection – detailed design advice provided. |
| 9. | CBC - Drainage Officer | Notes application is revision of refused proposal to Address design and parking. Provided drainage arrangements are the same as previously no objection. |
| 10. | West Sussex Fire Brigade | No comments received |
| 11. | CBC - Housing Enabling & Development Manager | Verbal advice – no objection |
| 12. | CBC - Planning Arboricultural Officer | No objection provided works in accordance with AMS |
| 13. | UK Power Networks | No objection |

Agenda Item 5

- | | | |
|-----|--|---|
| 14. | CBC - Contaminated Land | No objection subject to condition. |
| 15. | CBC - Environmental Health | Comments as per previous application (CR/2017/0180/FUL) |
| 16. | Cycle Forum | Level of cycle provision proposed appears to comply with Council standards and generally considered well located for security. No cycle parking for visitors or deliveries – recommends some short term cycle parking stands should be placed at the site entrance. Detailed design advice provided on kerbs and crossings. |
| 17. | CBC - Refuse & Recycling Team | No objection |
| 18. | Southern Water Ltd | Requests informative. |
| 19. | CBC - Energy Efficiency & Sustainability | No objection subject to condition |
| 20. | CBC - FP - Urban Design | Design advice provided. |
| 21. | Archaeology Officer - Alex Egginton | No objection |
| 22. | WSCC - Surface Water Drainage (SWD) | Drainage strategy is identical to CR/2017/0180/FUL this would be acceptable in principle. LPA should agree surface water drainage details. |
| 23. | NHS Crawley Clinical Commissioning Group | Notes that the Borough Council has now adopted CIL. The additional patients arising from any development are noted and will seek a CIL bid for recognised infrastructure purpose NHS capital improvements when funds are available. |
| 24. | Southgate CAAC | No comments received |

NEIGHBOUR NOTIFICATIONS:-

The site was advertised by a press notice and site notice.

In addition to the required publicity, the following addresses were notified as they had commented on the previous planning application CR/2017/0180/FUL which relates to this site.

- 3, 10, 16, 17, 18, 20, 21, 29 Clitherow Gardens;
- 2A, 14, 34, 35, 64A, 63, 86, 87, 90, 104, 106, 114, 120, 122, and Longley Cottage, Malthouse Road;
- 5, 21, 31, 33, 35, 36, 41, 45, 47, 48, 49, 61, 71, 73, East Park;
- 4 and 12 Rosemead Gardens, Richmond Court;
- 18 Beeches Road;
- 21 Southgate Road;
- 14 Hawth Close;
- 7 Brewer Road;
- County Councillor for Southgate & Crawley Central Division;
- Parking Services Officer, Town Hall, Crawley;
- 518 High Road, Leyton.

All addresses were re-consulted on the amended plans received.

RESPONSES RECEIVED:-

7 responses were received to the original application raising the following concerns:

Building Design and impact on surrounding area

- 5 storey building is too high – development is too large (especially in relation to existing houses in East Park)
- Building height out of keeping with surroundings in terms of its flat roof design, materials, scale and appearance.
- Building does not have a 'traditional appearance'.
- Height of building and number of flats should be reduced.
- Density too high – too many flats.

Agenda Item 5

- The design would not address crime and anti-social behaviour with its design features such as open parking areas and unsecured access doors.
- Proposal will impact on Conservation Areas in terms of appearance / residential character and traffic flow / parking.
- More consideration should be made of the Conservation Area.

Neighbour impacts

- Overlooking / loss of privacy – loss of top floor from previously refused scheme does not alter overall size/ mass of building.
- Houses opposite would be overlooked.

Parking provision and highway impacts

- Concerns regarding highway safety due to narrow roads, congestion at peak times for nearby schools and commuter pick up/drop off.
- East Park / Malthouse Road already dangerous for cyclists
- Plans do not address concerns of previously refused scheme – still not enough parking
- Proposal will increase traffic and cause further congestion and delay.
- Single vehicle visitor parking space proposed is inadequate
- How is visitor space to be controlled? Will this result in one less on-street space for residents?
- Concern lack of parking would lead to verge parking in Clitherow Gardens – if approved allowance should be made to protect grass verges.
- East Park cannot accommodate increased traffic – parking permits are over-subscribed
- Lack of visitor parking would result in more pressure outside of enforcement hours (illegal parking is a problem)
- Concerns about access for construction vehicles as the roads are narrow and in poor condition

Evidence in application submission

- Residential examples provided in submission of other blocks of flats have no relationship to East Park
- Developer references Overline House but no progress on this site for 18 months
- Any development at Longley House not comparable as this would not take access from East Park
- Question reliability of developer parking surveys. There are rarely parking spaces in evenings contrary to developers survey
- Parking survey of wider area too wide – available spaces in some nearby streets not close enough to East Park for practical use
- Supporting documents seem to hold conflicting information on refuse arrangements in relation to collection point – front or rear? - Can refuse arrangements can be adequately serviced?

General comments

- Support flats on site but not this proposal.
- Developers are squeezing too much onto the site.

5 further responses received to the re-consultation on the amended plans (3 from residents who have previously commented) raising the following concerns:

- The flats would ruin the Victorian 2 storey look of the street
- The new building design is still out of character with the street
- The changes are minimal and do not address the appeal Inspectors refusal.
- Building is still unsympathetic block, bulk is too close to the road, west elevation step increase is too abrupt
- Development still too large – too many apartments and will still dominate the area
- Concern about on-street rubbish collection, where this would be stored and additional congestion on the highway
- Parking would be more difficult in the area after 6pm.
- Parking still inadequate for future residents, parking spaces are unallocated and one space seems to be on the road.
- Increase in traffic, current roads and parking difficult – not enough space to accommodate any more vehicles

Agenda Item 5

- There is no provision for visitor parking. Visitors to flats would find parking difficult – situation would be more difficult for East Park residents
- Clarification needed over pool car and restriction of parking permits and submitted transport data
- Still concern about increased traffic, highway safety and disruption along the local streets

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

- 1.1 The application site is an area of 0.3ha to the north of and accessed from East Park, the site is generally level. There is a three storey late 1970s early 1980s office building finished in a facing brick in the centre of the site with a "T Shaped layout. There are parking areas to the east, north and west of the building, and the adjacent to East Park frontage is landscaped with a line of protected trees (protected under TPO reference 04/2017). The site is currently secured via hoardings and the two original site accesses onto East Park have been closed.
- 1.2 To the south and east of the site the area is generally two storey late C19th/early C20th semi-detached brick and (historically) slate roofed villas. To the east is Longley House a three storey office building surrounded by car-parking and to the south east is a late C20th mixed housing development of predominantly two storey buildings arranged around cul-de-sacs.
- 1.3 To the north of the site is the Arun Valley railway line and adjacent to the boundary is the southbound platform of Crawley railway station. The pedestrian footbridge for the station is also to the north of the site. On the north side of the railway line is the north bound platform and Overline House a six storey office block incorporating the railway station on part of the ground floor.
- 1.4 To the west is a pedestrian access to the railway station that rises from East Park to meet the southbound station platform, beyond this is a late C19th/Early C20th semi-detached house that has been split into two one bedroom flats, with shared garden space to the rear and east side. To the north of these flats is an open car-park.
- 1.5 The site is identified as an allocated and deliverable key housing site under policy H2 of the Local Plan and is outside of but adjacent to the Town Centre Boundary which is also a main employment area. Both Longley House to the east and Overline House to the north are within the Town Centre Boundary.

THE PROPOSED DEVELOPMENT

- 2.1 The application seeks planning permission for a part 3 and part 4 storey block of flats providing a total of 56 dwellings. It should be noted that during the course of considering this application the amount of development has been reduced (removing a top/4th floor, amending design and elevations resulting in a reduction of 10 apartments) following consideration of consultee / third party comments and to address the conclusions of the appeal Inspector. This will be discussed later in the report.
- 2.2 The building would have a 'T'-shaped layout with the main frontage facing East Park and the base of 'T'; facing the railway station and Overline House to the north. 30 x 1 bedroom and 26 x 2 bedroom apartments are proposed. 8 of the units have been offered as affordable shared ownership units.
- 2.3 The proposed building in form and layout occupies a similar footprint to the office building currently on site although is closer to the western boundary by 5.6m, closer the southern boundary with East Park by 2.2 to 3.5m and closer to the eastern boundary with Longley House by 7.5m. In terms of scale, the building steps up in height away from the western boundary. When viewed along the East Park frontage, the building is 3 storeys in height for 5m and then steps up to 4 storeys (12.7m high). The proposed building is designed in a modern style with a flat roof.

Agenda Item 5

- 2.4 In terms of materials, it is proposed to finish the building in red brickwork with terracotta facing tiling with the use of lighter cladding breaking up elements of the top(third) floor. The elevations are proposed to be articulated with a varying window patterns and balconies.
- 2.5 56 parking spaces are provided, one space per flat. Vehicular access is proposed from the existing western access which would be amended. The existing eastern access serving the site (adjacent to Longley House) would be stopped up and would provide a parking space for one of the apartments. The remaining 55 parking spaces would be provided to the rear / north and along the western boundary of the site.
- 2.6 The protected trees along the southern boundary with East Park are proposed to be retained and additional landscaping introduced around the building and parking areas. Refuse and cycle storage areas are to be provided within the centre of the building.
- 2.7 The application has been accompanied by the following supporting documents:
- Design and Access Statement and addendum
 - Planning Statement
 - Utilities Statement
 - Arboricultural Method Statement – revised 2 May 2018
 - Arboricultural Impact Assessment – revised 2 May 2018
 - Sustainability and Energy Statement and addendum
 - Transport Statement and addendum
 - Travel Plan
 - Viability Report
 - Heritage Impact Assessment
 - Noise Impact Assessment
 - Site Investigation Report
 - Flood Risk Assessment and Drainage Strategy

RELEVANT PLANNING HISTORY

- 3.1 The three storey office building that currently occupies the appeal site was granted outline permission under reference CR/54/79 with reserved matters subsequently discharged under CR/230/79.
- 3.2 CR/2011/0171/FUL for a scheme comprising 69 flats over a T-shaped block of 5, 6 and 7 storeys was refused for the following reason:
- “The proposed building by virtue of its height, bulk and massing would result in a dominant and overbearing form of development in the street scene and in particular when viewed from surrounding residential properties contrary to Policy EN5 in the Local Development Framework Core Strategy and ‘saved’ policies GD1 and GD2 of the Crawley Borough Local Plan.”*
- 3.3 In 2012 planning permission was granted for the erection of an up to five storey block of 59 flats, including 70 car-parking spaces, 74 cycle parking spaces, refuse storage and landscaping. It would have comprised 21x one bedroom and 38x two bedroom units. Ref. CR/2012/0223/FUL. This permission has lapsed.
- 3.4 Application CR/2017/0180/FUL for a scheme for 75 flats (comprising one and two bedroom units) in a part 3, part 4, part 5 and part 6 storey building along with associated parking (48 off-street spaces) and landscaping was refused on 30th August 2017 for 2 reasons:
- 1 *“The proposed building by virtue of its height, scale and massing would result in a dominant and unsympathetic form of development in the street scene of East Park contrary to policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030.”*
- 2 *“The proposed development fails to provide adequate on-site parking provision for its future occupants which would result in further on-street parking in the surrounding residential streets to the*

Agenda Item 5

detriment of the amenities of nearby residents and contrary to policies CH3, IN4 in the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design Supplementary Planning Document 2016.”

- 3.5 Application CR/2017/0180/FUL was subject to an appeal. The appeal was dismissed on the 12th March 2018. The LPA case was successful in relation to refusal reason 1 but not in respect of refusal reason 2. In dismissing the appeal the Inspector concluded that *“The appeal scheme would provide sufficient off-road parking but this would not outweigh the harm to the character and appearance of the area”*. This recent appeal decision is a material consideration in the determination of this current application.

PLANNING POLICY:-

The National Planning Policy Framework (2012):

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 4.2 Part 4 applies to promoting sustainable transport and emphasises that development should only be refused on transport grounds where the residual cumulative impacts of development are severe. It also supports the use of travel plans, balancing land uses to minimise journey lengths and sets out considerations to take into account in relation to parking standards.
- 4.3 Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 4.4 Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development.

RELEVANT PLANNING POLICIES

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

- 4.5 Policy SD1 is the overarching policy for this plan and states that there will be a presumption in favour of sustainable development. Development will be supported when it complements Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle and maximises the opportunities for sustainable travel. Development will be supported where it respects the heritage of the borough and protects, enhances and creates opportunities for Crawley's unique Green Infrastructure and accords with the policies and objectives set out in this plan unless material considerations indicate otherwise.
- 4.6 Policy CH2 outlines the principles of good Urban Design. The policy seeks to assist in the creation, retention or enhancement of successful places in Crawley. In particular development proposals will be required to:
- to protect and/or enhance heritage assets,*
 - (b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas,*
 - (c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society including disabled and elderly people,*
 - (d) make places that connect with each other and are easy to move through,*
 - (e) provide recognisable routes, intersections and landmarks to help people find their way around,*

Agenda Item 5

(f) consider flexible development forms that can respond to changing social, technological and economic conditions,

(g) provide diversity and choice through a mix of compatible development and uses that work together to create viable places that respond to local needs”.

- 4.7 Policy CH3 sets out the ‘Normal Requirements of All New Development’ and states that all proposals should be based on a thorough understanding of the significance and distinctiveness of the site, be of a high quality in terms of its design, sympathetic to its surroundings, provide a good standard of amenity for future occupants, retain trees which contribute positively to the area, meet its own operational requirements and demonstrate that it addresses the principles included within both ‘Secure by Design’ and ‘Building for Life’ criteria.
- 4.8 Policy CH5 seeks to ensure all new dwellings create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. The minimum size of each dwelling should accord with the Nationally Described Space Standards.
- 4.9 Policy CH6 requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site however, where this is not feasible commuted sums will be sought in lieu on a per tree basis.
- 4.10 Policy CH8 identifies important views which should be protected. These views are divided into two categories, linear contained and long distance views. Of particular relevance to this site are the linear views north along Brighton Road from A23/A264 junction and the long distance view from Tilgate Park.
- 4.11 The site is adjacent to the Town Centre Boundary which extends to the north and east, which is also identified as a main employment area. Policy EC4 requires that where residential development is proposed within or adjacent to the Main Employment Areas, the principle concern will be to ensure that the economic function of the area is not constrained.
- 4.12 The site is identified under policy H2 as a key housing deliverable housing site providing an indicative minimum of 59 dwellings. Housing policy H3 states that all housing development should provide a mix of dwelling types and sizes to address local housing needs and market demand. Policy H4 requires 40% affordable housing from all residential developments. In addition 10% low cost housing is required on developments for 15 or more dwellings. These targets will apply unless evidence can be provided to show that the site cannot support those requirements from a viability perspective and that the development clearly meets a demonstrable need.
- 4.13 Policy ENV5 requires development to make provision for open space and recreational facilities.
- 4.14 In respect of sustainability, policy ENV6 requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes. In addition the site is within a priority area for District Energy Networks and policy ENV7 encourages the delivery of district energy networks and associated infrastructure or low carbon energy approach for new development. Policy ENV9 requires development to minimise its impact on water resources and promote water efficiency.
- 4.15 In relation to safeguarding the environment policy ENV10 deals with pollution management and land contamination and policy ENV11 requires applications to be accompanied by a noise impact assessment where there is likely to be exposure to significant or unacceptable noise exposure.
- 4.16 In relation to infrastructure policy IN2 requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure while policy IN3 requires development to be concentrated in locations where sustainable travel patterns can be achieved.

Agenda Item 5

- 4.17 Infrastructure policy IN4 sets out that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs assessed against the Council's car and cycle parking standards. For residential development standards are based on the accessibility of the area, the levels of car ownership and size of any new dwellings.
- 4.18 Policy IN6 states that any improvements or development at or within the vicinity of the railway stations will be expected to enhance the specific roles of the individual stations. At Crawley Station it should support its role as a major gateway to the Town Centre and improve its integration with the main shopping area and bus station.

Other Material Considerations:

- 4.19 **'Green Infrastructure' SPD (adopted October 2016)**
This document includes a costing of £700 per tree in lieu of on-site planting.
- 4.20 **'Planning and Climate Change' (adopted October 2016).**
This document provides guidance and justification for the sustainability policies in the Local Plan.
- 4.21 **'Urban Design' (adopted October 2016)**
This document includes further guidance and examples and explanation of the principles of good urban design, public realm design and sets out guidance on outdoor amenity space standards. The adopted parking standards are contained in Annex 1 of this document, the minimum indicative parking standard for this development is 1 space per dwelling.
- 4.22 **'Affordable Housing' SPD (adopted November 2017).**
This document provides guidance on the requirements of policies H3 and H4 in the Crawley Borough Local Plan and in particular when affordable housing would be sought from residential development. This application is supported by a viability assessment which has been through independent scrutiny and will be discussed later in the report.

PLANNING CONSIDERATIONS:-

- 5.1 Policy H2 in the Crawley Borough Local Plan 2015-2030 (LP) identifies the application site as a key deliverable housing site with an indicative capacity to deliver 59 dwellings. This indicative figure was based on the previous planning permission granted in 2012 (CR/2012/0223/FUL) which has now lapsed. The proposed use of this site for 56 apartments is therefore fully compliant with the adopted LP in principle. The issues therefore are whether the proposal as designed, planned and laid out is in accordance with the other relevant policies in the LP.
- 5.2 The key planning considerations in respect of this application are therefore as follows:
- Design and appearance of the development and the impact on the street scene
 - Impact on neighbours
 - Adequacy of the accommodation proposed (size, layout and noise issues)
 - Impact on highways, access and parking (including cycle parking and refuse provision)
 - Sustainability and sustainable urban Drainage
 - Impact on protected trees – proposed landscaping
 - Crime and anti-social behaviour
 - Infrastructure contributions (Affordable housing/CIL/and other S106 monies)
 - Other.

Design and appearance of the development and the impact on the street scene.

- 5.3 The comments of appeal Inspector are a material consideration in relation to considering the design, appearance and impact of this application as the previous development (CR/2017/0180/FUL) was dismissed due its harm to character and appearance of East Park. The applicants have sought to demonstrate through their revisions that these concerns have been addressed.

