

Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **Monday, 17 December 2018 at 7.30 pm**

Nightline Telephone No. 07881 500 227

A handwritten signature in cursive script, reading "Anna Maria Brown".

Head of Legal, Democracy and HR

Membership:
Councillors

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

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

Published 7 December 2018

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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 To approve as a correct record the minutes of the Planning Committee held on 20 November 2018.		5 - 12
5.	Planning Application CR/2018/0473/FUL - Diamond Point, Fleming Way, Northgate, Crawley To consider report PES/288 (a) of the Head of Economy and Planning. RECOMMENDATION to PERMIT.	Northgate	13 - 24
6.	Planning Application CR/2018/0675/FUL - 1 & 4-7 Gales Place, Three Bridges, Crawley To consider report PES/288 (b) of the Head of Economy and Planning.	Three Bridges	25 - 30

		Pages
	RECOMMENDATION to PERMIT.	
7.	Planning Application CR/2018/0713/NCC - Former TSB Trustcard, County Oak Way To consider report PES/288 (c) of the Head of Economy and Planning. RECOMMENDATION to PERMIT.	Langley Green 31 - 38
8.	Planning Application CR/2018/0862/TPO - 18 Selham Close, Ifield, Crawley To consider report PES/288 (e) of the Head of Economy and Planning. RECOMMENDATION to CONSENT	Ifield 39 - 42
9.	Supplemental Agenda Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.	

With reference to planning applications, PLEASE NOTE:

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Thursday 13 December 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.

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Crawley Borough Council

Minutes of Planning Committee

Tuesday, 20 November 2018 at 7.30 pm

Councillors Present:

I T Irvine (Chair)

R S Fiveash (Vice-Chair)

M L Ayling, A Belben, N J Boxall, B J Burgess, K L Jaggard, S Malik, T Rana, P C Smith, M A Stone, K Sudan and J Tarrant

Officers Present:

Kevin Carr	Legal Services Manager
Valerie Cheesman	Principal Planning Officer
Mez Matthews	Democratic Services Officer
Hamish Walke	Principal Planning Officer

Apologies for Absence:

Councillor G Thomas and L Vitler

Councillor Sudan

The Chair welcomed Councillor Sudan to the meeting following her recent appointment. The Chair expressed the Committee's thanks to Councillor Skudder, a former member of the Committee, for the work he had undertaken as a Committee member.

1. Disclosures of Interest

No disclosures of interests were made.

2. Lobbying Declarations

The following lobbying declarations were made by Councillors:

Councillors A Belben, Boxall, B Burgess, Irvine, Jaggard, Malik, P Smith and Sudan had been lobbied regarding application CR/2018/0433/FUL.

Councillor Fiveash had been lobbied regarding report PES/308: Objections to the Crawley Borough Council Tree Preservation Order - Yew Tree to Rear of 28 Church Street – 12/2018.

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Planning Committee (35)
20 November 2018

3. Minutes

The minutes of the meeting of the Planning Committee held on 22 October 2018 were approved as a correct record and signed by the Chair.

4. Planning Application CR/2018/0343/FUL - 44 Albany Road, West Green, Crawley

The Committee considered report PES/287(c) of the Head of Economy and Planning which proposed as follows:

Demolition of an existing bungalow and erection of 3 x 2.5 storey terraced houses with associated parking.

Councillors A Belben, Fiveash, Jaggard, P Smith, Sudan and Tarrant declared they had visited the site.

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

Mr David Street addressed the meeting in objection to the application, reflecting the concerns detailed in the report especially those relating to parking and overdevelopment. Mr Steve Wood (the applicant) addressed the meeting in support of the application.

The Committee then considered the application. In response to queries and concerns raised by the Committee, the Principal Planning Officer (HW) acknowledged that Albany Road suffered from some on-street parking and manoeuvring problems. He reminded the Committee that those parking issues were already in existence and it was not for the proposed development to address or solve existing parking and manoeuvring issues. The Committee was advised, when taking its decision, to consider whether the scheme would, in its own right, have a significant additional impact and the Committee had to consider the application that had been submitted.

RESOLVED

Permit subject to:

1. Completion of a Section 106 Agreement to secure a £10,000 contribution towards the off-site provision of affordable housing as set out in report PES/287(c).
2. The conditions and informatives set out in report PES/287(c).