Agenda Item 5

- 5.4 In terms of the character of East Park the inspector noted that “*East Park has an enclosed and intimate street scape and the buildings have a consistency of height if not form*”. He observed that “*The building would be considerably taller, deeper and wider than the properties in East Park. Thus, the comparative massing of the building when viewed relative to the existing dwellings in East Park would be considerable*”. He commented that the proposed building would be a bulky structure, out of proportion with buildings to the south and west and the vertical balcony detail would accentuate the height.
- 5.5 He considered that the site marked a ‘point of transition’ between the larger scale of existing and proposed buildings to the north and east and the smaller more ‘*human scale*’ of East Park. He considered that the proposed extant planning permission at Overline House to the north of the railway was not justification for such a large scale building which would harm the character of East Park but also stated that the any design response which just related to the character of East Park could not be justified.
- 5.6 The Inspector also considered the application permitted for the site in 2012 commenting that the appeal scheme would improve on elements of the design but the important component was the sense of transition. He commented that the proposed change of materials and set back of the upper floors enabled the 2012 proposal to respond to the scale of East Park in particular, the western section due to its recessed 3rd floor responded sympathetically to the scale of 50 East Park.
- 5.7 He concluded that the appeal scheme while stepped in design did not achieve an appropriate transition in scale as this would be too abrupt and the bulk and height excessive. The proposed palette of materials was also noted as having no local precedent and, the inspector concluded, reinforced the building as a standalone structure rather than integrated with East Park.
- 5.8 In terms of scale, the current application proposes a single block of flats which steps from 3 storeys in height to a maximum of 4 storeys to acknowledge the transition to taller properties to the north and east. It is accepted that the character of existing properties along East Park adjacent to the site are 2 storey with pitched roofs which increase the height of the buildings to a 3 storey height, however, the existing office building on site is a 3 storey flat roofed building. The proposed development while closer to the western boundary with 50 East Park than the current office is designed with a 3 storey element closest to number 50 East Park which steps up to 4 storeys 5 metres along this southern elevation and the upper floor is set back slightly when viewed from East Park.
- 5.9 In terms of materials, the building is now proposed to be primarily in red brick work with terracotta tiling which is considered better reflects the colour palette of the surrounding properties in East Park with light cladding to be used on sections of the upper floor. The vertical balcony detail has been reduced to no higher than 3 storeys in scale but is considered appropriate in this current form as a key feature of the contemporary design of the building. It is considered that the design while modern, better reflects the materials and colour palette of East Park. As well as an enhanced setback in the transition between the second and third floors, the majority of the upper floor is proposed to be finished in a lighter cladding and on the East Park elevation only a relatively short section of brickwork would extend up to the third floor. The extra height of this brickwork is considered appropriate in the context of the building as this is positioned in a location where more visual presence is appropriate for the building to mark the main entrance. It is considered that the design while modern, better reflects the materials and colour palette of East Park.
- 5.10 In relation to the impact of the building of facing residents in East Park, the third floor of the building (with the exception of the brick section above the main entrance) has been stepped back from the floors below which is considered to have reduced the visual prominence of the upper floors when viewed from the south. The building detailing also has a stronger horizontal emphasis at 3 stories which is considered a more ‘*human scale*’ than the proposals previously submitted. It is considered that the scale of the building would be acceptable in the street scene and would not be overly dominant.
- 5.11 The siting of the building on the plot is unchanged from the appeal scheme. The building footprint would retain the mature trees that are established along the site frontage and soften the visual

Agenda Item 5

impact of the current office. The building is set away from number 50 East Park but with a greater set back of the third / top floor. The positioning of the building on the site means that the western elevation is visually prominent when standing in East Park. With the increased set back of the top floor, there is less of this floor visible from street level when standing on the south west corner of the site in East Park and the proposed materials of the upper floor roof design reduces the visual impact. It is considered that the design now reads most strongly as a 3 storey scale property from this elevation (which is similar in its relationship to the current offices).

- 5.12 The current application is 2 storeys shorter than the proposal considered by the appeal Inspector and therefore is considered to have been reduced significantly in bulk and scale. The upper floor of the building is considered to respond more positively to the properties facing it on the southern side of East Park with the partial set back of the floors reducing the visual prominence of the upper clad part of the building. The increased setback between the second and third floors is considered to have better articulated the 'transition' between the scale of properties to the west while responding to the increased scale of development to the east (4 storey Longley House) and north (6 storey Overline House). The overall impact of the prominent western elevation of the building on East Park is considered acceptable in terms of its design approach through the building articulation / detailing and proposed palette of materials. Overall this revised design is considered to comply with the relevant policies in particular CH2 and CH3 of the Local Plan and address the concerns expressed by the appeal Inspector.
- 5.13 In terms of longer distance views, the building would be visible from the railway station, the footbridge over the railway line and Station Way to the north with longer views from between buildings to the east and south. It is considered that the overall design would provide interest when seen from different viewpoints and would read as a transition in scale to taller buildings further north and east. It is not considered that there would be a harmful impact upon the setting of Malthouse Road Conservation Area the boundary for which is 142 m to the south east. The building would not be visually prominent from any long distance views such as Tilgate Park. The proposal will therefore comply with policies CH2, CH3 and CH8 in regard to its impact on the character of the visual amenities of the street scene and the area.

Impact on neighbouring properties;

- 5.14 The main properties that would be impacted upon by this development are 59-73 East Park (the houses immediately to the south facing the site) 50 East Park to the immediate west and 1 Clitherow Gardens to the south-east. The potential development of Overline House granted outline permission under ref. CR/2016/0294/OUT for 9 storey residential development which is extant also needs to be considered. It is also considered that the previously permitted residential development of 59 flats on this site from 2012 is relevant in this case as it was considered to have an acceptable impact on neighbour amenity, although this permission has now expired.
- 5.15 In relation to numbers 59-73 East Park, the houses would be approximately 18m from the front elevation of the development at its closest point across the intervening public road and these houses have ground floor living and 1st floor bedrooms facing the proposed development. It is considered this level of separation would be adequate to retain privacy between the existing properties and future occupiers and this relationship between the properties was considered acceptable when the 2012 application was granted permission (albeit the previous scheme was a floor taller). The private rear gardens are to the south of these houses and are screened from the proposal by the buildings. There would not therefore be a harmful impact on the amenities of these residents to the rear or in terms of privacy of their gardens.
- 5.16 With regard 1 Clitherow Gardens to the south-east, notwithstanding the proposal would be closer to this property and taller at its eastern end, there would still be a distance of 25m between the proposed building and the front elevation of this house. Its rear garden would be screened by both the existing house and retained protected trees. It is not therefore considered there would be a harmful impact in terms of overlooking, loss of outlook or loss of light.
- 5.17 To the west no.50 East Park, has been subdivided into 2 x one bedroom flats with key rooms orientated facing north and south. The proposal would be set back 17m from the side elevation of

Agenda Item 5

this building compared to 8m separation with the 2012 application. The proposed building would be 3 storeys high at its closest point to this neighbour rising to 4 storeys 5m away from its western end. Given the key outlook for the existing flats is at right angles to the proposed development, it is onto considered there are not issues with overlooking between any key facing windows. The impact of the amenities of these occupants is therefore considered acceptable.

- 5.18 With regard to the proposed flats to the north permitted at outline under ref CR/2016/0294/OUT. At the closest point these would be 21m away, and separated from this site by the railway line. The closest of the applicant's balconies would be 26m away, with a side view and the majority of facing units would be approximately 38m away due to the layout of the site. The windows in the closest facing elevation would not serve as primary habitable room windows and could therefore be obscure glazed. Notwithstanding the reserved matters application for this site has not been submitted, it is considered that the proposal would not result in harmful overlooking of this potential development. The proposal could result in the loss of light to some of the flats to the north, but this is not considered to be significant enough to cause harm to the future occupiers given the level of separation between the prospective buildings.
- 5.19 With regard to noise and disturbance during the construction period, a construction management plan would control issues relating to the use of the roads and other regulatory powers would control noise issues and hours of working.
- 5.20 Objections have also been raised as regards increased pollution from vehicles. However as the proposed use for residential purposes would be likely to result in a reduction in vehicle movements when compared to the potential re-use of the existing building as an office, it is not considered that the proposal would result in increased levels of pollution compared to those that could result from the current potential office use of the site.

Adequacy of the accommodation proposed (size, layout and noise issues)

- 5.21 Every proposed apartment meets the nationally described space standards which are set out in policy CH5 and it is considered that each habitable room would have an adequate outlook.
- 5.22 There would be 15.3 m separation distance between windows in the apartments facing Longley House and the office building, it is not considered there would be harmful overlooking from the offices to future occupiers. There is currently adequate separation and outlook for occupiers to the north, however, Overline House has an extant outline permission for redevelopment. Based on the indicative details provided on the outline application, there would be at least 38 metres from the facing windows of these flats to any future occupiers. This level of separation is considered adequate to afford all future occupiers adequate privacy.
- 5.23 It is not considered there would be any adverse impacts with the outlook for future occupiers of apartments facing buildings to the west (50 East Park) or south (nos 65-73 East Park)
- 5.24 While an indicative landscaping plan has been provided it is considered that the defensible space, the privacy afforded to the ground floor flats along with windows facing the station platform and station footpath will need to be carefully designed to ensure privacy and minimise anti-social behaviour. It is considered that these issues can be addressed via details provided in a landscaping condition.
- 5.25 In relation to noise, the Environmental Health department note that the site is subject to elevated noise levels due to the location adjacent to the railway line. However, the noise mitigation measures proposed are acceptable and provided these are implemented the impact from noise would be acceptable for future residents.
- 5.26 Whilst no outdoor amenity space is provided, most flats have access to a balcony. The site is also immediately adjacent to the town centre in a high density urban context. There is easy access to Southgate Park and town centre facilities. In this context it is not considered that the lack of external amenity space provided would be harmful to future residents. It is therefore considered that the development would comply with policies CH3 and CH5 in this regard.

Agenda Item 5

Impact on highways, access and parking

- 5.27 The application site is located just outside the town centre boundary and is considered to be a highly accessible location with Crawley Station located immediately to the north and the town centre just beyond. The site is considered a very sustainable location where future residents would have access to a range of alternative transport options.
- 5.28 Vehicular access to the site is from East Park and surrounding uses are predominantly residential in the immediate vicinity of the site. WSCC Highways have considered the Transport Statement and raise no objection to the development in terms of trip generation and its impact on the highway network.
- 5.29 WSCC has advised that the footway outside of the application site would need resurfacing with the changes to the highway / access that are being proposed. This pavement is beyond the red edge of the application site and these works are required as a direct consequence of the impact of the development on existing infrastructure, it is therefore proposed that this requirement can be included in the Section 106 agreement.
- 5.30 In respect of parking 56 parking spaces are proposed to be provided to serve the development. This equates to one space per apartment and is in accordance with the Council's minimum standards as set out in the Urban Design SPD. WSCC raise no objection to the level of parking being proposed.
- 5.31 It is accepted that parking and local highway conditions remain a concern for local residents. The previous planning application CR/2017/0180/FUL, which was subject to appeal, was refused on grounds of inadequate parking and the effect this could have on the living conditions of nearby residents. This scheme had proposed 75 flats with 48 parking spaces and the operation of a car club (a shortfall of 27 spaces against the adopted standards). The parking arguments were thoroughly scrutinised by the appeal Inspector at the Hearing, who considered the evidence of both the appellant, LPA and local residents. He concluded that the main impact on parking in East Park would be outside the CPZ hours as future residents on the Zurich House site would be ineligible for a resident parking permit. After consideration of the parking surveys and other information, he concluded that the evidence did not indicate that CPD Zone D as whole (which includes East Park) was under parking stress outside CPZ enforcement hours and it would have the capacity to accommodate the entire potential shortfall of 27 parking spaces on-street in the evenings.
- 5.32 Notwithstanding the Inspectors conclusion that the appeal development would be acceptable with a shortfall of 27 parking spaces, this new application meets the adopted parking standard of one space per unit and therefore given the recent appeal decision at which this matter was considered detail, there is no basis to refuse this current application on parking grounds and conflict with living conditions of nearby residents. The proposal is therefore considered to comply with policy IN4 in the LP and the Parking Standards as set out in the Urban Design SPD.
- 5.33 In relation to refuse provision, the design proposes access to the bin store for residents from the front and rear of the building. It is proposed to collect refuse from the flats from the front access onto East Park. The layout has been considered by the refuse and recycling team which has no objection to the design, siting and amount of refuse provision. WSCC highways have also noted this arrangement and raise no objection. Overall, it is considered that the operational requirements for refuse can be adequately met in accordance with policy CH3 in the LP
- 5.34 One hundred and six (106) secure cycle parking spaces are proposed to be integrated into the ground floor of the building. This level of provision is in excess of the adopted standards which sets a requirement of 91 resident and visitor spaces for this development. The proposal therefore accords with policy IN4 and the Urban Design SPD.

Sustainability and sustainable urban Drainage

Agenda Item 5

5.35 The applicants have sought to address the requirements of policies ENV6, ENV7 and ENV9 by providing a sustainability and energy statement. This includes a good standard of thermal efficiency for the residential units and aspirations of meeting the water efficiency target of 110 litres/person/day (subject to viability). Further technical work is required as regards the feasibility of making the development “network ready” in the event of the Town Centre District Energy Scheme being delivered and a condition is therefore proposed to ensure that this option is available to the development. Subject to conditions it is therefore considered that the development has adequately addressed the requirements in these policies.

5.36 WSCC as Lead Flood Authority have commented on the application, and have no objection to the proposals subject to conditions to ensure the surface water drainage designs meets the requirement for a Sustainable Drainage System (SuDs). This is supported by the CBC Drainage Engineer who also comments that he has no objection to the proposals for dealing with surface water.

Impact on protected trees – proposed landscaping

5.37 There are protected trees along the frontage of the site with East Park. The Council’s Arboricultural Officer has commented that there is no objection to the development proposed provided it is undertaken in accordance with the arboricultural method statement (AMS). A condition is therefore recommended to require the trees are protected in accordance with the details in the AMS.

Crime and anti-social behaviour

5.38 The development site is adjacent to a footpath which provides access to the southbound railway platform, this area (between the building and footpath) has been identified as a potential area for crime and anti-social behaviour. It is considered that agreement of the landscaping, boundary treatments and lighting for this area can through conditions minimise the opportunities for crime, introduce measures for lighting and surveillance while providing an attractive outlook and setting for the apartments. The proposal can therefore address the requirements of policies CH3 and IN6 of the LP.

Infrastructure contributions (Affordable housing/CIL/and other S106 monies)

5.39 Policy H4 requires 40% affordable housing provision on all residential development unless it can be demonstrated that this would not be viable and that there is a proven need for the development. In this case, the applicants have provided a viability appraisal which has been independently scrutinised by Dixon Searle on behalf of Crawley Borough Council.

5.40 It has been demonstrated that the development is not viable with a 40% affordable housing provision. The applicants and the Dixon Searle (on behalf of CBC) have agreed that a viable scheme on this site cannot provide a full 40% affordable housing contribution. However, after negotiations with the applicant, it has been agreed that 8 flats (circa 15% of total units) can be made available as shared ownership units and this would be incorporated into any S106 agreement. It should be noted that this level of provision was acceptable to the Planning Committee when considering the previously refused scheme (CR/2017/0180/FUL) for 75 flats which proposed 11 shared ownership units (circa 15% of total units). The current offer is comparable to this 75 unit scheme and is considered acceptable given the reduction in overall unit numbers for the site.

5.41 A clause requiring the review of the scheme viability after 18 months is considered appropriate given the changing market conditions and is considered appropriate for inclusion within the Section 106 agreement. Due to the commercially sensitive nature of the viability report, should Members wish to scrutinise this conclusion in further detail, the meeting will need to move to Part B (Exempt item) where the report can be discussed.

5.42 Policy IN1 of the LP requires developments to make provision for their on and off site infrastructure needs. The development is CIL liable.

5.43 As set out in the Green Infrastructure SPD, trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. On this basis a formula for calculating the appropriate

Agenda Item 5

payment will need to be included in the S106 Agreement as the basis for the commuted sum (56 units minus the number of trees to be provided on site x £700). This would give a maximum contribution of £39,200. The site also does not provide open space for future residents. Policy IN1 also specifically applies to open space, parks and play space and as no open space provision is made on site the impacts off-site need to be considered on a site by site basis. Based on the assessed level of occupation of the building the potential contribution towards Open Space is £11,495 (of which £4,950 is allotment provision and £6,545 is for children's play provision).

Other

- 5.44 In terms of infrastructure, Southern Water has confirmed that it can provide a water supply to the site and Thames Water have no objection as regards sewerage infrastructure capacity. A condition is however recommended to control piling on site to ensure existing sewerage infrastructure is not damaged.
- 5.45 Gatwick Airport have no objection to the proposal subject to ensuring a bird hazard management plan is operated. This would be subject to control by condition.
- 5.46 Network Rail have not commented on this application but on the previous application CR/2017/0180/FUL have provided the applicant with extensive guidance in relation to the restrictions they would place on constructing the building, future landscaping etc. and how it would thereafter need to be maintained. This application does not alter the relationship to the railway.
- 5.47 The site has been redeveloped many times in the recent past (C19th onwards), and the Council's Archaeology Officer is therefore satisfied that on balance the archaeological impact is likely to be minimal and therefore has no concerns regarding this proposal.
- 5.48 The site is potentially contaminated and Environmental Health have therefore recommended a condition to identify and remediate any contaminants found on site.

CONCLUSIONS:-

- 6.1 The application site is an allocated deliverable housing site in the adopted LP and therefore the principle of its use residential redevelopment is firmly established. The application proposes 56 dwellings (8 of which would be affordable). All the dwellings meet adopted space standards and most would have a balcony. Appropriate mitigation can be secured to address tree planting and open space infrastructure requirements.
- 6.2 The previous application for 75 units (CR/2017/0180/FUL) which was subject to an appeal is a material consideration. In relation to the on-site parking impacts and notwithstanding that the Council's argument was rejected, the applicants have put forward a proposal which now complies with the adopted parking standards. It is therefore considered that the parking requirements for the development are fully met. The proposal is also considered to adequately meet its other operational requirements for cycle parking and refuse provision.
- 6.3 In terms of design, the proposed development is considered to have addressed the concerns of the appeal Inspector with the proposed building of a scale and design that addresses the 'transition' nature of the site. The building through its palette of materials is considered to better respect the character of East Park and with its stepped design and articulation read as a transition building stepping up in scale 3 to 4 storeys. The building elevations facing East Park are less dominant and prominent and respond better to their surroundings and adjoining neighbours. The building overall is much less prominent in design and is considered acceptable in the street scene.
- 6.4 Overall, this proposal is considered to be fully policy compliant having considered all policies and material considerations. It is therefore recommended that the application is granted planning permission subject to the conclusion of a Section 106 Agreement to secure:

- 8 shared ownership affordable units;

Agenda Item 5

- A viability re-assessment after 18 months in event development has not commenced within 18 months of the date of grant of the planning permission;
- Tree mitigation infrastructure contribution;
- Open Space mitigation contribution; and
- Highway works to secure re- surfacing of footway across the site frontage to provide a consistent appearance paving along site frontage.

6.5 However, in the event that the Section 106 Agreement is not completed by 5th September 2018 and unless there are exceptional reasons for the delay agreed in writing with the applicant, the Head of Economic and Environmental Services be authorised to refuse planning permission for the following reason:

- 1 *An agreement is not in place to ensure that the appropriate infrastructure provisions to support the development. The development is therefore contrary Policies IN1, CH6 and H4 of the Crawley Borough Council Local Plan 2015-2030 and the guidance set out in the Green Infrastructure SPD and Affordable Housing SPD.*

RECOMMENDATION RE: CR/2017/0974/FUL

TO PERMIT subject to the completion of the S106 legal agreement and the conditions below.

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 listed below:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper Planning.
3. No development shall commence unless and until a scheme to deal with the contamination of the land and/or ground water has been submitted to and approved by the Local Planning Authority and until the measures approved in that scheme have been fully implemented. The scheme shall include all the following measures, unless the Local Planning Authority dispenses with any such requirement specifically and in writing:
 - a) A desk-top study carried out by a competent person. The study shall detail the history of the site uses and identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. Two full copies of the desk-top study and the non-technical summary shall be submitted to the Local Planning Authority.
 - b) A site investigation shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology BS 10175:2011. The site investigation should fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications, including an assessment of risk to any potential receptors. A full report on the findings of the site investigation shall be submitted to the Local Planning Authority.
 - c) A written remediation statement, detailing the works necessary so as to render harmless the identified contamination given the proposed end use of the site and surrounding environment, including any controlled waters, shall be submitted to the Local Planning Authority and agreed in writing with the Local Planning Authority prior to any remediation commencing on site. Two copies of the remediation report shall be submitted to the Local Planning Authority.
 - d) Approved remediation works shall be carried out in full on site, under a quality assured scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the remediation works contamination is encountered that had not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority in accordance with the process laid out at points 1 – 3 above.
 - e) Upon completion of the remediation works, this condition shall not be discharged until further validation report has been submitted to, and approved by the Local Planning Authority. The validation report shall include quality assurance certificates to show that the works have been carried out in

Agenda Item 5

accordance with the approved methodology. Details of any post remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the validation report together with the necessary documentation detailing what waste materials have been removed from the site. REASON: To safeguard occupiers of the site in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.

4. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
- the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
- and

- details of public engagement both prior to and during construction works.

REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

5. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence erected around each tree or group of vegetation in accordance with the details in the PJC Consultancy Arboricultural Method Statement(AMS) dated 2nd May 2018. The works to implement the development shall be strictly carried out in accordance with the AMS, and within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.

REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.

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

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

7. No works except demolition shall commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. 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. The surface water drainage shall thereafter be implemented in accordance with the approved details.

REASON: To ensure the protection of groundwater and reduce the risk of flooding in accordance with policies ENV8 and ENV10 of the Crawley Borough Local Plan 2015-2030.

8. No works except demolition shall 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 implemented in accordance with the approved designs.

REASON: To ensure the protection of groundwater and reduce the risk of flooding in accordance with policies ENV8 and ENV10 of the Crawley Borough Local Plan 2015-2030.

Agenda Item 5

9. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
10. No works on the new building shall commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
- The Bird Hazard Management Plan shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
11. No works to the new building shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.
REASON: In the interests of amenity and of the environment of the development in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
12. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
13. No part of the development shall be occupied until a comprehensive hard landscaping scheme including boundary treatments, car park barrier, visitor cycle parking and external lighting have been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall thereafter be implemented and maintained in accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity, security for future residents and for users of adjoining public footpaths in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
14. No works on the new building shall commence unless and until a schedule and samples of materials and finishes to be used for external walls, balconies, glazing and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
15. No construction works on the new building shall be carried out until precise details showing the proposed balcony details and front entrance canopy detail (including a 1:20 Section of the balconies

Agenda Item 5

and canopy) have been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented strictly in accordance with these details.

REASON: To control the development in detail and to ensure a high quality development in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

16. No works on the new building above foundation level shall commence until a scheme to provide combined television reception facilities and superfast broadband for all dwellings within the development hereby approved have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details prior to first occupation of the development hereby approved.
REASON: In the interests of visual amenity, to help reduce social exclusion and to allow good access to services in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
17. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
18. No works on the new building shall commence on site until details of a scheme to ensure that the development hereby approved is "network ready" for connection to a District Energy Network on construction or at some point after construction have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.
REASON: To ensure the development addresses energy efficiency and climate change and in accordance with Policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.
19. No part of the development shall be occupied until the measures have been implemented in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority, to achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption. The measures shall thereafter be 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 and the Planning and Climate Change SPD.
20. No part of the development shall be occupied until the vehicular access from the site to the adjoining carriageway has been laid out and constructed and the eastern access stopped up permanently and obliterated in accordance with the approved drawing 051603 - ESH - 02 Rev A.
REASON: In the interests of road safety in accordance with policies CH3 of the Crawley Borough Local Plan 2015-2030.
21. No part of the development shall be occupied until the parking spaces, manoeuvring and turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD.
22. No part of the development shall be occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents. The cycle parking provision shall thereafter be retained for that use.
REASON: To encourage sustainable travel options and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.

Agenda Item 5

23. No part of the development shall be occupied until the bin storage shown on the approved drawings have been fully provided and made available for use by residents. The bin storage area shall thereafter be retained for that use.
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 and the parking standards set out in the Urban Design SPD 2016.
24. No part of the development shall be occupied unless and until the pre-occupation elements of the Travel Plan (reference SP/TM 18205-04 dated 17th October) have been fully implemented. The later and ongoing elements of the Travel Plan shall be implemented in full according to the programme contained within the Travel Plan unless otherwise agreed in writing by the Local Planning Authority.
REASON: To encourage and promote sustainable transport and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030.
25. No part of the development shall be occupied until the noise mitigation measures in the Sharps Redmore Environmental Noise Assessment report dated 10 November 2017 have been implemented in full. The noise mitigation measures shall thereafter be retained.
REASON: To ensure the living conditions of future residents are protected from noise in accordance with policy ENV11 of the Crawley borough Local Plan 2015-2030.
26. The windows on the north elevation of the rear wing of the building facing the railway line and Overline House shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening.
REASON: To protect the amenities and privacy of the future occupants of the property and those in the permitted development at Overline House in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

1. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
2. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
3. Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
4. 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.
5. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com.

Agenda Item 5

The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from www.aoa.org.uk/policy-campaigns/operations-safety/)

6. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover any off-site highway works. The applicant is requested to contact the Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
7. The water efficiency standard required under condition 22 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
8. The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:
 - encroach onto Network Rail land affect the safety, operation or integrity of the company's railway and its infrastructure undermine its support zone damage the company's infrastructure
 - place additional load on cuttings
 - adversely affect any railway land or structure over-sail or encroach upon the air-space of any Network Rail land
 - cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future
9. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

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

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

10. 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.

Agenda Item 5

1. NPPF Statement

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

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

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

Agenda Item 5

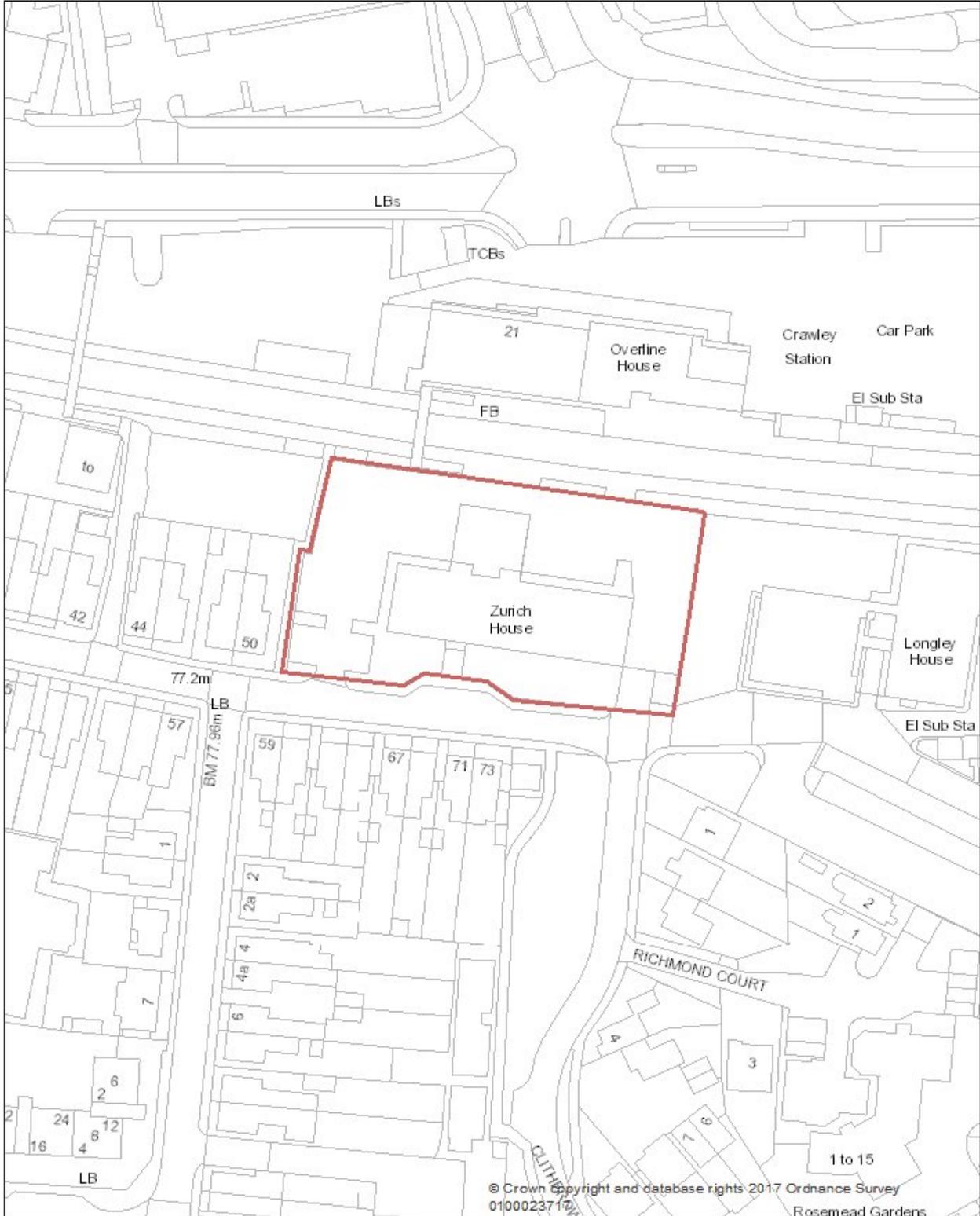


ArcGIS Web Map



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

1:1,000



Agenda Item 6

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 5 June 2018
REPORT NO: PES/281(b)

REFERENCE NO: CR/2017/0997/OUT

LOCATION: [TOWN HALL, THE BOULEVARD, NORTHGATE, CRAWLEY](#)

WARD: Northgate

PROPOSAL: HYBRID APPLICATION COMPRISING:

A) DETAILED APPLICATION FOR DEMOLITION OF THE EXISTING COUNCIL OFFICES AND CIVIC HALL, AND ERECTION OF A REPLACEMENT TOWN HALL, OFFICES AND A PUBLIC SQUARE, AND ASSOCIATED ACCESS, CAR PARKING, LANDSCAPING AND ANCILLARY WORKS.

B) OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT COMPRISING UP TO 182 UNITS INCLUDING COMMERCIAL SPACE WITH DETAILS OF ACCESS, ALL OTHER MATTERS RESERVED (LAYOUT, SCALE, LANDSCAPING AND APPEARANCE)

TARGET DECISION DATE: 13 March 2018

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Westrock Ltd

AGENTS NAME: DMH Stallard

PLANS & DRAWINGS CONSIDERED:

764-CPA-ZZ-00-DR-A-0100, Site Location Plan
764-CPA-ZA-01-DR-A-0201, Block A - First Floor GA Plan
764-CPA-ZA-02-DR-A-0202, Block A - Second Floor GA Plan
764-CPA-ZA-03-DR-A-0203, Block A - Third Floor GA Plan
764-CPA-ZA-04-DR-A-0204, Block A - Fourth Floor GA Plan
764-CPA-ZA-05-DR-A-0205, Block A - Fifth Floor GA Plan
764-CPA-ZA-06-DR-A-0206, Block A - Sixth Floor GA Plan
764-CPA-ZA-RF-DR-A-0209, Block A - Main Roof Level Plan
764-CPA-ZA-ZZ-DR-A-0602, Block A Proposed East Elevation
764-CPA-ZA-ZZ-DR-A-0603, Proposed North Elevation MSCP
764-CPA-ZA-ZZ-DR-A-0700, Block A - GA Section AA
764-CPA-ZA-ZZ-DR-A-0701, Block A - GA Section BB
764-CPA-ZA-ZZ-DR-A-0810, Block A - Public Entrance Study
764-CPA-ZA-ZZ-DR-A-0811, Block A - Staff & Office Tenant Entrance Study
764-CPA-ZA-ZZ-DR-A-0812, Proposed Car Park Entrance
764-CPA-ZZ-ZZ-DR-A-0123, Proposed South and East Elevations Phase 2
1292-HED-SL-00-DR-L-2300, Landscape Planting Scheme
1292-HED-EW-00-DR-2601, Typical Landscape Details
764-CPA-ZZ-ZZ-DR-A-0120, Existing Site South, East & West Elevations
764-CPA-ZZ-ZZ-DR-A-0130, Site Sections AA and BB Phase 1
1292-HED-EW-00-DR-2600, Typical Landscape Details
764-CPA-ZA-07-DR-A-0207, Block A - Seventh Floor GA Plan
764-CPA-ZA-08-DR-A-0208, Block A - Eighth Floor GA Plan
764-CPA-ZA-ZZ-DR-A-0601, Block A - South Elevation (The Boulevard)
764-CPA-ZA-ZZ-DR-A-0300, Block A - Facade Details
764-CPA-ZA-ZZ-DR-A-0600, Proposed West Elevation Block B
764-CPA-ZA-ZZ-DR-A-0121, Proposed South and East Elevations Phase 1
764-CPA-ZA-RF-DR-A-0210, Block A - Plant Roof Level Plan
764-CPA-ZA-ZZ-DR-A-0122, Proposed North and West Elevations Phase 1

Agenda Item 6

764-CPA-ZA-GF-DR-A-0200, Block A - Ground Floor GA Plan
764-CPA-ZZ-00-DR-A-0101, Proposed Masterplan
1292-HED-SL-00-DR-L-2301, Landscape Planting Schedule
764-CPA-ZZ-00-DR-A-0103, Existing Site Plan
764-CPA-ZZ-ZZ-DR-A-0131, Site Section AA and CC Phase 2
764-CPA-ZA-ZZ-DR-A-0124, Proposed North and West Elevations Phase 2
764-CPA-ZA-ZZ-DR-A-0125, Existing North and South MSCP Elevations
764-CPA-ZA-ZZ-DR-A-0126, Proposed Block B West Elevation
764-CPA-ZA-SK-010, Application Areas
764-CPA-ZA-ZZ-DR-A-0604, North Elevation Section Through Ground Floor

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	GAL - Aerodrome Safeguarding	No objection subject to conditions
2.	Environment Agency	No comments
3.	WSCC - Highways	No objection subject to conditions
4.	National Air Traffic Services (NATS)	No objection subject to conditions
5.	Thames Water	No objection subject to conditions
6.	Sussex Building Control Partnership	No response received
7.	Police	Advice provided
8.	CBC - Drainage Officer	No objection subject to conditions
9.	CBC - Property Division	No comments
10.	West Sussex Fire Brigade	No response received
11.	CBC - Housing Enabling & Development Manager	Advice provided
12.	CBC - Planning Arboricultural Officer	Advice provided
13.	UK Power Networks	No objection
14.	Homes & Communities Agency (HCA)	No response received
15.	CBC - Environment Team	No response received
16.	CBC - Contaminated Land	No objection
17.	CBC - Environmental Health	No objection subject to conditions
18.	Cycle Forum	Advice provided
19.	CBC - Refuse & Recycling Team	Advice provided on residential bins required
20.	Southern Water Ltd	No objection subject to condition. Advice provided on water supply and protection of the public water main.
21.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to further details and conditions
22.	CBC - FP - Retail & Employment	No objection
23.	CBC - FP - Urban Design	Advice provided
24.	Ecology Officer	Advice provided
25.	WSCC - Surface Water Drainage (SWD)	Advice provided
26.	CBC - FP - Housing	Advice provided
27.	NHS Crawley Clinical Commissioning Group	Advice provided and funding sought through CIL for NHS provision for new residents.
28.	Gatwick Diamond Business	See below
29.	CBC - Economic Development	No response received
30.	Historic England	No response received
31.	Crawley Town Access Group	Advice provided
32.	CBC – FP – Open Space	Advice provided and contribution sought

NEIGHBOUR NOTIFICATIONS:-

The application was published through a Press Notice published on 10 January 2018 (expiry 31 January 2018) and through site notices displayed on 21 December 2017 (expiry 15 January 2018).

Agenda Item 6

RESPONSES RECEIVED:-

Six letters raising objections and making comments have been received from Crawley residents. The issues raised are:

The existing Town Hall is a valuable symbol of our New Town heritage. The Town Hall and Council Chamber have architectural merit and it is the best example of a purpose built town hall of the New Town era. Elements of the Town Hall should be retained for historic reasons. Lack of heritage assessment and supporting documents dismiss the historic value of the building without proper assessment. Demolition of the Town Hall may release asbestos.

Proposal is an over-large, bland, box-like structure which looks like an eyesore. Most frequently raised comment in the Consultation Report is that the proposed building is “bland, boring, unattractive/uninspiring.” Building is too high.

Proposal looks very modern. Garden space and fountains would add interest.

Lack of homes for social rent. Proposal does not cater for the appropriate demographic groups and does not include sufficient family housing. Undesirable to build residential blocks so high, not just for safety reasons. Centre of Crawley cannot accommodate this number of residents.

Loss of sunlight to Northgate Road houses. Proposal would oppress the surrounding area, affect light and space.

Scheme would worsen parking problems in the area and inadequate parking is proposed. Inadequate parking leads to other problems, such as parking on verges and blocking accesses.

In developing Woodall Duckham House, Westrock worked outside agreed hours, caused noise disturbance and the workforce used inappropriate language on site. Council does not appear to be listening and consultation work is inadequate. Query about how the development will be paid for. Why is the Council helping this company to profit from poor development? Motivation is greed and maximising income.

The following organisations also commented:

Gatwick Diamond Business – Support the proposal for a new Town Hall with associated employment and residential space. Alongside the need for a new Town Hall, there is a very strong need for further employment space within the Borough. There is a high demand for office space, including space for small and growing businesses, especially as so much space has been taken by Permitted Development conversions of offices for residential use.

Twentieth Century Society – Object to the application on the grounds of loss of the existing Town Hall building and the poor quality of the replacement scheme. With regard to the existing Town Hall, the Society’s comments state:

“The building has historic and architectural importance as the most accomplished of Crawley New Town’s civic buildings. Its simple and elegant external form, innovative use of cladding material and the remarkable survival of the council chamber along with its original fittings - designed by Glendinning - make the Town Hall a building of evident local significance. The Society considers it to be a fine work of civic architecture by an established mid-century practice, and which has served an important symbolic role as the civic centre of the historic New Town.”

Concern is expressed about the paucity of thought in the proposed development and that it lacks the coherent design, civic scale and overall architectural quality of the existing Town Hall. The letter concludes:

“The Society considers that Crawley Town Hall is an important non-designated heritage asset and an excellent example of New Town architecture. We do not consider that proposals treat this building in a way which ensures its key features are not lost, and furthermore, we do not consider

Agenda Item 6

that the replacement scheme is of equal quality in design terms. The Society therefore objects in line with local policy, and we strongly recommend refusal.”

Crawley Arts Council – Crawley Town Hall is a building of quality and civic presence by an innovative and internationally recognised designer. Carefully selected high quality materials are used in controlled way, externally the building is clad in fossil Portland Stone, this is recapitulated internally polished, together with ash joinery and carefully selected board marked concrete. This and the related detailing are indicative of a very high standard of design. The interior furniture and fittings are precursors to Glendinning's Maxima designs. Buildings can be modified, reconfigured and reused, but no serious exercise has been undertaken for the Town Hall. The proposal has none of the quality of design, materials or detailing of the existing building. A mixture of reconstructed stone, brick faced panels, and aluminium used in a derivative post-modern manner is inferior to the existing building. The interiors are an unknown quantity but are unlikely to be by a designer of Max Glendinning's stature. The proposed development makes no design contribution to Crawley and any possible financial gain will not replace the loss of a significant building and the civic pride and presence it represents. The development must not be permitted.

REASON FOR REPORTING TO COMMITTEE:-

This is a major application.

THE APPLICATION SITE:-

- 1.1 The application site contains Crawley Town Hall and the attached multi-storey car park. The original Town Hall building, built in the early 1960s, has a six storey tower containing the public entrance and Council offices. Extending eastwards along The Boulevard is a lower two storey element containing offices and committee rooms, with the Council Chamber and Civic Hall at its eastern end. There is a central courtyard area within the site and, to the north, is a more recent office extension, completed in 1989, along with the car park. Vehicular access to the Town Hall is taken from The Boulevard and access to the car park is from Exchange Road.
- 1.2 The main south elevation of the Town Hall fronts The Boulevard. The Boulevard is a key east-west route containing some surface car parking and, beyond that to the south, is Crawley's main town centre shopping area. A public right of way runs along the Town Hall site's western boundary, linking The Boulevard to Kilnmead in a north-south direction. There is a line of mature trees adjacent to the footpath. Further to the west is a two deck public car park (Nos. 11-13 The Boulevard) and, beyond that, is Woodall Duckham House which has recently been converted to residential use. North of the Town Hall multi-storey car park is the telephone exchange. To the east is Exchange Road, and the Town Hall lies adjacent to the Northgate Avenue/College Road roundabout.
- 1.3 The site lies within the Town Centre boundary defined by the Crawley Borough Local Plan 2015-2030 and within a defined Priority Area for District Energy Networks. Land North of The Boulevard (including the current application site, the Town Hall, Woodall Duckham House and land further west) is allocated as a Key Opportunity Site in the Plan. The Boulevard is defined as a Linear Contained View under policy CH8 of the Local Plan. An area of Structural Landscaping, as set out in policy CH7, extends to the north of the site along the line of the public footpath.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is a hybrid (part full/part outline) application comprising two main elements:
 - Full planning permission is sought for demolition of the existing buildings and erection of a replacement nine storey building containing a new Town Hall and commercial office floorspace together with a new public square, landscaping and car parking.
 - Outline permission is sought for up to 182 flats and some commercial floorspace.