5. Planning Application CR/2018/0433/FUL - Land of the Former White House Building and Adjacent Car Park Area, London Road, Langley Green, Crawley

The Committee considered report PES/287(d) of the Head of Economy and Planning which proposed as follows:

Erection of a two storey building falling within use class B8 (storage or distribution) along with associated landscaping, ancillary first floor office area, parking and service area (amended description and amended plans received).

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Planning Committee (36)
20 November 2018

Councillor Jaggard, P Smith and Stone declared they had visited the site.

The Principal Planning Officer (VC) provided a verbal summation of the application. The Committee was advised that, following publication of the report, a statement had been received from West Sussex County Council as Local Highway Authority in response to the objection received from Metrus (occupiers of The Atrium). The statement supplied by the Local Highway Authority:

- Stated its awareness of the concerns raised by The Atrium in relation to the access arrangements.
- Stated that the access to the site is an existing access from the A23 which was already in use.
- Drew attention to the swept path analyses. Highways contended that although for larger vehicles there might be some encroachment over the centre line for certain movements, this was not considered to be an unacceptable highway safety risk warranting refusal.
- Commented that the internal layout was privately owned and that vehicles travelled at low speeds on the site. Highways considered that the issue of priority could be overcome by the use of 'give way' signs and lines on the application site. It was the Highways Authority's preference that on the internal private access route, vehicles leaving the application site give way to vehicles accessing and leaving the adjacent site (The Atrium).
- Referred to the National Planning Policy Framework which stated that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". WSCC Highways was of the opinion that there was no planning policy basis on which the application could be refused on transport grounds

In addition, WSCC Highways had provided an updated consultation response, confirming that they had no objection to the application, that the dropped kerb and tactile paving was required on both sides of the access, the internal access arrangements required signage and lines, this was a pre-existing access and so a Road Safety Audit was not required and that the parking arrangements were sufficient and met the standards.

The Principal Planning Officer advised the Committee that a revision was suggested to Condition 8 and that a new Condition 21 was proposed as follows:

Revised Condition 8

8. Notwithstanding the details shown on the proposed site plan numbered 002 Rev F, the development shall not be occupied until full details of the dropped kerbs and tactile paving to the north and south of the mouth of the access to London Road have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details prior to occupation and thereafter retained.

REASON: To ensure that the development does not prejudice highway safety or cause inconvenience to other highway users in accordance with Policy IN3 of the Crawley Borough Local Plan 2015-2030.

New Condition 21

21. The development shall not be occupied until the vehicle priority arrangements between the development site and The Atrium to the north have been provided in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority.

REASON: To ensure that the development does not prejudice highway safety or cause inconvenience to other highway users in accordance with Policy IN3 of the Crawley Borough Local Plan 2015-2030.

A further objection had been received from The Atrium requesting that the application be withdrawn or conditions imposed restricting the size and number of vehicles to cars and vans only, raising concerns about the introduction of heavy goods vehicle movements on site and the risk to other vehicle users and pedestrians. The Atrium queried whether a Road Safety Audit had been undertaken, queried the number of HGV movements, referred to HGV parking and the need for the dropped kerbs on both sides of the access.

Ms Emma Andrews (on behalf of Metrus, the occupiers of The Atrium) addressed the meeting in objection reflecting the concerns outlined in the report and their further representation. Mr Aaron McCaffrey (the agent) addressed the Committee in support of the application.

The Committee then considered the application. In response to queries and concerns raised by the Committee, the Principal Planning Officer:

- Confirmed that the swept path analyses illustrated that there might be some encroachment over the centre line by heavy goods vehicles but the Committee was reminded that West Sussex County Council Highways had expressed the view that those manoeuvres were not considered to be an unacceptable highway risk and did not warrant a reason for refusal.
- The application, if permitted, would be subject to the conclusion of a Section 106 Agreement to secure financial funding. The request by a Committee member for those monies to be allocated to path improvements and connecting the site to the cycle network to the south could be requested and taken into account during negotiations.

RESOLVED

Permit subject to:

1. Completion of a Section 106 Agreement to secure the financial contributions of £5,870 for the Manor Royal Public Realm Contribution set out in report PES/287(d).
2. The conditions and informatives set out in report PES/287(d), and the revised and additional condition above.

6. Planning Application CR/2018/0139/FUL - Town Hall, The Boulevard, Northgate

The Committee considered report PES/287(b) of the Head of Economy and Planning which proposed as follows:

Erection of a District Energy Centre building and associated control room/store, underground pipe work route to provide heating and electricity to the buildings

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Planning Committee (38)
20 November 2018

included within the wider Town Hall Redevelopment Master Plan and other developments within Crawley Town Centre.

Councillors A Belben, Boxall, B Burgess, Fiveash, Jaggard, P Smith, Stone and Tarrant declared they had visited the site.

The Principal Planning Officer (HW) provided a verbal summation of the application. He also provided an explanation of how a district energy centre operates and the benefits of such a scheme.

Ms Lisa Da Silva (the agent) addressed the Committee in support of the application.

The Committee then considered the application and, in particular, raised concerns regarding air quality, noise levels and the proximity of the proposed flats to the proposed plant building. In response to the various planning issues and concerns raised by the Committee, the Principal Planning Officer:

- Advised that the scheme was predicted to save 213 tonnes of carbon per year if the Town Hall development, Kilnmead development and 11-13 The Boulevard were connected to the plant and that this figure would increase if other developments also connected.
- Confirmed that the capacity of the proposed plant could be expanded in the future should the need arise. Such expansion in capacity would not require the physical space of the plant to be increased.
- Clarified that current underground services and tree roots had been taken into account when planning the pipework for the proposed plant.
- Stated that the location of the thermal store was included in the plans.
- Confirmed that Environmental Health was satisfied that the noise produced by the proposed plant could be mitigated. Measurements from existing plants had been used to determine the expected level of noise and Environmental Health had advised that additional insulation could be provided if necessary. The Committee noted that it would only be possible to obtain exact noise levels once the plant had been built and a site specific noise survey had been completed.
- Confirmed that a limited number of flats would face the proposed plant, however those flats would already look towards the western and southern elevations of the significantly higher multi-storey car park. Officers did not consider that the proposal would significantly worsen the outlook from that which had been previously approved in the outline planning permission. The Committee also noted that any windows facing the proposal were likely to be secondary.
- Advised that the height of the flue had been increased at the request of Environmental Health, to address air quality issues associated with the former lower flue height. The Committee also noted that Selective Catalytic Reduction (SCR), which would abate the more harmful gases, was proposed and that air quality tests would be conducted once the proposal was in place.
- Clarified the different types of noise that could be emitted.
- Confirmed that, should any physical revisions to the scheme be required as a consequence of new Regulations coming into force in December 2018, any such changes to the scheme might need to be resolved through future planning applications.

RESOLVED

Permit subject to conditions and informatives set out in report PES/287(b).

7. Planning Application CR/2017/0519/FUL - The Imperial, Broadfield Barton, Broadfield, Crawley

The Committee considered report PES/287(a) of the Head of Economy and Planning which proposed as follows:

Demolition of the existing public house and associated flats and the erection of a five storey mixed use development consisting of 7 x one bedroom and 12 x two bedroom flats, 1 x drinking establishment (A4 use) and 2 x retail units (A1 use), with lower ground floor parking (amended description and plans).

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

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

The Committee then considered the application and voted unanimously that the application be permitted.

RESOLVED

Permit subject to the conditions set out in the earlier report (PES/240(d) which had been considered by the Planning Committee on 9 October 2017.

8. Planning Application CR/2018/0557/FUL - 27 Crabbet Road, Three Bridges, Crawley

The Committee considered report PES/287(e) of the Head of Economy and Planning which proposed as follows:

Erection of 2 no. one bedroom flats (amended plans received).

Councillor A Belben declared he had visited the site.

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

The Committee then considered the application and, following a query from a member of the Committee, the Principal Planning Officer acknowledged that the proposed front projection of the development protruded further forward than the neighbouring properties. However, the Committee was advised that the building line along the road was staggered to take account of the street's curvature, and that, whilst not ideal, officers were of the opinion that the proposal could not be refused on those grounds.

RESOLVED

Permit subject to:

1. The completion of a Section 106 Agreement to secure a financial contribution of £14,420 towards off-site provision of affordable housing as set out in report PES/287(e).
2. The conditions and informative set out in report PES/287(e).

9. Objections to the CBC Tree Preservation Order - Yew Tree to rear of 28 Church Street - 12/2018

The Principal Planning Officer (VC) introduced report PES/308 of the Head of Economy and Planning which sought to determine whether to confirm the Tree Preservation Order (TPO) with or without for continued protection or, not to confirm the TPO.

Councillor Fiveash declared he had visited the site.

Having considered the issues raised in the report, the Committee agreed to confirm the TPO without modification.