Full application

- 2.2 The proposed Town Hall and commercial office building (Block A) would be located in the south-eastern part of the application site. It would be nine storeys high with a rooftop plant area above. The lower two floors would contain public and civic floorspace, including the main reception area,

Agenda Item 6

Council Chamber and related floorspace. The public entrance would be located at the building's south-west corner. On the east side of the proposed square would be a separate staff entrance to the third and fourth floor Council offices and also to the fifth-ninth floors, where the commercial office space would be located. The building would have a central core containing lifts, staircases and toilet facilities. On the northern part of the ground floor would be plant and equipment rooms, showering and changing facilities and the refuse/recycling store.

- 2.3 The proposed Town Hall would abut the existing multi storey car park, which would be retained. As part of the full application, the car park building would be altered through the demolition of the existing three storey office element on its south-east side, demolition of the existing link into the Town Hall extension and the formation of a new entrance and lift/stair core from the north-east corner of the proposed public square.
- 2.4 Full planning permission is also sought for the creation of the public square, including hard and soft landscaping and surfacing/access works along The Boulevard and Exchange Road.

Outline application

- 2.5 The application seeks outline planning permission for up to 182 flats and a restaurant/café (A3) use with a floorspace of 370 square metres (Block B). The applicant has requested that access is determined as part of the current application, with appearance, landscaping, layout and scale forming Reserved Matters for future consideration.
- 2.6 The applicant has submitted some written details and illustrative drawings of the outline element of the scheme. These show 164 market housing units and 18 affordable units within a ten storey building to the west and north of the proposed public square. The Design and Access Statement states that there would be a mix of 10 x 3 bed/6 person flats, 86 x 2 bed/4 person flats, 19 x 2 bed/3 person flats and 67 x 1 bed flats. A total of five disabled car parking spaces are shown on the illustrative plans to the west of the building. Bicycle and refuse/recycling storage is shown within the building.
- 2.3 The following documents have been submitted in support of the hybrid application:
1. Planning Statement
 2. Consultation Summary Report
 3. Design and Access Statement
 4. Transport Statement and Transport Assessment Addendum
 5. Residential Travel Plan
 6. Commercial Travel Plan
 7. Tree Survey and Arboricultural Impact Assessment
 8. Ecology Assessment
 9. Energy Strategy and Sustainability Statement
 10. BREEAM Assessment
 11. Flood Risk Assessment
 12. Drainage Strategy and SUDS Statement
 13. Geotechnical and Geoenvironmental Interpretative Report
 14. Construction Management Plan
 15. Utilities Overview Report
 16. Bird Hazard Management Plan
 17. Aeronautical Safeguarding Assessment
 18. Economic/Employment Statement
 19. Pedestrian Level Wind Desk Based Assessment
 20. Supportive Planning Statement
 21. Draft Section 106 Agreement
- 2.4 During the course of the application, revised application forms were submitted which deleted layout and scale as matters to be determined as part of the current outline element of the application. Instead, they would form Reserved Matters for future consideration if outline permission is granted. Revised drawings and updated versions of some of the above documents have also been submitted.

Agenda Item 6

3.1 The following relate to the Town Hall site:

CR/2017/3003/EIA – Screening opinion for land north of The Boulevard, Crawley. This related to the current proposal. A decision that Environmental Impact Assessment was not required was issued 08/08/17.

CR/2002/0112/RG3 – Reconfiguration of existing road and footpath layout for vehicular and pedestrian access. Granted 25/03/02.

CR/585/1989 – Provision of new vehicular access and parking. Granted 22/09/89.

CR/631/1987 – Erection of Town Hall extension and multi-storey car park at side. Granted 07/12/87.

CR/673/1985 – Erection of extension to Town Hall. Granted 20/01/86.

CR/411/1983 – Conversion of existing garages and parking spaces to rates and collection office and construction of replacement garages. Granted 10/10/83.

CR/340/1974 – New office annexe. Granted 12/11/74.

CR/156/1971 – Erection of one single storey block for use as office accommodation and general storage and extension to car park. Granted 07/06/71.

CR/512/61 – Amended application for council offices.

CR/162/60 – Erection of council offices.

3.2 The following application is also relevant to the current application, but relates to the adjoining Nos. 11-13 The Boulevard car park site:

CR/2016/0662/FUL – Demolition of existing car park and the erection of a part 3 storey, part 6 storey and part 9 storey building to provide to provide a total of 91 flats with associated parking (amended plans received). Planning permission granted 19 July 2017 following completion of a Section 106 agreement to secure open space, tree planting, affordable housing and travel related contributions. In relation to affordable housing, a financial contribution of £200,000 was secured.

Members should note that there is a separate report relating to a proposed Deed of Variation for the Section 106 agreement for this application reported elsewhere on the agenda.

3.3 The following current and undetermined planning application on part of the Town Hall site to the west of the multi-storey car park is also part of the wider proposal:

CR/2018/0139/FUL – Erection of a District Energy Centre building and associated control room/store, underground pipe work route to provide heating and electricity to the buildings included within the wider Town Hall redevelopment master plan and other developments within Crawley town centre.

PLANNING POLICY:-

4.1 National Planning Policy Framework (NPPF)

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. 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.

The core planning principles of the NPPF (paragraph 17) states that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units,

Agenda Item 6

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.

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.

Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development. Paragraph 56 states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Planning decisions should also aim to avoid adverse impacts on human health and quality of life (paragraph 123), such as through noise.

Paragraph 204 states that planning obligations should only be sought where they meet all of the following tests:

- *“necessary to make the development acceptable in planning terms;*
- *directly related to the development; and*
- *fairly and reasonably related in scale and kind to the development.”*

4.2 Crawley Borough Local Plan 2015-2030

The following policies are relevant to this planning application:

- 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 of 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 be based on a thorough understanding of the site and its context, 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, retain a good standard of amenity, retain trees and provide appropriate access, manoeuvring and circulation space.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) states that development must use land efficiently, not prejudice either the potential of adjoining land or the proper planning and phasing of wider development.
- 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. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.
- Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the

Agenda Item 6

development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.

- Policy CH7 (Structural Landscaping) identifies key areas of soft landscaping which contribute to the character, setting and screening of the town.
- Policy CH8 (Important views) requires that the important views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The Boulevard is defined as a Linear Contained Views, the site lies within the Long Distance View Splay from Tilgate Park and also the Linear Contained View along the A23 Brighton Road from junction 11 of the M23.
- Policy CH11 (Rights of Way and Access to the Countryside) seeks to protect the character and use of public rights of way.
- Policy CH12 (Heritage Assets) protects designated and non-designated heritage assets by treating them as a finite resource and ensuring that their key features are not lost through development.
- Policy EC1 (Sustainable Economic Growth) states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. Existing Main Employment Areas will be a focus for sustainable economic growth.
- Policy EC2 (Economic Growth in the Main Employment Areas) highlights the role of the Main Employment Areas, including the town centre, in contributing to the economy of Crawley and the wider area. Proposals for employment generating development in these locations will be supported where they contribute to the characteristics of the area and the overall economic function of the town.
- Policy EC6 (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough. Land North of The Boulevard is identified as part of one of four Key Opportunity Sites, from which minimum delivery of 499 net residential units will be required.
- Policy EC7 (Retail and Leisure Development outside the Primary Shopping Area) states that proposals for edge of centre development will be permitted where they cannot be accommodated on more central sites and where the impact would not undermine the vitality and viability of the town centre.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H2 (Key Housing Sites) demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030, including a minimum of 499 net dwellings on the four Town Centre Key Opportunity Sites.
- 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) states that 40% affordable housing will be required from all residential developments. 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 ENV1 (Green Infrastructure) advises that Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV2 (Biodiversity) states that development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features of nature conservation value within and around the development.
- Policy ENV5 requires development to make provision for open space and recreational facilities and confirms that the Community Infrastructure Levy will be used to enhance open space to mitigate the impact of increased population.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7 (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy

Agenda Item 6

systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.

- Policy ENV8 (Development and Flood Risk) advises that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- 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): Advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex. For transport sources, the Unacceptable Adverse Effect is considered to occur where noise exposure is above 66dB LAeq,16hr (57dB LAeq,8hr at night).
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport) Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.

4.3 Supplementary Planning Documents

The Council's following Supplementary Planning Documents and Guidance Notes are also relevant to this application. The Supplementary Planning Documents were all adopted in October 2016:

- Planning and Climate Change (October 2016) – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
- Urban Design (October 2016) – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.
- Green Infrastructure (October 2016) – Sets out the Council's approach to trees, open space and biodiversity. The Local Plan identifies a corridor extending to the north from the application site as Structural Landscaping and the SPD gives guidance on supporting and enhancing Structural Landscaping. It also includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling.
- Town Centre (October 2016) – Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development. The SPD expands upon the Policy EC6 designation of Land North of the Boulevard as a Key Opportunity Site. Design principles are set out, including creating a gateway to the town centre, forming a medium rise dense development to complement the College tower and establishing a stronger Northgate Avenue frontage.
- Affordable Housing (adopted November 2017) - This SPD includes further guidance on affordable housing policies within the Local Plan.
- Developer Contributions Guidance Note (adopted July 2016) Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.

Agenda Item 6

4.4 Crawley Community Infrastructure Levy Charging Schedule 2016

The Crawley CIL Charging Schedule is in effect from 17 August 2016 and is also relevant to this application as the proposal would create new dwellings.

PLANNING CONSIDERATIONS:-

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

- Principle of the development
- Heritage and Design issues
- Residential Amenity
- Adequacy of proposed residential accommodation and living environment for future occupiers
- Transport
- Sustainability
- Aviation issues
- Ecology
- Trees and Landscaping
- Ground conditions and existing infrastructure
- Drainage
- Affordable housing
- Infrastructure contributions

Principle of the development

- 5.2 The application site is previously developed land lying within a very sustainable location on the northern edge of Crawley town centre, within a short walk of shops, commercial premises and a range of leisure and food/drink outlets.
- 5.3 Policy EC6 and the Town Centre SPD specifically identifies a wider site on 'Land North of The Boulevard' as being suitable for redevelopment, with a minimum residential requirement of 499 net dwellings sought across four such Key Opportunity Sites within the town centre. Residential use of town centre sites is also encouraged by the NPPF.
- 5.4 In addition, policies EC1 and EC3 promote the town centre as an area for employment (Use Class B) and other commercial development. The proposal is for demolition of the existing Town Hall (10,522 square metres GIA), which is a sui generis use. The redevelopment would form total new office floorspace (Town Hall and commercial (B1(a)) of 14,695 square metres GIA. This would represent a net increase of 4,173 square metres. The application form states that the development would accommodate around 750 employees, compared to around 570 jobs in the existing Town Hall. The construction period of around two years for the Town Hall building has also been estimated as providing 349 direct jobs and 361 indirect jobs. The developer has agreed to sign up to the Council's Developer and Partner Charter. Gatwick Diamond Business has written in support of the application, both in terms of creating premises that are fit for purpose for the Council and also by helping to meet the demand for modern office floorspace, particularly given the losses of office floorspace to residential use through permitted development rights.
- 5.5 The proposed uses also include a restaurant/café (A3). The Forward Planning team has commented that the Town Hall represents an edge-of-centre site in terms of the NPPF although, due to the limited floorspace, no impact assessment is required. Planning policy directs that sites within the Primary Shopping Area should be considered before edge-of-centre sites are considered. There are potentially available vacant units of a similar size within the Primary Shopping Area. However, the proposed café/restaurant would provide an active frontage onto the proposed public square, forms part of the wider comprehensive development and is located in very close proximity to the Primary Shopping Area. It is not of a scale that would have a significant harmful impact upon the town centre, but would be likely to have a beneficial impact upon the current proposals and the success of the proposed public square. It is therefore considered that the policy requirements relating to shopping areas have been satisfactorily addressed.
- 5.6 The proposal would involve the loss of the existing Civic Hall, which Policy IN1 of the Local Plan seeks to protect unless an equivalent replacement or improvement to services is provided or there is

Agenda Item 6

sufficient alternative provision in the area. The applicant has not provided any evidence to justify the loss of the Civic Hall or to suggest that alternative provision is available in the area. However, the proposed replacement building includes a first floor room that will be used as the Council Chamber, but which is also flexible enough to be subdivided and potentially used for other community purposes. The room would also have an adjacent furniture store and kitchen. Subject to a condition requiring further details on the proposed floorspace and how it would be made available for public use, this is considered acceptable.

- 5.7 The proposal would represent a significant contribution towards economic growth, job creation and housing delivery in the town centre. The principle of redeveloping the site for these purposes is therefore considered acceptable and in line with local and national planning policies.

Heritage and Design Issues

- 5.8 The existing Town Hall building was originally constructed in the early 1960s and then later extended. The design and materials of the original part of the building clearly reflect architectural thinking and design at the time of the post-war UK New Towns. The Town Hall forms a landmark building within Crawley town centre and, together with the County Buildings and College site, forms a distinctive group of civic buildings. It is valued by some residents. The later Town Hall extension to the north of the site has no significant architectural merit and also limited visibility from public viewpoints.
- 5.9 The Twentieth Century Society, a statutory consultee on some heritage related applications, has lodged a strong objection to the current application, on the grounds of both the loss of the existing building and the design qualities of the proposed replacement buildings. Some other consultation responses also expressed concern about the proposed loss of Crawley's Town Hall building.
- 5.10 Historic England was asked to consider listing the Town Hall building. After an initial conclusion that the building was not worthy of listing, a second and more detailed appraisal was carried out in late 2017/early 2018. The assessment concludes that the Town Hall has "*strong local interest*," but does not merit listing. The countersigning comments to the report state:

"Crawley Town Hall has some historic interest for its association with one of the first new towns. The bar for listing post-war buildings is set very high, and although by a prominent architect, it does not have the same level of architectural distinction as listed post-war examples of town halls, and has been altered internally. It does not meet the criteria for listing a building of this type and date."

- 5.11 The outcome of the review is that the Town Hall has not been listed and that a Certificate of Immunity has been issued. The certificate confirms that the building will not be listed within the next five years. Despite the objections from the Twentieth Century Society and others and also the acknowledged architectural merits of the existing original Town Hall building, given the conclusions of Historic England and the Secretary of State, officers do not consider that a refusal of planning permission based upon the historic interest of the existing building would be justified. A condition is recommended though to require a detailed survey and photographic record to be carried out before the building is demolished.
- 5.12 In terms of design of the proposal, there are two distinct elements to the application. The Town Hall building and the public square are the only parts for which full permission is sought and are therefore the only elements that can be assessed in detail here.
- 5.13 The proposed Town Hall/office building would, due to its height and massing, have a considerable visual impact upon the roundabout and The Boulevard. The Town Centre SPD defines the vision for land north of The Boulevard as:

"The establishment of The Boulevard as Crawley's grand axis, in the true sense of the word boulevard. Public realm solutions should strengthen enclosure, encourage activity and promote/strengthen the strong visual axis."

Agenda Item 6

- 5.14 The SPD encourages the creation of landmark buildings along The Boulevard and states that this can be achieved through means such as height, design and location. The proposed Town Hall building would be located at the eastern end of The Boulevard and could act as a “*visual anchor*” and have a “*gateway quality*” as supported by the SPD. The proposed square would encourage pedestrian activity along the street.
- 5.15 The Town Hall/office building would be nine storeys in height. The lowest two floors would have a floor to floor height of five metres, which would give a feeling of light and space to the reception area on the ground floor and the civic rooms on the first floor. These lowest floors would present an open and active frontage to the public square, The Boulevard and Exchange Road. A feature spiral staircase, visible externally, is proposed to link these floors. The ground floor public entrance, located on the south-west corner, would be recessed. The upper floors would have a floor to floor height of 3.75 metres and each floor would be used as office floorspace.
- 5.16 In elevational terms, the building is based around a structural grid expressed through pre-cast reconstituted stone. At ground and first floor level, extensive glazing with external louvres to address shading is proposed. The upper seven floors would incorporate brick panels, profiled aluminium panels and clear and fritted glazing within the grid pattern. The rooftop plant would be screened by aluminium louvres.
- 5.17 The proposed residential block, with all matters except access forming Reserved Matters, cannot be considered in design terms. That said, the illustrative scheme shows a block of ten storeys (although lower in height than the proposed Town Hall) to the north and west of the proposed public square. A building up to this height could probably sit comfortably in streetscene terms between the proposed Town Hall and the approved scheme at Nos. 11-13 The Boulevard. That said, officers do consider that the elevations shown on the illustrative drawings are unacceptable. On these drawings, the residential scheme has a bulky appearance, with no variety in height or massing. The overall feeling is of a very substantial and uniform block with little visual or elevational interest or variety.
- 5.18 Whilst the original Town Hall is relatively inflexible in its use of space, particularly in the Council Chamber, it is a dedicated building with a clear public function. Planning officers raised significant concerns at pre-application stage and following submission of the application about the limited extent to which the proposal addressed the loss of the existing Town Hall and would create a strong new civic identity. In April 2018, the applicant responded by submitting a ‘Supportive Planning Document’ setting out further measures through which the proposal would address the loss of the existing Town Hall and create a strong civic identity for the new building.
- 5.19 Internally and externally, thought has now been given to the re-use of existing features of the Town Hall. Specific proposals include:
- Re-use of timber panelling from the Council Chamber within the new chamber;
 - Re-use of the existing semi-circular Portland Stone features outside the Council Chamber in the new chamber;
 - Re-hanging the coat of arms in the Council Chamber in the new chamber;
 - Re-use of the existing external coat of arms in the new reception area;
 - Re-use of some external Portland Stone cladding within the new building;
- 5.20 With reference to creating a strong civic identity for the new Town Hall, the following measures are proposed:
- A large, artist designed, laser cut metal screen on the south elevation adjacent to the entrance;
 - Re-use of reclaimed Portland Stone cladding on the external face of the entrance;
 - A new, larger coat of arms be commissioned to be sited externally within the recessed entrance;
 - Treatment of ground floor glazing through coloured graphics/design.
- 5.21 These new proposals go considerably further in reflecting both the heritage value of the existing Town Hall building and creating a new civic identity, whilst recognising that the proposed building also has a commercial office function. Some proposals are internal features that do not, in their own right, need planning permission. The external, larger scale features include the proposed artist designed metal screen

Agenda Item 6

and treatment of the glass could have significant benefits in highlighting the new Town Hall entrance to visitors and in creating a strong character for the public and civic services offered within the building. Officers are now satisfied that the proposal could be successful in those aspects and consider that further details on all these issues, on proposed materials and on detailing of the facades can be secured by condition.

Residential amenity

- 5.22 The closest residential properties to the site are located to the north-west in Northgate Road, to the south on the upper floors of The Boulevard/The Pavement, to the west in Woodall Duckham House (now known as Platform) and to the north in Kilnmead. The Northgate Road houses and The Boulevard/The Pavement flats are at least 40 metres from the application site boundary. The nearest houses in Kilnmead are approximately 100 metres away. The side elevation of Woodall Duckham House is approximately 35 metres from the application site boundary. The boundary of the Kilnmead car park site, which is currently under development, is around 45 metres away from the Town Hall site. Despite the height of the proposed buildings, these distances are considerably above the 30 metre window to window distance set out in the Urban Design SPD and no significant overlooking would result. The distances are also sufficient to ensure that no overshadowing or significant overbearing impact would result. Layout and scale for the residential building will be considered at Reserved Matters stage but, subject to those details being acceptable, it is not considered that any significant adverse impact upon existing residents would result from the proposal, either in relation to the full or outline elements of the scheme.
- 5.23 Consideration must also be given to the approved redevelopment scheme for Nos. 11-13 The Boulevard. The approved scheme is for a building with a maximum height of nine storeys, with lower elements at three, four and six storeys. The approved building has windows along its east elevation, facing towards the currently proposed residential block. The scheme for Nos. 11-13 The Boulevard has full planning permission, whereas only outline consent is sought for the proposed adjoining residential block within the Town Hall site. Along the boundary between Nos. 11-13 and the Town Hall are a number of mature Western Red Cedar trees, which offer a significant level of screening between the sites up to fifth floor level. At the time of the planning application at Nos. 11-13, elevational drawings were submitted in support showing the beneficial impact of the Western Red Cedars in screening views between that proposed building and the existing Town Hall offices.
- 5.24 The applicant is now proposing to remove the row of Western Red Cedars and to replace them with ten Italian Alders. The illustrative scheme for the proposed outline residential block shows the building only around eleven metres from the adjacent approved block at its closest points. In the central area of the proposed illustrative block these distances increase to 24-28 metres. The illustrative elevations show windows along the western elevation of the proposed residential block. These would face towards the scheme at Nos. 11-13 which, given that it has planning permission, is clearly a material consideration in assessing the current outline submission.
- 5.25 The relationship between the residential block, as shown on the illustrative drawings, and the approved scheme at Nos. 11-13 The Boulevard is considered unacceptable in terms of overlooking, loss of privacy, overbearing impact and potentially overshadowing. These issues can be addressed at Reserved Matters stage through consideration of layout, scale and massing. However, officers consider that major changes to fenestration, layout/siting and proximity to the approved scheme at Nos. 11-13 will be required. In the view of officers, this is likely to result in a loss of residential units but, since the application is for "up to 182" flats, this too can be resolved through Reserved Matters.
- 5.26 As shown on the illustrative plans, the eastern elevation of the proposed residential building would be located around 28 metres from the western elevation of the proposed Town Hall/office building. Whilst this figure is slightly below the Urban Design SPD guidance, the distance is still significant across the public square, not unusual for a denser urban scheme and, to some extent, the offices are likely to be occupied at different times to the proposed flats, reducing any overlooking impact and loss of privacy.
- 5.27 The detail of the residential scheme in terms of amenity issues such as overlooking and overshadowing of neighbouring buildings will need to be assessed in considerably more detail at

Agenda Item 6

Reserved Matters stage, but officers consider that the proposal is adequate in demonstrating that an acceptable residential scheme could be achieved.

- 5.28 Given the prevailing wind towards the open southern end of the square and the proposed height of surrounding buildings, planning officers requested that a wind assessment be undertaken. The assessment concluded that most areas of the proposed development would be suitable for pedestrian usage. In limited areas, such as near building corners/entrances and to the south of the commercial elements, localised slightly windier conditions may result. These can satisfactorily be addressed through screening and landscaping, which can be secured by condition.

Adequacy of proposed residential accommodation and living environment for future occupiers

- 5.29 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.
- 5.30 The Design and Access Statement confirms that all flats within the outline proposal would be designed to meet the Building Regulations requirement for Accessible and Adaptable dwellings and that a number would be wheelchair adaptable. It states that all flats would have a minimum balcony/patio area of 5 square metres as required. The individual flats would all have to meet the Nationally Described Space Standards as required by Policy CH5. These requirements can be addressed in detail at Reserved Matters stage, but conditions are recommended at outline stage to ensure that they are fully addressed.
- 5.31 Policy H3 requires housing development to provide a mix of dwelling types and sizes to address local housing needs and market demands. The illustrative scheme would provide 10 x 3 bed/6 person flats, 86 x 2 bed/4 person flats, 19 x 2 bed/3 person flats and 67 x 1 bed flats. A significant proportion of local need is for smaller units, but the provision of family sized town centre flats is welcomed. The proposed mix of dwelling types and sizes is considered acceptable on this sustainable town centre site.
- 5.32 There are a number of areas in which officers have serious concerns about amenity in relation to the illustrative outline scheme. These are focussed on some flats proposed for lower floors which officers consider could suffer from significant overshadowing from the Town Hall building or other part of the residential block and, consequently, have inadequate levels of daylight and sunlight. At the request of officers, the applicant has provided some shading diagrams to illustrate the impact of the proposed buildings, both the full and outline schemes, upon daylight/sunlight for future residential occupants. These diagrams demonstrate that the Town Hall building, for which full planning permission is sought, and the outline residential scheme, shown illustratively on the plans, are likely to cause significant overshadowing of south, west and east facing parts of the residential block on the lower floors and potentially also to the approved scheme at Nos. 11-13 The Boulevard. It would appear that some flats, for instance at the northern end of the public square, may only receive three to four hours sunlight in midsummer. This concern has been raised with the applicant.
- 5.33 The applicant's agent has responded by highlighting that outline approval of the residential block only is sought. The application has been amended so that approval of layout and scale is no longer sought, which offers greater flexibility to address these concerns at Reserved Matters stage. The agent has also set out a range of potential changes to the illustrative scheme that could address these concerns. One key point is that the proposal is for up to 182 units and clearly the number of units could be reduced, if necessary, to address amenity issues. Officers consider that this is likely to be required. Other potential changes include provision of stairwells/lift cores/storage in the darker corner areas of the square, revisions to enlarge the flats at the northern end of the square increasing the extent of their glazing, the possibility of some commercial floorspace at the rear of public square instead of residential and the potential creation of penthouses to the roof area to address any lower floor loss of units. This range of alternatives has convinced officers that an acceptable alternative scheme should be possible to address these sunlight/daylight concerns and that this can be addressed further at Reserved Matters stage.

Agenda Item 6

- 5.34 The applicant has submitted a Construction Management Plan. Environmental Health has raised concerns about the potentially significant impact of noisy demolition and construction activities upon employees working within the remaining part of the Town Hall. Whilst some disturbance is inevitable through construction work, Environmental Health officers are concerned that these could significantly worsen the working environment within the Town Hall, particularly during warmer months. It is also likely that construction of both the new Town Hall and the adjoining scheme at Nos. 11-13 The Boulevard would take place at the same time, with significant numbers of Council employees continuing to work in the middle. This concern could be addressed by mitigation within the Town Hall or by restricting the hours during which noisier activities could be carried out. On another matter, safety and an attractive environment for users of the square, car park, Town Hall and office building will need to be secured throughout the entire construction, including any periods during which construction activities may temporarily cease. An updated version of the Construction Management Plan can be secured by condition to address these issues comprehensively.
- 5.35 Overall, officers are satisfied that a satisfactory standard of amenity for future residents can be secured through careful consideration of the Reserved Matters application. The lengthy construction period will inevitably cause some disturbance to Council employees and, potentially, occupants of the approved scheme at Nos. 11-13 The Boulevard if it is occupied before construction of the currently proposed residential block. Again, officers feel this can be resolved by conditions.

Transport

- 5.36 The proposed development would intensify use of the site through introducing new residential and commercial uses alongside retention of the Town Hall and, in turn, would increase traffic movements to/from the site. The applicant has submitted a Transport Assessment with the application to address the implications, along with draft Commercial and Residential Travel Plans.
- 5.37 In terms of traffic movements, the existing Town Hall usage would remain. The Transport Assessment forecasts the following additional movements:

	Two way vehicle trips AM peak	Two way vehicle trips PM peak
Commercial offices	133	119
Residential	208	228

The Local Highway Authority has confirmed that the additional movements have already been assessed as part of the Eastern Gateway proposals and that there is sufficient capacity in the surrounding network.

- 5.38 The Transport Assessment provides a detailed breakdown of proposed parking arrangements. The multi-storey car park contains 511 car parking spaces, which are currently available for use by Crawley Borough Council staff with appropriate permits and also by members of the public. The relevant car parking standards for the proposed uses are 1 space per 41 square metres of office floorspace, one space per 1-2 bed dwelling and two-three spaces per 3+ bed dwelling. The site is in a town centre location, with retail, leisure and employment opportunities in close proximity, which can help to reduce the need to travel by car and also allows easy access to alternative sustainable means of transport, such as buses and trains.
- 5.39 The applicant proposes a permit based strategy, taking advantage of the proposed mixed uses, to maximise the effectiveness in use of spaces within the Town Hall car park. Issuing of permits to both the commercial offices (207 parking permits) and the Town Hall (145 parking permits) is proposed at a level of 1 permit per 41 square metres, to accord with the Council's parking standards. A ratio of 0.7 car spaces per flat (127 parking permits) is proposed for the residential element of the proposal which, given the town centre location and good level of accessibility, is considered acceptable by the Local Highway Authority.
- 5.40 This gives a total of 479 permits, which is below the capacity of the multi-storey car park and would leave a minimum of 32 spaces available for use by members of the public. The transport consultant

Agenda Item 6

has though carried out detailed survey work on existing car park usage and assessed TRICS traffic information for similar sites elsewhere. This helps to demonstrate likely patterns of demand throughout the day. As would be expected, office/Town Hall related parking would peak between about 09:00-16:00 on weekdays and would drop to very low levels overnight and at weekends. Whilst not showing quite such large variations, residential parking demand is likely to drop by almost half between about 09:00-16:00. This suggests that, although 479 permits may be issued, significantly fewer spaces would be occupied at any one time. The original Transport Assessment suggested around 417 spaces would actually be in use at peak weekday times by permit holders, leaving up to 94 spaces available for public use.

- 5.41 Following submission of the planning application referred to above for a District Energy Centre, the applicant has submitted a second Transport Assessment Addendum. This confirms that the loss of nine car parking spaces within the existing car park would result from the proposed District Energy Centre, reducing the total number to 502 spaces. These would be seven regular bays and two Parent and Child bays located at the western ends of Levels 2 and 4. Taking account of other changes, the second Addendum confirms that this would be likely to reduce the number of spaces available to the public and other users (excluding commercial office, Town Hall and residential uses) to 93 spaces. This still represents significant capacity above that proposed for the office and residential uses. The proposed permit based system is considered a sensible approach to parking controls, though would need active car park management and a condition is proposed to secure this.
- 5.42 In terms of wider availability, a recent study by the Council concluded that, even allowing for development on the Town Hall site and other central sites, such as Kilnmead and Telford Place, around 650 publicly available spaces would be available within the town centre on an average Saturday afternoon.
- 5.43 The Local Highway Authority has raised no objection to the proposal in parking terms. Subject to a requirement for a detailed Car Park Management Plan, which must cover the issuing and management of parking permits, and conditions requiring detailed Travel Plans, the proposed strategy for maximising use of the Town Hall multi-storey car park is considered acceptable. The Car Park Management Plan would need to be agreed by the Council and, potentially, a car park operator and, as such, needs to be secured through a legal agreement.
- 5.44 The existing three accesses onto The Boulevard would be rationalised to form a single access in a similar location to the existing access at the western end of the frontage. This would provide access to five disabled parking bays and also for refuse/servicing vehicles. The closure of the other two existing accesses from The Boulevard would facilitate the provision of six on-street parking bays and a drop-off zone to the front of the proposed Town Hall.
- 5.45 Entry/exit accesses to the multi-storey car park would remain as existing, although a loading bay would be formed between them on Exchange Road. This would allow for deliveries and refuse/recycling collections from the Town Hall/office building.
- 5.46 The Highway Authority has no objection to these proposals, subject to conditions and a Section 278 agreement. The Highway Authority suggests, given the variety of existing opportunities for Blue Badge parking in the area and the difficulties in identifying spaces to help deliver a car club in Crawley, that one or two on-street bays could be allocated for a car club use. Implementation of a car club in this area would help to reduce private car ownership and usage in the proposed flats and would offer alternative means of transport for occupiers of both the commercial floorspace and the Town Hall. In combination, this could help to reduce pressure on the Town Hall multi-storey car park. The applicant has confirmed that the provision of two car club spaces would be acceptable.
- 5.47 The remaining four on-street spaces would be available to Blue Badge holders. The Town Access Group has raised concerns that the Blue Badge parking bays proposed on The Boulevard frontage will not operate as intended unless monitored and enforced. Parking enforcement is a separate issue, but it would clearly not be possible to reserve the spaces solely for Town Hall visitors as the Group wishes.

Agenda Item 6

- 5.48 Pedestrian access to/from the site will be available from The Boulevard and, potentially, the Kilnmead footpath. Entrances to the Town Hall, commercial offices, car park and the residential uses would be distinct and, subject to appropriate signage, should be legible to pedestrians. The square would form an attractive and car-free environment for pedestrians to access the various buildings/uses. The Town Access Group has raised some concerns about some internal matters relating to the Town Hall, such as provision for wheelchair users, ambulant disabled, baby changing and a 'Changing Places' toilet. The building would be accessible to wheelchair users and includes accessible lifts, disabled toilets and wheelchair refuges within the means of escape areas. Other matters, such as 'Changing Places' toilets would be detailed matters for the Council to consider in its role as future occupier or dealt with through Building Regulations.
- 5.49 With regard to the Town Hall/offices, the Local Highway Authority is satisfied that the proposed level of cycle parking meets the adopted standards. A minimum of 72 spaces would be provided within the public realm, with a further 40 spaces (Council staff) and 56 spaces (commercial offices) provided in secure stores within the multi-storey car park. These relate to the full application and can be secured by condition.
- 5.50 Some concerns have been raised by the Cycle Forum about access to the cycle parking stores within the multi-storey car park. These include the limited door widths shown on the plans and the space required to utilise two level cycle parking racks. The proposed car park entrance does seem somewhat restricted on the submitted drawing, potentially for cyclists, wheelchair users and people with buggies. There is space to resolve these issues, so officers recommend a condition that this be reconsidered in terms of matters such as door widths, opening/access arrangements and security.
- 5.51 For the outline residential proposal, the applicant proposes 182 cycle parking spaces to be provided within and alongside the residential block. This is below the standards, but the applicant has confirmed that this would be kept under review. This review can be secured as part of an ongoing Travel Plan requirement. Additional space between the proposed block and the multi storey car park is available to provide further cycle parking if required. The Cycle Forum has provided helpful detailed comments on the application. The Forum has raised some concern about the shortfall initially in cycle parking provision for residents, whilst noting that this would be kept under review. Cyclists would be able to access The Boulevard public highway and there are plans to develop a cycle route along that road linking into the wider cycle network.
- 5.52 Overall, the proposed scheme is considered acceptable in sustainable transport, parking and highways terms. This is subject to the completion of a Section 106 agreement to secure car club provision and subject to a detailed Car Park Management Plan being prepared and implemented on an ongoing basis and also subject to the imposition of conditions covering the other issues identified above.

Sustainability

- 5.53 The site lies within a Priority Area for a District Energy Network. District Energy Networks distribute energy and heat across a local area, avoiding the considerable energy loss from waste heat in more traditional energy production. This can be both more affordable and better in environmental terms. Considerable work has been undertaken on developing a District Energy Centre within the wider masterplan for the Town Hall site and a planning application for this is currently under consideration. Policy ENV7 sets out a hierarchy for considering District Energy Networks in major applications. In being closely linked to the development of a network, the proposal complies with the hierarchy.
- 5.54 On a related matter, Policy ENV6 requires the Town Hall/office development to meet BREEAM Excellent for the Water and Energy credits. The applicant's Energy Strategy and Sustainability Statement confirms that this will not be possible without either the District Energy Centre or PV solar panels. As solar panels are not proposed on the building, the Town Hall/office development is reliant upon the District Energy Centre to achieve the appropriate sustainability standards. Officers therefore recommend that a Section 106 agreement be used to secure delivery of the DEC, assuming that the planning application for it is approved, and connection to the Town Hall building before the Town Hall/office building is brought into use.

Agenda Item 6

- 5.55 For the residential element of the scheme, connection to the District Energy Network is also proposed and can be secured through the legal agreement ahead of occupation. This element is in outline only though and, to accord with policy ENV6, will need to meet the strengthened on-site energy performance standards of the Building Regulations. Given the outline nature of the residential scheme, a condition requiring a Sustainability Statement to be prepared is recommended.
- 5.56 Through the provision of the District Energy Network and other more standard methods, the proposed full and outline parts of the development can meet acceptable sustainability standards.

Aviation issues

- 5.57 The application proposes full planning permission for one nine storey building and outline permission for a block shown as ten storeys on the illustrative plans. The maximum heights indicated on the drawings are 43 metres (115.500 AOD to the top of the flues) for the Town Hall building and 34.46 metres (106.960 AOD to the top of the rooftop plant) for the residential block.
- 5.58 Gatwick Airport and NATS were consulted on the application. As part of pre-application discussions, the applicant had also been engaged in discussions on aviation issues. The application includes an Aeronautical Safeguarding Assessment report.
- 5.59 GAL Safeguarding has confirmed that the revised Bird Hazard Management Plan is acceptable in terms of aircraft safety. Implementation of these documents can be secured by condition. Obstacle lighting will be required on the Town Hall building and possibly, subject to Reserved Matters, on the residential block. This can be secured by condition. Gatwick also recommends the removal of permitted development rights for features that could increase the overall height of the building.
- 5.60 Buildings of the height of the proposed buildings can also cause radar problems. NATS has undertaken an assessment of the potential impact upon en-route radar. This concluded that there are existing radar reflections caused by the Crawley College tower. Similar issues are likely to arise from the proposed development and mitigation is required. NATS accept that mitigation can be achieved by the system identifying and suppressing false plots and has requested planning conditions to require approval of a Radar Mitigation Scheme and a Crane Operation Plan.
- 5.61 Whilst Gatwick Airport has raised no objection subject to conditions, they have stated:

“The acceptance of these development proposals does not set a precedent with regard to aerodrome safeguarding. The proposed town hall building is a very similar height to the Crawley College Tower which is around 100m to the East and provides a level of mitigation. Every new development proposal is assessed in isolation and what is acceptable in this location may well not be acceptable in other locations.”

The Airport would need to be reconsulted on any changes to the scheme.

- 5.62 Finally the applicant has considered the use of cranes in construction. Cranes would be higher than the proposed buildings. Their impact would be temporary, but clearly could still affect aircraft safety. Gatwick Airport therefore requires a condition to secure a Crane Operation Plan.

Ecology

- 5.63 The Ecological Assessment submitted with the planning application confirms that the site is of low ecological value. No protected species were identified as using the site, although a further bat survey is required pre-demolition which can be secured by condition. The site is considered to have low potential for roosting bats and invertebrates and moderate potential for nesting birds. The Assessment recommends a range of enhancement features, including wildlife friendly landscaping, provision of bat boxes and provision for invertebrates such as log piles and solitary bee houses. The Council's consultant ecologist has raised no objection to the proposal subject to conditions to secure ecological enhancement to the site.