RESOLVED

Confirm the Tree Preservation Order Yew Tree to the Rear of 28 Church Street – 12/2018 without modification.

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 9.20 pm

Chair

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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 17 December 2018
REPORT NO: PES/288(a)

REFERENCE NO: CR/2018/0473/FUL

LOCATION: [DIAMOND POINT, FLEMING WAY, NORTHGATE, CRAWLEY](#)

WARD: Northgate

PROPOSAL: CHANGE OF USE FROM B1 TO SUI-GENERIS TO PROVIDE A FLIGHT TRAINING FACILITY WITH THE ADDITION OF A MEZZANINE FLOOR, EXTERNAL PLANT ROOMS, SPRINKLER TANK AND ADDITIONAL 43 CAR PARKING SPACES INCLUDING 12 DISABLED CAR PARKING SPACES AND 52 CYCLE SPACES IN LIEU OF HGV PARKING BAYS

TARGET DECISION DATE: 18 October 2018

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: CAE Training and Services UK Ltd

AGENTS NAME: CTG Consultancy

PLANS & DRAWINGS CONSIDERED:

P18025/CTG-PL-010, Ground Floor - As Existing
P18025/CTG-PL-011, First Floor Plan - As Existing
P18025/CTG-PL-012, Roof Plan - As Existing
P18025/CTG-PL-050, Proposed Ground Floor Plan
P18025/CTG-PL-051, Proposed First Floor Plan
P18025CTG-P1-052, Proposed Roof Plan
P18025/CTG-PL-100, Elevations - As Existing
P18025/CTG-EL-150, Elevations - As Proposed
P18025/CTG-PL-200, Sections AA & BB - As Existing
P18025/CTG-PL-250, Sections AA & BB - As Proposed
PL18025-CTG-SP-002, Block Plan - As Existing
PL18025/CTG-PL-005, Site Plan - As Proposed
PL18025-CTG-SP-002, Location Plan
P18025-CTG-SP-006, Proposed Block Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|--|
| 1. | GAL Aerodrome Safeguarding | No objection subject to informative |
| 2. | Environment Agency | No objection |
| 3. | WSCC Highways | Following receipt of additional information no objection subject to conditions. |
| 4. | National Air Traffic Services (NATS) | No objection |
| 5. | Thames Water | No objection |
| 6. | CBC Drainage Officer | Comments provided on existing ground conditions – No objection |
| 7. | UK Power Networks | Objection as there is an electricity substation within 6m of the proposed works and the applicant has failed to serve notice under the Party Wall Act. |
| 8. | CBC Environmental Health | No objection |
| 9. | Cycle Forum | Advice provided on provision / location of cycle |

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		stands and other shower/changing facilities specifications
10.	Southern Water Ltd	No objection subject to informative
11.	CBC Energy Efficiency & Sustainability	No objection based on additional information and subject to conditions
12.	CBC Retail & Employment	No objection
13.	WSCC Lead Local Flood Authority	No comments received
14.	CBC Manor Royal/Retail & Employment	No objection
15.	Gatwick Diamond Grow Group	No comments received
16.	CBC Economic Development	Support proposal provided sustainability and infrastructure requirements are met
17.	Manor Royal Business Improvement District	Supports application - proposal supports a long standing Manor Royal tenant
18.	Health and Safety Executive	Site outside consultation zone.

NEIGHBOUR NOTIFICATIONS:-

3 site notices were displayed on the site for a period of three weeks and a press notice was published in the local newspaper and on the Council website.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application is a Major Application because the site exceeds 1 hectare.

THE APPLICATION SITE:-

- 1.1 The application site relates to a 1.9 hectare vacant light industrial / warehouse building known as Diamond Point which is located on the northern side of Fleming Way opposite the junction with Newton Road. The property occupies a rectangular plot and comprises a substantial 2 storey building within the site located towards the southern boundary (Fleming Way frontage).
- 1.2 The building has its office accommodation and main entrance on the south elevation facing Fleming Way. The property is laid out with 2 points of access onto Fleming Way at the south-west and south-eastern corners and there is a small area of parking in front of the building. Vehicle circulation around the side /rear of the building is one-way entering along the western site boundary and exiting from the eastern access with lorry loading provided to the rear. There is additional parking to the rear and eastern sides of the building.
- 1.3 The site appears relatively level when viewed from Fleming Way however there is more variation to the rear where the land has been lowered and a small retaining wall approx. 1m tall marks the northern site boundary which is also marked by a fence with a belt of mature trees beyond (which are subject to a Tree Preservation Order). The trees form part of the landscape screen to Tesco.com building to the northwest and the woodland of Hydehurst Furze to the northeast.
- 1.4 The site is bounded by Fleming Way to the south, to the west by The Base Virgin Atlantic Building and to the east by a two storey industrial warehouse building.
- 1.5 The site is within the Manor Royal Employment Area which is an area covered by an Article 4 direction which prevents the conversion of offices / light industrial and warehousing to residential use.