Trees and landscaping

Agenda Item 6

- 5.64 A Tree Survey and Arboricultural Impact Assessment was submitted with the planning application. This was then revised on 23 May 2018 to show the removal of the line of Western Red Cedars along the footpath to the west of the Town Hall site.
- 5.65 There is no Tree Preservation Order affecting the site. A total of 26 trees are proposed to be removed from the site. Apart from the line of Western Red Cedars, these trees are located in the north-west corner of the site, within the existing central courtyard and outside the multi-storey car park on Exchange Road. The existing trees along The Boulevard to the south of the site would be retained, as would one oak tree on Exchange Road. The loss of some trees is unavoidable given their location in relation to the development proposals. The loss of the Western Red Cedars is a particular concern for amenity reasons as outlined earlier in this report, but also as they are Category A trees with a life expectancy in excess of 40 years. The applicant has stated that their root areas are likely to be damaged as the pipework for the District Energy Centre is laid and due to compaction during construction.
- 5.66 The proposed development would involve the creation of a new public square to the west of the proposed Town Hall building. The landscaping scheme associated with the square and wider development proposes 31 new trees. Full planning permission is sought for the proposed public square. The square would form an open area at the centre of the site and would be open at its southern end. To the east would be the new Town Hall and the residential block is shown on the illustrative plans to the north and west.
- 5.67 The landscape architect has produced a grid based hard surfacing layout, which draws on the proportions of the existing Town Hall in its north-south alignment and the proposed new Town Hall from east to west. At the northern end of the square, softer landscaping is proposed, in part to provide privacy and screening for the proposed flats. Natural granite paving would be installed within the square, of varying shades to highlight the grid layout. Natural aggregate finished concrete pavers are proposed within the western access into the residential scheme. These areas would be used by vehicles and pedestrians. Elsewhere the pavement and accesses would be asphalt, with resin bonded aggregate to create a more attractive pedestrian link from The Boulevard parking bays to the pavement. These materials, subject to approval of detailed samples, are considered appropriate to the different uses of the hard surfaced areas.
- 5.68 The square would offer entrances to the Town Hall, flats, commercial space and the car park. The number of different accesses and uses would help to generate a good level of footfall across the square. Trees and seating is proposed within the square to enhance the appearance and encourage users to linger.
- 5.69 Three lighting columns, together with wall mounted lighting on the new Town Hall, are proposed. The lighting would enhance the attractiveness of the square and provide security for users. Within the square, seating, refuse bins, a water fountain and visitor cycle parking are also proposed. Full details of the street furniture proposed can be secured by condition.
- 5.70 On Exchange Road, three existing trees would be retained around the car park entrance and four new trees would be planted alongside the Town Hall building and the car park. Lower level soft landscaping is also proposed. This planting will positively enhance the appearance of Exchange Road. To the south, The Boulevard's existing trees would be retained. This will retain the tree lined nature of this route and provide an attractive frontage to the development. Further new tree planting will be introduced immediately south of the Town Hall building and residential block.
- 5.71 The square would be implemented in phases. The eastern side adjacent to the Town Hall would be completed at the same time as that building and would provide access for staff, visitors and car park users. The western part of the square would be screened off until developed alongside the residential element of the scheme. Whilst the area needed to construct the residential block precludes full implementation of the square alongside construction of the Town Hall, hoarding the western half of the square will not create an attractive environment for users of the square. A condition is recommended to require implementation of measures to improve the appearance of the temporary hoarding to west of the square.

Agenda Item 6

- 5.72 Overall, officers have significant concerns about the loss of the Western Red Cedars and consider that this weighs against the scheme. The proposed hard and soft landscaping within the proposed square and wider public realm is considered acceptable. Further details and implementation can be secured through planning conditions.

Ground conditions and existing infrastructure

- 5.73 A Geotechnical and Geoenvironmental Interpretative Report was submitted with the application. No unexpected contamination or ground conditions were revealed and the Contaminated Land Officer has confirmed his view that the site was previously greenfield. No concerns have therefore been raised in relation to the proposals.
- 5.74 There is existing sewerage and other infrastructure within close proximity to the site. Clearly the proposed buildings will be connected to the systems in due course. The existing infrastructure includes water supply pipework and separate surface and foul water sewers. No change is proposed in the locations of these. The main issue raised by the statutory undertakers was for details of measures to protect the pipework and, if appropriate, to secure piling details. These issues can be addressed by condition for both the full and outline elements.

Drainage

- 5.75 The applicant has submitted a Flood Risk Assessment and a Drainage Strategy and SUDS Statement in support of the application. The site lies within Flood Zone 1 (low risk). There are no records of flooding on or immediately around the site.
- 5.76 The Drainage Strategy and SUDS Statement proposes the use of two surface water geocellular attenuation tanks, to be located under the public square. These would reduce surface water run-off to 50% of the current rate. The Council's Drainage Engineer is satisfied with this approach, subject to further detail being provided as the detailed design work progresses.

Affordable housing

- 5.77 Policy H4 of the Crawley Borough Local Plan sets out the expected levels of affordable and low cost housing within new housing developments. It seeks 40% affordable housing from all new developments, with a minimum of 70% of the affordable housing being Affordable Rent, or Social Rent where other forms of subsidy exist, 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 10% discount to first-time buyers. The policy states that this will apply to all developments unless evidence demonstrates that this cannot be achieved from a viability perspective and the development meets a demonstrable need. Payment in lieu will only be accepted in exceptional circumstances.
- 5.78 The applicant proposes to deliver 40% affordable housing across both the current Town Hall site and the adjoining Nos. 11-13 The Boulevard car park site (which was the subject of separate planning application CR/2016/0662/FUL and already has approval for redevelopment to form 91 flats). It is proposed that eighteen affordable flats would be provided within the Town Hall site. A further 91 affordable flats would be delivered on the adjacent Nos. 11-13 The Boulevard site, which would therefore become a wholly affordable housing scheme. However, the Nos. 11-13 The Boulevard site does not form part of the current application site. The scheme will therefore yield 9.8% affordable housing through on-site provision, with the remainder delivered through the adjoining 'donor' site.
- 5.79 In terms of Policy H4 and viability issues, this proposal is unusual. Policy H4 seeks on-site provision unless viability information demonstrates that this is not possible. Taken across both the current application site and the adjoining car park site, the applicant proposes to deliver the required level of 40% affordable housing. However, this includes off-site provision outside the current planning application site. Legal advice sought by officers in assessing this application was very clear that the starting point when assessing the degree of compliance with Policy H4 is to consider the maximum viable on-site provision.

Agenda Item 6

- 5.80 The applicant has therefore provided a viability appraisal, which has been independently scrutinised by the DVS (District Valuer Services). The submitted viability appraisal states that the proposed development on the Town Hall site cannot support affordable housing provision above the eighteen units offered, taking account of financial matters such as construction costs and development values. Whilst the District Valuer considers that the scheme's financial deficit would be slightly smaller than that set out in the applicant's viability appraisal, he accepts that a policy compliant level of affordable housing provision is not viable. The District Valuer therefore recommends acceptance of the proposed eighteen affordable units within the Town Hall site as the maximum reasonable provision achievable on-site for Policy H4 purposes. This provision could be secured through a Section 106 agreement.
- 5.81 It is then necessary to consider whether further, off-site, provision is viable (either through direct provision or, exceptionally, a payment in lieu). As stated, the developer is proposing to deliver 91 homes as affordable housing to achieve 40% affordable housing across the Town Hall and Nos. 11-13 The Boulevard sites.
- 5.82 The applicant, having control of the adjoining site at Nos. 11-13 The Boulevard, is offering to provide a combined 18 homes on-site and 91 homes off-site. The combined provision, secured by planning obligation, would therefore satisfy Policy H4.
- 5.83 The proposal to deliver 109 affordable units across the Town Hall and Nos. 11-13 The Boulevard sites, out of a total of 273 units, is welcomed by officers. It will help to deliver much needed affordable housing for Crawley and represents a strong planning consideration weighing in favour of the scheme. This provision can be secured through a Section 106 agreement on the Town Hall site and a Deed of Variation in relation to the adjoining car park site considered elsewhere on this agenda.
- 5.84 Due to the commercially sensitive nature of the viability report, should Members wish to scrutinise this conclusion in further detail, the meeting will need to move to Part B (Exempt item) where the report can be discussed in further detail.

Infrastructure contributions

- 5.85 In accordance with policy CH6 of the Local Plan and the Council's adopted Green Infrastructure SPD, a contribution towards additional tree planting is sought. Using the formula approach based upon the number of trees lost/gained and the number of new residential units, this equates to a contribution of £123,900 (number of new units (182) plus number of trees lost (26) minus number of new trees (31) x £700 per tree).
- 5.86 The proposed development would lead to some increase in the number of children living in the area. Given the deficit of children's play area in Northgate and the need for improvements to nearby play space, the Forward Planning team is seeking an appropriate contribution towards improved facilities. The level of contribution identified is £23,086, which allows a 50% reduction for the likely level of occupancy by children given the size of the proposed units. The contribution would be used for enhancing and/or extending Memorial Gardens or Southgate play areas.

CONCLUSIONS:-

- 5.87 The proposal would involve the loss of the existing Town Hall building, which is closely related to Crawley's New Town history and which has recognised heritage interest at a local level. Whilst the loss of the building is unfortunate in that sense, the possibility of listing the building has been considered and dismissed by the Secretary of State. The proposed scheme would create a modern Town Hall building and, by intensifying use of the site, also provide residential accommodation, commercial office space and a café/restaurant. This will create economic growth and help to address Crawley's housing needs, including the provision of affordable units. The scheme will also create a new public square, enhancing the public realm in the area. There are significant amenity concerns, which may result in a reduction in the number of flats, that would need to be fully addressed at Reserved Matters stage and the proposed loss of the Western Red Cedars is also a concern.

Agenda Item 6

Parking would be provided in an efficient way within the existing multi-storey car park. There would be increased traffic movements to/from the site but these are considered acceptable by the Local Highway Authority. There are no significant issues in terms of ecology, site conditions or infrastructure. In balancing all these issues and assuming that amenity issues can be satisfactorily addressed later, officers have concluded that the scheme should be recommended for approval subject to a Section 106 agreement and a range of planning conditions to address issues highlighted in this report.

RECOMMENDATION RE: CR/2017/0997/OUT

TO PERMIT subject to a Section 106 agreement to secure:

- The provision of eighteen affordable housing units within the development and a restriction that no more than 50% of the market housing within the scheme shall be occupied until the affordable housing provision within the Town Hall site and the adjoining Nos. 11-13 The Boulevard site is delivered in full;
- A financial contribution of £23,086 towards enhancing and/or extending Memorial Gardens and/or Southgate play areas in accordance with policy ENV5 and the Green Infrastructure SPD;
- A financial contribution of £123,900 (or as required by the formula if tree numbers are altered) towards additional tree planting in accordance with policy CH6 of the Local Plan and the Green Infrastructure SPD;
- Implementation and operation of a District Energy Centre to serve the Town Hall, residential and commercial spaces prior to first occupation of the Town Hall/office building;
- Provision of two on-street car club bays in the immediate vicinity of the site;
- A contribution of towards provision of a car club vehicle and/or membership for future residents of the development; and
- Preparation and ongoing implementation of a Car Park Management Plan for the existing Town Hall multi-storey car park and other spaces within and around the site. This will need to address the range of different users, issuing of permits, hours of use and other matters to ensure the best use is made of spaces within the car park on a daily basis.
- the developer signing up to the Developer and Partner Charter; and

and subject to the following planning conditions as set out below:

1. i) Details of the appearance, landscaping, layout, and scale (hereinafter called 'the reserved matters') in relation to the Block B development comprising up to 182 residential units including commercial space shown on drawing 764-CPA-ZA-SK-010 Rev P1 submitted on 17 May 2018 shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.
ii) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.
2. The Block B development comprising up to 182 residential units and commercial space shown on drawing 764-CPA-ZA-SK-010 Rev P1 submitted on 17 May 2018 hereby permitted shall be begun before the expiration of two years from the date of approval of the last reserved matters to be approved.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990

Agenda Item 6

3. The development of the Town Hall and office building (Block A) site shown on drawing 764-CPA-ZA-SK-010 Rev P1 submitted on 17 May 2018 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.
4. No demolition or construction work shall commence on site until a emergence/re-entry bat survey has been carried out in accordance with the Greengage Ecology Assessment dated August 2017. The results of the bat survey, together with any resulting mitigation measures if required, shall be submitted to and agreed in writing by the Local Planning Authority.
REASON: In the interests of ecology, to ensure the appropriate consideration of protected species and in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030.
5. No construction work shall commence on site until a Radar Mitigation Scheme, including a timetable for its implementation during construction, has been submitted to and approved in writing by the Local Planning Authority. The Radar Mitigation Scheme shall be implemented in strict accordance with the agreed details.
REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
6. No above ground construction work shall be carried out on site until the Radar Mitigation Scheme detailed in condition 5 has been implemented. The Radar Mitigation Scheme 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 and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
7. No construction work shall commence on site until a Crane Operation Plan has been submitted to and approved in writing by the Local Planning Authority. Construction at the site shall only thereafter take place in strict accordance with the approved Crane Operation Plan.
REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
8. Notwithstanding the submitted Construction Management Plan, no development shall take place, including any works of demolition, until a revised Construction Management Plan covering the entire construction period, including any interim arrangements when construction temporarily ceases on site, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Construction Management Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details of, as appropriate but not necessarily be restricted to, the following matters:
 - the proposed phasing of the development;
 - details of the areas subject to construction activity and the storage of materials and equipment;
 - the anticipated number, frequency and types of vehicles used during construction;
 - the hours of working, including hours during which noisier activities will take place;
 - the methods proposed to control dust arising from demolition and construction activities;
 - the measures to ensure a satisfactory working environment for employees remaining on the Town Hall site during construction and measures to ensure a safe environment for other users of the site and car park;
 - the method of access and routing of vehicles during construction;
 - details of cranes and other tall construction equipment (including details of obstacle lighting) - such details shall comply with Advice Note 4 'Cranes and Other Construction Issues', available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
 - and
 - details of public engagement both prior to and during construction works.

Agenda Item 6

REASON: In the interests of highway safety, to ensure that construction work and construction equipment on the site and adjoining land does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and to protect the amenities of the area in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

9. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres or such distance as may be agreed in writing by the Local Planning Authority. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
10. The burning of materials obtained by site clearance or from any other source shall not take place within six metres of the furthest extent of the canopy of any tree or group of trees to be retained on the site or on land adjoining.
REASON: To protect trees and vegetation from fire damage in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
11. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in strict accordance with the approved piling method statement.
REASON: To protect underground utility infrastructure that the proposed works will be in close proximity to in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
12. A scheme setting out the proposed highway works to The Boulevard and Exchange Road, which shall include the provision of a loading bay and the reinstatement of a redundant vehicle crossover back to footway on Exchange Road, the rationalisation of the existing access points to a single point of entry on The Boulevard and a timetable for implementation of the scheme, shall be submitted to and approved in writing by the Local Planning Authority. No part of the Town Hall and office building (Block A) hereby approved shall be occupied until the approved highway works have been carried out in accordance with the approved scheme.
REASON: To ensure that suitable access is provided to and from the development and in the interests of road safety and in accordance with Policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.
13. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no aerials, plant or other structures shall be installed on the roof of either the Town Hall and office building (Block A) hereby approved or the residential and commercial building (Block B) hereby approved in outline only unless agreed in writing by the Local Planning Authority.
REASON: In the interests of the safe movement of aircraft and the operation of Gatwick Airport and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
14. The Bird Hazard Management Plan dated January 2018 shall be implemented as approved upon completion of the roof of the Town Hall and office building (Block A) and upon completion of the roof of the residential and commercial building (Block B). It shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Agenda Item 6

REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

Detailed application

15. The Town Hall and office building development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
16. No demolition of any part of the original Town Hall building shall take place unless and until a programme of building survey and recording of the interior and exterior of the building has been carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.
REASON: Given the local historic value of the original Town Hall building to Crawley and the New Town movement and in accordance with Policies CH2, CH3 and CH12 of the Crawley Borough Local Plan 2015-2030.
17. No demolition of the existing Town Hall building shall take place unless a detailed scheme for the careful removal, retention and reuse of features of historic and architectural interest within the building for reuse within the Town Hall and office building (Block A) hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in full before demolition commences.
REASON: Given the local historic and architectural value of the existing Town Hall building to Crawley and the New Town movement and in accordance with policies CH2, CH3 and CH12 of the Crawley Borough Local Plan 2015-2030.
18. No part of the Town Hall and office building (Block A) hereby approved shall exceed the height specified on the submitted drawings. For the avoidance of doubt, the roof of the building shall not exceed 109.850 metres AOD, the rooftop plant and enclosure shall not exceed 112.820 metres AOD and the flues shall not exceed 115.550 metres AOD.
REASON: In the interests of the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
19. No above ground development shall be carried out in relation to the Town Hall and office building, car park alterations, public square, accesses or other surfaced areas (Block A) unless and until a schedule of materials and finishes and samples of such materials and finishes to be used for the external walls, glazing and roofs of the proposed buildings and for external hardsurfaced areas have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the agreed details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a development of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
20. No above ground development shall be carried out in relation to the Town Hall and office building, car park alterations, public square, accesses or other surfaced areas (Block A) unless and until detailed elevational and section drawings, at appropriate scales of not more than 1:20, showing reconstituted stone, brickwork, aluminium and glazing proposals, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.
REASON: As insufficient detail has been provided and to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
21. Notwithstanding the plans hereby approved, no above ground development shall be carried out in relation to the Town Hall and office building or car park alterations (Block A) until a scheme for proposed signage, artwork and other features to create a clear and legible environment for users of

Agenda Item 6

the development and to create a strong civic identity for the Town Hall element of the scheme has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the agreed scheme

REASON: To enable the Local Planning Authority to control the development in detail to achieve a user friendly environment, to define a clear civic character to the Town Hall element of the scheme and to achieve a development of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.

22. Prior to the commencement of the Town Hall and office building (Block A) hereby approved, full details of the measures to be undertaken to protect the public water supply main during construction shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the agreed measures.
REASON: To ensure adequate protection for existing water supply infrastructure in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
23. Prior to the commencement of the Town Hall and office building (Block A) hereby approved, full details of the SUDS measures to be undertaken to reduce surface water drainage rates to 50% of their current rates in accordance with the Elliott Wood Drainage Strategy and SUDS Statement and a site specific maintenance manual shall be submitted to and approved in writing by the Local Planning Authority. The agreed measures shall be implemented and brought into use in strict accordance with the agreed measures prior to the first occupation of the Town Hall and office building hereby approved.
REASON: To ensure sustainable treatment of surface water run-off in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
24. The Town Hall and office building (Block A) hereby approved shall not be occupied until a scheme for the insulation and control of noise from the proposed rooftop plant room and the proposed ground floor plant and equipment rooms has been submitted and approved in writing by the Local Planning Authority. The agreed noise insulation and control scheme shall be implemented in full prior to first occupation of the building and maintained thereafter.
REASON: To avoid noise disturbance to future employees within the building and adjoining occupiers in the interests of amenity in accordance with Polciy CH3 of the Crawley Borough Local Plan 2015-2030, the relevant paragraphs of the National Planning Policy Framework and the Noise Policy Statement for England.
25. Immediately upon installation of the enclosure around the rooftop plant area on the Town Hall and office building (Block A) hereby approved, obstacle lights shall be placed on each corner of the plant area. The obstacle lights must be low intensity Type B with an intensity of 200 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of EASA Regulation (EU) No 139/2014) Chapter Q 'Visual Aids for Denoting Obstacles'. The lights shall be maintained and in use for the lifetime of the Town Hall and office building unless otherwise agreed in writing by the Local Planning Authority.
REASON: Permanent illuminated obstacle lights are required on the development to avoid endangering the safe movement of aircraft and the operation of Gatwick Airport and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
26. No part of the Town Hall and office building (Block A) hereby approved shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document unless otherwise agreed in writing by the Local Planning Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport, to help reduce the use of the private car and in accordance with Policies IN3 and In4 of the Crawley Borough Local Plan 2015-2030.
27. No part of the Town Hall and office building (Block A) hereby approved shall be first occupied until covered and secure cycle parking spaces for employees and visitors have been provided in accordance with the approved plans and details submitted with the application. The cycle parking

Agenda Item 6

provision shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.

28. All planting, seeding or turfing comprised in the approved details of landscaping in relation to the Town Hall and office building, public square, access and other landscaped areas (Block A) shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in accordance with Policies CH3 of the Crawley Borough Local Plan 2015 - 2030.
29. The Town Hall and office building (Block A) hereby approved shall not be brought into use until details of temporary screening, lighting and other measures to enhance the appearance of the eastern part of the public square and to provide a safe environment for its users until the western section and the residential development is completed shall be submitted to and approved in writing by the Local Planning Authority. No part of the Town Hall and office shall be occupied until the agreed measures have been implemented in full. The measures shall thereafter be maintained as such and retained until completion of the public square.
REASON: To create an attractive and safe environment for users of the square, car park and Town Hall/office buildings in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
30. Notwithstanding the plans hereby approved, a scheme to address and mitigate the wind conditions associated with the Town Hall and office building (Block A) identified in the Pedestrian Level Wind Desk Based Assessment dated September 7 2017 shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any part of that building. The agreed scheme shall be implemented in full prior to first occupation of any part of that building and shall be maintained as such thereafter.
REASON: To ensure that the development creates a satisfactory urban environment for pedestrians in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
31. The Town Hall and office building (Block A) hereby approved shall not be occupied until a copy of a post-construction report, verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent', has been submitted to and agreed in writing by the Local Planning Authority.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
32. No above ground development shall be carried out in relation to the Town Hall and office building, public square, accesses or other surfaced areas (Block A), unless and until full details of proposed ecological enhancement measures for that part of the development in accordance with the Greengage Ecology Assessment dated August 2017 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the agreed details prior to first occupation of any part of the Town Hall and office building and shall be maintained as agreed thereafter.
REASON: To ensure that the ecological value of the site is enhanced in accordance with Policy ENV2 of the Crawley Borough Local Plan, the Green Infrastructure Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
33. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the elevations of the Town Hall and office building or car park extension hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of

Agenda Item 6

the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.

34. The Town Hall and commercial office building (Block A) hereby approved shall be used for office (B1(a)) purposes with ancillary public and civic areas only and for no other purpose including any other purpose in Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).
REASON: The Local Planning Authority would wish to retain control over any subsequent change of use of these premises in the interests of economic growth, employment provision and safeguarding the amenities of the area and in accordance with Policies CH3, EC1, EC2 and EC6 of the Crawley Borough Local Plan 2015-2030.

35. The Town Hall and office building hereby approved shall not be brought into use until a scheme setting out details of availability of the proposed Council Chamber for community/public use has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details upon occupation of the Town Hall building and shall remain in use for the lifetime of the building unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the satisfactory provision of community facilities following the loss of the existing Civic Hall in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

Outline application

36. No part of the residential and commercial building (Block B) hereby approved in outline only, including plant or other associated structures/equipment, can exceed a height of 109.850 metres AOD.
REASON: In the interests of the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
37. All dwellings within the residential development hereby approved in outline only shall comply with the minimum sizes set out in the Nationally Described Space Standards.
REASON: To ensure a satisfactory level of amenity for future residents in accordance with Policy CH5 of the Crawley Borough Local Plan 2015-2030.
38. All dwellings within the residential development hereby approved in outline only shall be provided with at least the minimum levels of private outdoor amenity space set out in the Council's Urban Design Supplementary Planning Document.
REASON: To ensure a satisfactory level of amenity for future residents in accordance with Policy CH5 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
39. No above ground development shall be carried out in relation to the residential and commercial building (Block B) hereby approved in outline only unless and until a schedule of materials and finishes and samples of such materials and finishes to be used for the external walls, glazing and roofs of the proposed buildings and for external hardsurfaced areas have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the agreed details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a development of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
40. Prior to the commencement of the residential and commercial space development (Block B) hereby approved in outline, full details of the measures to be undertaken to protect the public water supply main during construction shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the agreed measures.
REASON: To ensure adequate protection for existing water supply infrastructure in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.

Agenda Item 6

41. Prior to the commencement of the residential and commercial development (Block B) hereby approved in outline only, full details of the SUDS measures to be undertaken to reduce surface water drainage rates to 50% of their current rates in accordance with the Elliott Wood Drainage Strategy and SUDS Statement and a site specific maintenance manual shall be submitted to and approved in writing by the Local Planning Authority. The agreed measures shall be implemented and brought into use in strict accordance with the agreed measures prior to the first occupation of the residential and commercial development.
REASON: To ensure sustainable treatment of surface water run-off in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
42. The residential development and commercial space (Block B) hereby approved in outline only shall not be occupied until a scheme for the insulation and control of noise from any plant and equipment rooms has been submitted and approved in writing by the Local Planning Authority. The agreed noise insulation and control scheme shall be implemented in full prior to first occupation of the buildings and maintained thereafter.
REASON: To avoid noise disturbance to future occupants of the building and adjoining occupiers in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030, the relevant paragraphs of the National Planning Policy Framework and the Noise Policy Statement for England.
43. Prior to the commencement of development of the new residential and commercial development (Block B) hereby approved in outline only, a Sustainability Statement shall be submitted and approved in writing by the Local Planning Authority detailing measures by which the building(s) will address sustainability objectives concerning climate change mitigation and adaptation. The scheme shall be carried out in strict accordance with the approved details.
REASON: In the interests of environmental sustainability, in accordance with policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030.
44. No above ground development shall be carried out in relation to the residential and commercial development (Block B) hereby approved in outline only unless and until full details of proposed ecological enhancement measures for that part of the development in accordance with the Greengage Ecology Assessment dated August 2017 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the agreed details prior to first occupation of any part of the residential development and commercial space hereby approved in outline and shall be maintained as agreed thereafter.
REASON: To ensure that the ecological value of the site is enhanced in accordance with Policy ENV2 of the Crawley Borough Local Plan, the Green Infrastructure Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
45. No part of the residential development and commercial space (Block B) hereby approved in outline only shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document unless otherwise agreed in writing by the Local Planning Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport, to help reduce the use of the private car and in accordance with Policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
46. A scheme for the provision of covered and secure cycle parking spaces for residents, other occupants and visitors to the residential development and commercial space (Block B) hereby approved in outline shall be submitted to and approved in writing by the Local Planning Authority. No part of the residential development and commercial space hereby approved in outline only shall be first occupied until the agreed covered and secure cycle parking spaces have been provided in accordance with the approved scheme. The cycle parking provision shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.

Agenda Item 6

47. A scheme for the provision of refuse and recycling facilities for the residential and commercial development (Block B) in accordance with the Council's standards, together with access facilities for refuse vehicles, shall be submitted to and approved in writing by the Local Planning Authority. No part of the residential development and commercial development hereby approved in outline only shall be first occupied until the agreed refuse and recycling facilities have been provided and made available for use by residents in accordance with the approved scheme. The refuse and recycling provision shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To provide appropriate refuse and recycling provision in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
48. Provision shall be made for combined aerial facilities to serve all units within the residential development and commercial space (Block B) hereby approved in outline only in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The aerial facilities shall be made available to each individual unit prior to that unit being first brought into use.
REASON: In the interests of the visual amenities in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
49. A scheme to address and mitigate the wind conditions associated with the residential and commercial development (Block B) approved in outline only identified in the Pedestrian Level Wind Desk Based Assessment dated September 7 2017 shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any part of that development. The agreed scheme shall be implemented in full prior to first occupation of any part of that development and shall be maintained as such thereafter.
REASON: To ensure that the development creates a satisfactory urban environment for pedestrians in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
50. The residential units in Block B shall not be occupied until details have been submitted to the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.
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.

INFORMATIVE(S)

1. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
2. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwgriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
3. The scheme shall demonstrate that there is a positive indication there will be no adverse impact from the proposed plant room (and any other plant associated with the development). This will be achieved by assessing the impact of the noise at any residential property in accordance with British Standard 4142:2014. With the acceptable rating level of the noise, which will normally include corrections for tonality and impulsivity, being at least equivalent to the background noise level (LA90) or below.
4. The applicant is advised that, without additional noise/ventilation mitigation to the remaining Town Hall during demolition and construction activities, Environmental Health recommends the following hours for noisy works:

Monday to Friday: 08:00 to 10:00, 12:00 to 14:00 and 16:00 to 19:00.

Agenda Item 6

Saturday: 08:00 to 13:00

Sundays, Bank and other Public Holidays: No noisy works.

Outside these hours no heavy machinery or percussive equipment shall be used.

5. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
6. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
7. 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.
8. The applicant is advised that conditions 5-7 above relate to NATS (En Route) plc or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

The "Radar Mitigation Scheme" required means a detailed scheme which sets out the measures to be taken to avoid at all times the impact of the development on the Gatwick G10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator. The "Crane Operation Plan" means a detailed plan which defines the type of crane and the timing/dates and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the Gatwick G10 Primary and Secondary Surveillance Radar systems at Gatwick Airport and associated air traffic management operations. The Local Planning Authority will seek advice from NATS or any successor in discharging these conditions.

9. GAL Safeguarding and NATS would 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/>)

The applicant is also advised that, in the Construction Management Plan Revision B dated September 2017, it is stated that a 'loughing jib crane' would be around 45m higher than the building (roof level being 109.850m AOD) a crane would therefore be around 154.850m AOD. This would impact on Instrument Flight Procedures (IFP's) and in depth studies would need to be undertaken at the developer's expense. However if the overall height of the crane is kept below 132m AOD there would be no impact on IFP's, however it would still be subject to checks with regard to navigational aids.

10. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
11. The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

Agenda Item 6

12. The water efficiency standard required under condition 50 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
13. 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.

Agenda Item 6

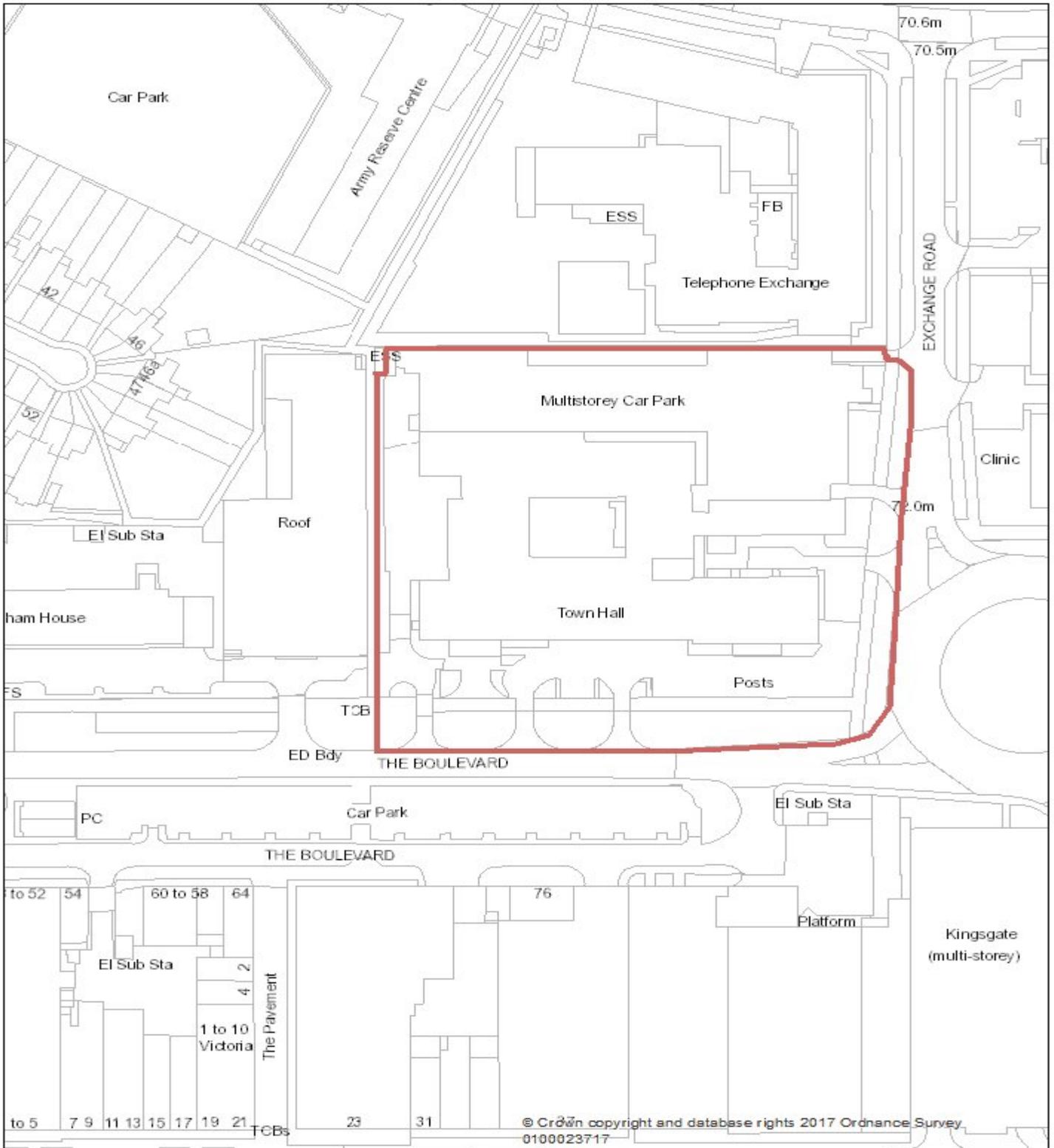


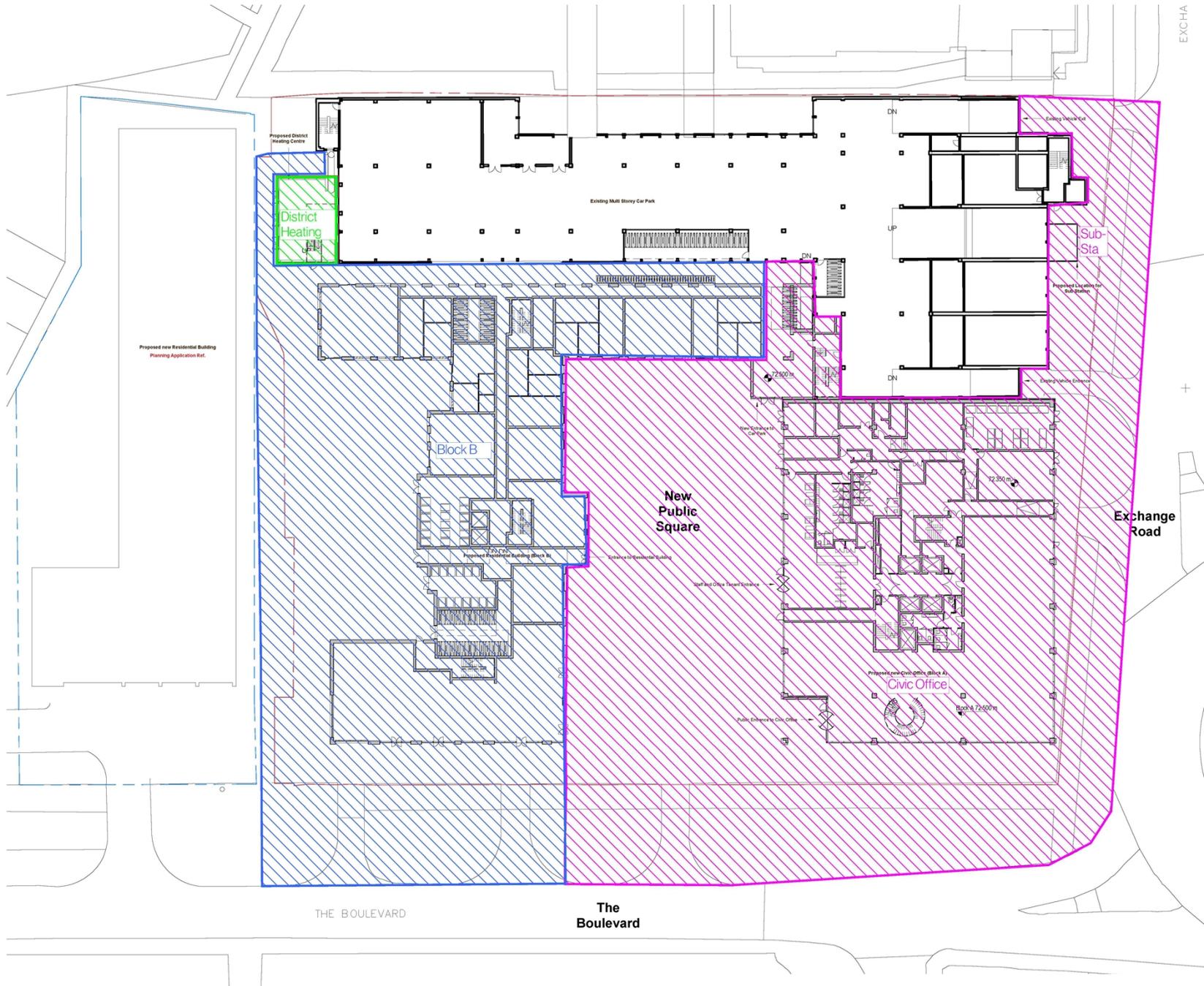
ArcGIS Web Map

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



1:1,250





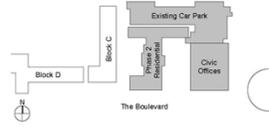
Drawing Original Size
A1

Notes
Unless indicated, this drawing is for information only and should not be used for construction. Do not scale, use (by) and dimensions only. All general notes are on the cover sheet. This drawing should be printed and read at the original size, as stated above. Cartwright Pickard Architects accepts no responsibility for errors that occur as a result of reviewing this drawing at any other size.

Cartwright Pickard Architects prepared this drawing using Revit 2017 and does not accept liability for any loss or degradation of that information if the drawing resulting from the translation from the original file format to any other file format or from the printing of any other or programme or an earlier version of the programme related to this drawing. Cartwright Pickard Architects accepts no liability for use of the drawing by parties other than the party for whom it was prepared or for purposes other than those for which it was prepared.

DWG Issues
When this drawing is issued in DWG format it is an uncontrolled version and is provided to enable the recipient to prepare a new document or drawing for which he/she is solely responsible. It is based on background information current at the time of issue.

Cartwright Pickard Architects accepts no liability for any alterations, additions to or deletions or omissions or changes to such background information which occur after it has been issued by Cartwright Pickard Architects.



Drawing Revisions

Date	Rev.	Note	Check
21.07.17	-	Issued for Review and Comment	SC
24.07.17	P 1	Revised site boundary	DC

-  Detailed Planning Application
-  Outline Planning Application
-  Separate Detailed Planning Application

Masterplan mark-up for NATS indicating Planning Application boundaries
CPA-DC-03-08.17

CARTWRIGHT PICKARD

Client
Westrock

Project
764 CRAWLEY

Building Name
CIVIC OFFICE

Drawing Title
Application Areas

Scale
1:250 @A1

Drawing Created
06/07/17

Drawing Status
P 1

Revision
P 1

Agenda Item 7

Crawley Borough Council

Report to Planning Committee
5 June 2018

PROPOSED DEED OF VARIATION TO PLANNING APPLICATION CR/2016/0662/FUL RELATING TO NOS. 11-13 THE BOULEVARD, CRAWLEY

Report of the Head of Economic & Environmental Services
PES299

1. Purpose

- 1.1. This report sets out proposed changes to the completed Section 106 Agreement prepared pursuant to planning permission CR/2016/00662/FUL and the reasons for the proposed amendments. These changes, which are not minor variations to the legal agreement, require the approval of the Planning Committee.
- 1.2. The proposed changes relate to the delivery of affordable housing within the proposed development at Nos. 11-13 The Boulevard. The changes are necessary to secure appropriate and acceptable affordable housing provision on the site, taking account of the current planning application (CR/2017/0997/OUT) on the adjoining Town Hall site which is reported elsewhere on this agenda.

2. Recommendation

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

3. Background

- 3.1. The site to which this report relates is the two storey car park site immediately to the west of the Crawley Town Hall site and east of Woodall Duckham House.
- 3.2. On 15 August 2016, a planning application was submitted for the demolition of the existing car park and the erection of a part 3, part 6 and part 9 storey building to provide a total of 91 flats with associated car parking.
- 3.3. The Planning Committee resolved, on 27 February 2017, to grant planning permission for the development subject to the conclusion of a Section 106 Agreement to deliver the infrastructure necessary to support /mitigate the impacts of the development.
- 3.4. The provisions in the S106 Agreement were agreed as follows:
 - a financial contribution of £200,000 towards affordable housing provision in Crawley;

Agenda Item 7

- open space (£10,978) and tree mitigation (£63,700) infrastructure contributions;
- the implementation of measures contained within the submitted Travel Plan, including Car Club provision; and
- the early review of the scheme's viability and related affordable housing provision after 24 months if the physical building works have not been commenced on site.

3.5. This agreement was concluded and the planning permission was issued on 19 July 2017.

3.6. Development has not subsequently commenced on site.

4. Proposed changes

4.1. As Members will recall and as set out in the Officer's report in February 2017, the applicant for the scheme at Nos. 11-13 The Boulevard submitted a Viability Assessment in relation to affordable housing delivery. This was independently assessed by the District Valuer. The District Valuer concluded that the scheme could not support the 40% level of on-site affordable housing provision sought by Policy H4 of the Crawley Borough Local Plan 2015-2030. Consequently he recommended the acceptance of an offer by the applicant to contribute £200,000 towards affordable housing provision instead. This was subject to a clause requiring review after 24 months if the development had not commenced.

4.2. The same applicant, Westrock, has now submitted a hybrid planning application (CR/2017/0997/OUT) for the adjoining Town Hall site. That application is reported elsewhere on this Planning Committee agenda and has also been the subject of a Viability Assessment scrutinised by the District Valuer. The applicant now proposes to deliver 91 units of affordable housing on the Nos. 11-13 The Boulevard site (CR/2016/0662/FUL), in effect 100% of total dwellings within this block, and a further 18 units within the Town Hall site (CR/2017/0997/OUT). This represents 40% of the total of 273 residential units proposed across the two sites within the two planning applications.

4.3. No change is proposed to the other contributions secured through the Section 106 agreement for the car park application (CR/2016/0662/FUL).

4.4. Viability and affordable housing issues associated with the Town Hall planning application (CR/2017/0997/OUT) are set out in the report covering that application elsewhere on this agenda.

4.5. The Community Infrastructure Levy Regulations and the National Planning Policy Framework set out the following tests in relation to planning obligations. They must:

- Be necessary to make the development acceptable in planning terms;
- Be directly related to the development;
- Be fairly and reasonably related in scale and kind.

Agenda Item 7

- 4.6. Affordable housing is required through Policy H4 of the Crawley Borough Local Plan 2015-2030 to make a development acceptable in planning terms. Westrock is the applicant for two adjoining sites, which are subject to separate planning applications. Whilst the Local Planning Authority would not normally seek to secure 100% affordable housing provision within a single scheme, in this case the applicant is proposing that the two adjoining sites are effectively treated as a single scheme. On this basis, the provision of 91 units of affordable housing at Nos. 11-13 The Boulevard (CR/2016/0662/FUL) and a further 18 units of affordable housing on the Town Hall site (CR/2017/0997/OUT) equates to 40% affordable housing across the two sites. Having assessed the viability of the application relating to the Town Hall site, officers consider that the proposed level of affordable housing across the two sites is directly related to the developments and fairly and reasonably related in scale and kind.
- 4.7. In relation to the Nos. 11-13 The Boulevard scheme (CR/2016/0662/FUL) alone, the proposed Deed of Variation represents a major increase in affordable housing provision, rising from a financial contribution of only £200,000 to provision within the site of 91 affordable units. Officers consider this to be a significant improvement in affordable housing provision on the site, which will help to address local housing need in Crawley, and one which, taking account of the adjoining Town Hall application, meets the statutory tests set out in the Community Infrastructure Levy Regulations 2010 and as policy tests in the National Planning Policy Framework.

5. Amendments to be addressed by the Deed of Variation

5.1 The Planning Committee is asked to agree to the following amendments to be addressed by the Deed of Variation:

- Deletion of the previously agreed £200,000 contribution towards affordable housing;
- Deletion of the required Viability Reassessment if the development has not commenced after 24 months; and
- Securing the delivery of 91 units (100%) affordable housing within the development approved under planning application CR/2016/0662/FUL.

6. Background Documents

- Application CR/2016/0662/FUL
- Application CR/2017/0997/OUT

Contact Officer: Hamish Walke, Principal Planning Officer (01293 438343)

This page is intentionally left blank

Agenda Item 8

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 5 June 2018
REPORT NO: PES/281 (c)

REFERENCE NO: CR/2018/0205/ADV

LOCATION: [QUEENS SQUARE, NORTHGATE, CRAWLEY](#)

WARD: Northgate

PROPOSAL: ADVERTISEMENT CONSENT FOR THE ERECTION OF 1 X INTERNALLY ILLUMINATED FREE STANDING DIGITAL SIGN

TARGET DECISION DATE: 21 May 2018

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

19562A 1 of 4, Sign Details
19562A 2 of 4, Sign Details
19562A 3 of 4, Sign Details
19562A 4 of 4, Sign Details
CBC0001 , Site Location Plan
SK14, Proposed Site Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. WSCC - Highways No objection but advice provided

NEIGHBOUR NOTIFICATIONS:-

Not applicable.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application was submitted by Crawley Borough Council.

THE APPLICATION SITE:-

- 1.1 Queens Square is a pedestrianised square centrally located within Crawley town centre. The public realm of the square was completely redeveloped last year through the installation of hard and soft landscaping, new lighting, street furniture and a water feature. More recently, some wayfinding signage in a similar style to the currently proposed advertisement has been installed within the square.
- 1.2 There are existing buildings on all four sides of Queens Square with varying heights of 3-5 storeys. The ground floors are generally in either retail, food and drink uses. Pedestrian access to the

Agenda Item 8

square is via The Martlets to the south, Queensway to the east and The Pavilions to the west side of the square. There is a designated emergency vehicle/servicing route around the square.

- 1.3 The square lies within both the defined Town Centre Boundary and the Primary Shopping Frontage in the Local Plan. The site is also within the Long Distance View Splay from Tilgate Park as identified by the Local Policy CH8.

THE PROPOSED DEVELOPMENT:-

- 2.1 Advertisement Consent is sought for the installation of an internally illuminated, free-standing digital sign.
- 2.2 The sign would have a height of 2.42 metres above ground level. Its width would be 1.21 metres and its depth would be 0.3 metres. The sign would incorporate a 1.9 metre digital screen with the digital display facing south towards The Martlets. The back of the sign would comprise a 1.1m wide x 2.1m deep poster frame which would be non-illuminated.
- 2.3 The sign would be located towards the south-east corner of the square, between a new landscaped planter and the Decathlon store. It would be aligned with north-south orientation of The Martlets pedestrian route.

PLANNING HISTORY:-

- 3.1 CR/2015/0393/RG3 – Regeneration of Queens Square involving:
Removal of the sunken area, repaving of the entire square, installation of new soft landscaping, installation of new street lighting, installation of new street furniture, installation of a water feature within the middle of the square. Permitted 3 August 2015.

PLANNING POLICY:-

- 4.1 National Planning Policy Framework (2012)

The NPPF states:

- Section 7 (Requiring good design) – Paragraph 67 states that poorly placed advertisements can have a negative impact on the appearance of the built and natural environment. Control over outdoor advertisements should be efficient, effective and simple in concept and operation. Only those advertisements which will clearly have an appreciable impact on a building or on their surroundings should be subject to the Local Planning Authority's detailed assessment. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

- 4.2 Town and Country Planning (Control of Advertisements) (England) Regulations 2007

- 4.3 Crawley Borough Local Plan 2015-2030

The relevant policies include:

- Policy CH3 states that proposed advertisements should adhere to relevant supplementary planning guidance produced by the Council on signs and advertisements.

- 4.4 Urban Design Supplementary Planning Document (adopted October 2016):

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

- *Advertising and signs should not impact the visual amenity of the surrounding area and should not pose any danger to highway safety.*

Agenda Item 8

- *Outdoor advertising should make a positive contribution to the visual environment and help to create a lively atmosphere. The guidance notes that poorly designed and inappropriately located advertisements can negatively impact the visual environment and lead to clutter and visual confusion.*
- *Freestanding signs can provide information, but should be in scale with pedestrians, not surrounding buildings. They should not obstruct the highway and should be user-friendly.*
- *In terms of illuminated signs, the guidance states that illuminated signs will not be permitted where they would be detrimental to the amenities of an area. In retail areas, such as Queens Square, illuminated signs can add colour and interest at night. Illumination is also important in terms of security and safety and can make an area seem less intimidating at night. Illumination should not conflict with the operation of the highway or be intrusive to residential properties.*

PLANNING CONSIDERATIONS

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

- Impact on the visual amenity of the area
- Whether the sign would create a danger or hazard to pedestrian and highway users

Impact on the visual amenity of the area

5.2 The application site is situated in Queens Square, within the retail centre of Crawley, where there is a variety of illuminated and non-illuminated signage. The proposed sign would be freestanding and located within the pedestrianised area around the square.

5.3 Queens Square has recently been redeveloped. The significant improvements to the public realm have created a more vibrant and lively environment. This has been reflected by new businesses opening around the square, particularly cafes, and the introduction of outdoor seating areas. The redevelopment of the square was intended to have regeneration benefits for the town. One of the key weaknesses of the square identified in the 2014 redevelopment brief was the “*physical obstacles of street furniture.*” The Design and Access Statement for the planning application for redevelopment (ref: CR/2015/0393/RG3) described the general view of the existing square as “*one of clutter and visual disorder,*” stated that there was a “*lack of coherency in the positioning of street furniture*” and that there were inadequate illumination levels within the square. The regeneration work has created far greater consistency in street furniture and given the square a coherent feel.

5.4 In terms of visual amenity, it is critical that any new freestanding signage does not begin to recreate the problem of clutter that the redevelopment of the square sought, amongst other things, to address.

5.5 The proposed signage does forms part of a wider signage and wayfinding strategy for the town centre. The former square incorporated a noticeboard and two advertising signs amongst other street furniture, so there is some precedent, although it could equally be argued that these added to the clutter.

5.6 The proposed digital sign would be used to provide information on Council services, to promote events and to support other advertising. Its height and scale would be in scale with pedestrians, as required by local policy. Although the sign would cause some obstruction to pedestrian movement, given the scale and openness of the public square and the width of the pedestrian routes around the sign, this is considered fairly limited. The signage would provide illumination and interest at night.

5.7 Overall, whilst the proposed sign would cause some increase to visual clutter, this is considered fairly limited within the wider context of the square. It is not considered that the proposal would cause any severe harm to visual amenity and the proposed signage would therefore accord with the NPPF, Policy CH3 and the guidance within the Urban Design SPD.

Agenda Item 8

Whether the signs would create a danger or hazard to public safety

5.8 The proposed illuminated signs have been assessed against the West Sussex County Council Illuminated Signs Standing Advice which states:

1. *Is any of the proposed signage within the public maintainable highway?*

Yes, although the Local Highway Authority is satisfied that the location of the sign would not block the emergency vehicle access route.

2. *Does the proposed signage exceed recommended maximum luminance levels?*

Crawley is located within Zone E3 which allows signs to have luminance levels of 800 cd/m² (up to 10sqm). The application form states that the proposed illuminated sign would have a luminance level of 3000cd/m², which is considerably above the guidance levels. The Local Highway Authority has stated that this does not raise a highway safety issue, given the pedestrianised square, but that its amenity impact should be considered. This has been raised with the applicant, who has responded that differing levels of illumination would be required depending on natural lighting conditions. A variable approach is therefore considered acceptable and can be secured by condition.

The advertisement would also incorporate moving images. The illumination and moving images would not cause any distraction to motorists though and it is not considered by planning officers that there would be any danger to public safety or any highway safety implications as a result of the proposal.

3. *Is the proposed signage located within a visibility splay?*

No, the square is pedestrianised with no vehicular accesses in close proximity to the proposed sign.

4. *Is the proposed signage likely to cause a distraction to motorists?*

No, the sign would be located within a pedestrianised area. Any vehicles would be slow moving service or emergency vehicles. The proposed signs would not be likely to cause a distraction to drivers of these vehicles.

5. *Does the proposed signage overhang the publicly maintainable highway? Is the overhanging signage at least 2.4 metres above the publicly maintainable highway and 500mm from the carriageway edge?*

The sign would be located on the public highway.

CONCLUSIONS:-

6.1 In conclusion, planning officers consider that the size, siting, moving images and colour of the proposed sign are likely to be acceptable and would not have an adverse impact on the visual amenity of the surrounding area or cause a danger or hazard to public safety. This view is subject to a condition requiring a variable level of illuminance depending on natural lighting conditions being agreed. The proposal would otherwise be in accordance with the NPPF, Crawley Borough Local Plan 2015-2030, the Urban Design SPD and the West Sussex County Council Standing Advice on Illuminated Signs, and it is recommended to grant advertisement consent for this application subject to standard conditions.

RECOMMENDATION RE: CR/2017/1030/ADV

CONSENT subject to the standard advertisement conditions and the following condition and informative:

1. A. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

B. No advertisement shall be sited or displayed so as to-
(i) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

Agenda Item 8

- (ii) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
- (iii) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

C. Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

D. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

E. Where an advertisement is required under these regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

REASONS: (A) to (E) - To comply with Schedule 2 of the Town & Country Planning (Control of Advertisements) Regulations 2007.

2. Prior to the advertisement hereby approved being brought into use, details of levels of illuminance, taking account of variations in natural lighting conditions, shall be submitted to and approved in writing by the Local Planning Authority. The advertisement shall not be operated other than in accordance with the approved details unless agreed in writing by the Local Planning Authority.
Reason: In the interests of visual amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030, the Urban Design Supplementary Planning Document and the West Sussex County Council Illuminated Signs Standing Advice.

INFORMATIVE(S)

1. The applicant is advised to contact both WSCC Highways (01243 642105) and WSCC Valuation and Estates Management Team (valuations.estates@westsussex.gov.uk) in order to gain formal approval to install the signage on land considered Public Highway which is within the Freehold of WSCC.

Agenda Item 8

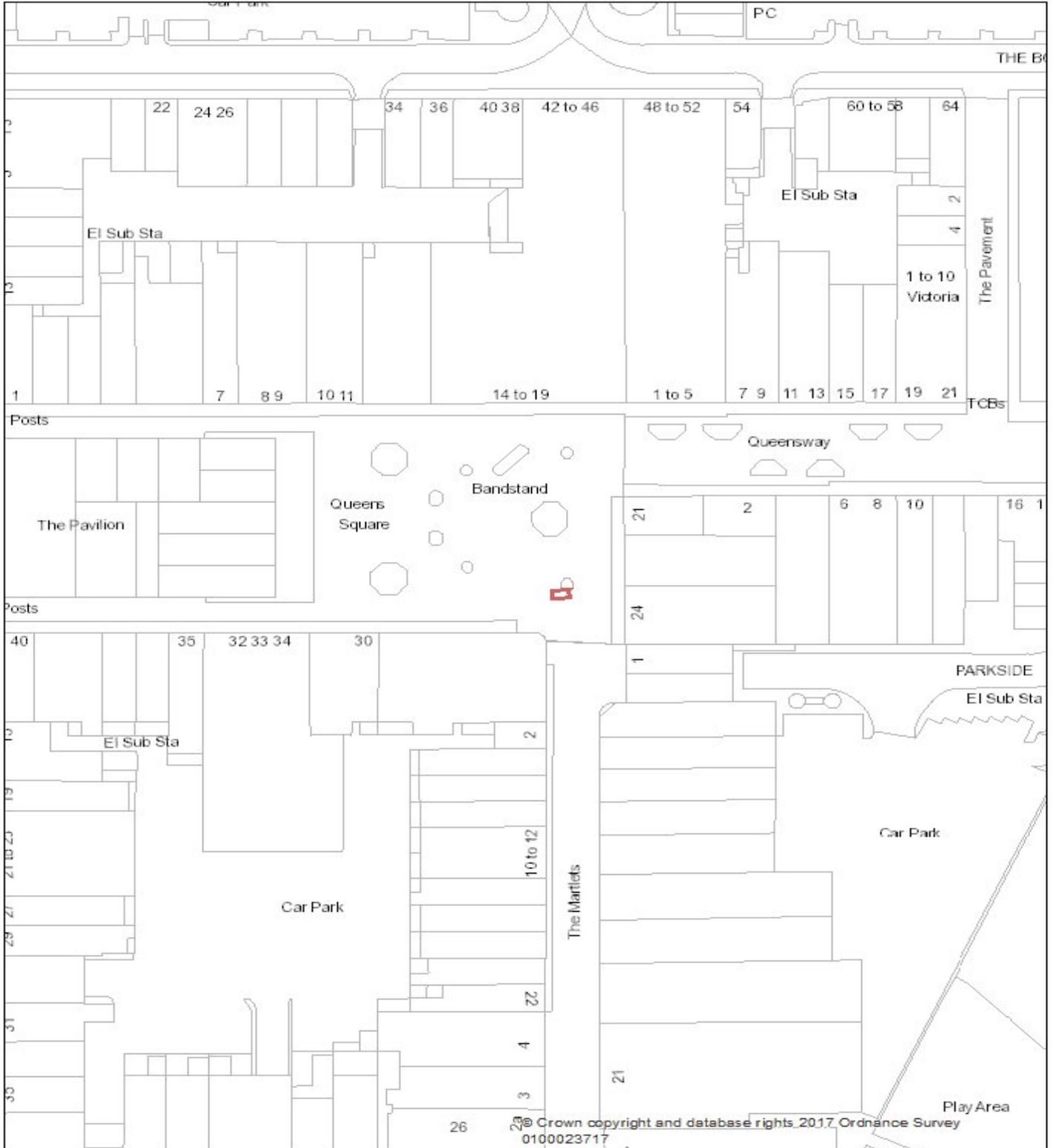


ArcGIS Web Map



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

1:1,000



Agenda Item 9

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 5 June 2018
REPORT NO: PES/281 (d)

REFERENCE NO: CR/2018/0229/TPO

LOCATION: [13 KEYMER ROAD, SOUTHGATE, CRAWLEY](#)

WARD: Southgate

PROPOSAL: OAK - REDUCE HEIGHT AND CROWN RADIUS BY 1.5M TO APPROPRIATE GROWTH POINTS

TARGET DECISION DATE: 17 May 2018

CASE OFFICER: Mr R. Spurrell

APPLICANTS NAME: Crawley Borough Council

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

- Tree Plan
- Aerial Photo

PUBLICITY

The application was advertised via a site notice.

REPLIES RECEIVED

None.

REASON FOR REPORTING TO COMMITTEE:-

CBC is the applicant

PLANNING HISTORY:-

CR/1998/0123/TPO - 25% REDUCTION AND DEADWOOD OAK (T1)

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 trees and the level of amenity that they provide within the surrounding area.

Oak - reduce height and crown radius by 1.5m to appropriate growth points

Contribution to public visual amenity

Good – the tree is a nice specimen with good visibility

Agenda Item 9

Estimated remaining contribution

100+ yrs

Are works justified?

Yes

The tree is located in the middle of the front garden. The tree was last worked on 20 years ago and now requires general containment pruning in order to maintain an appropriate relationship with the house etc. and to allow more light. The works are not excessive and will result in no appreciable loss of amenity with only a negligible impact on the tree's health, the works are therefore justified.

RECOMMENDATION RE: CR/2018/0229/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.

Agenda Item 9



ArcGIS Web Map



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

1:750



This page is intentionally left blank