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THE PROPOSED DEVELOPMENT:-

- 2.1 The application is seeking planning permission to change the use of the building from B1 to provide a flight training facility (Sui Generis) with associated training rooms and offices. In addition to the change of use a first floor mezzanine is proposed (4,780 sq m) within the building to provide additional floorspace for classrooms, briefing rooms and toilets. The development is for CAE who currently occupy a smaller business unit in Manor Royal.
- 2.2 To the rear of the building a sprinkler tank and plant room is proposed (420 sq m) occupying part of the former loading bay area. This equipment would serve the flight training simulators and facilities located within the main building. Other physical alterations to the building proposed are additional louvres on the east and west elevations and additional service pipe and ductwork on the rear elevation to form a connection to the proposed sprinkler tank and plant room.
- 2.3 The existing car park would be reconfigured with the existing loading bays removed and an additional 43 parking spaces provided (making a total of 216 spaces). A cycle shed accommodating 52 cycle spaces is proposed along with a new refuse store enclosure on the east side of the building.
- 2.4 In terms of layout, 17 full height flight simulators and 1 no fixed base simulator would be accommodated on the ground floor of the building along with associated training areas, canteen and offices. The upper floor would provide additional training and office space.

PLANNING HISTORY:-

- 3.1 There is extensive planning history on the site the most recent of which is as follows:
 - CR/2008/0019/COU – Change of use from B8 storage and distribution to B1c light industrial (part of building) - permitted.
 - CR/2002/0174/FUL –Erection of new office space and alterations to elevations - permitted.
 - CR/2001/0671/COU - Change of use from offices and warehousing to car sales showroom with ancillary offices and parking - Permit
 - CR/2001/0739/FUL – Conversion of vacant industrial storage space to additional office accommodation – Permit.
 - CR/1998/0029/FUL – Refurbishment of the existing distribution warehouse. –Permitted.

PLANNING POLICY:-

National Planning Policy Framework

- 4.1 The National Planning Policy Framework (NPPF) published in July 2018 states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.
- 4.2 Section 6 emphasises that planning policies and decision should help create the conditions in which businesses can invest, expand and adapt with significant weight placed on the need to support economic growth and productivity.
- 4.3 Section 9 states that the planning system should actively manage patterns of growth to promote sustainable transport with development focused on locations which can be made sustainable.

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

- 4.4 Policy SD1 states that in line with the planned approach to Crawley new town, and the spatial patterns relating to the neighbourhood principles the Council will take a positive approach to approving development which is sustainable.
- 4.5 Policy CH2 sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley.
- 4.6 Policy CH3 requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how 'Secure by Design' principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access, circulation, manoeuvring, loading etc. and to comply with all relevant Supplementary Planning Guidance (such as the Manor Royal SPD).
- 4.7 Policy CH6 deals with tree planting and replacement standards and refers to the Manor Royal Supplementary Planning Document (MRSPD) for the relevant tree planting standards in Manor Royal.
- 4.8 Policy EC1 states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The policy seeks to build and protect the established role of Manor Royal as the key business location (for B Use Classes) and encourage main employment areas as the focus for sustainable economic growth.
- 4.9 Policy EC2 identifies Manor Royal as a main employment area and states proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area.
- 4.10 Policy EC3 deals specifically with Manor Royal and states that development compatible with the area's economic function and role will be permitted if it falls within a B Use Class and would result in the reuse, intensification or change of use of the land or buildings. Proposals that are not for B Use Class development will be permitted if it can be demonstrated that they are of a scale and function that enhances the established role and function of Manor Royal and would not undermine the business district. All development should contribute positively to the overall setting and environment of the Main Employment area as a business district through high quality design and landscaping in accordance with the MRSPD.
- 4.11 ENV6 states that all development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.
- 4.12 ENV7 identifies Manor Royal as a priority area for the delivery of a District Energy Network and requires any major development to demonstrate they have considered this technology through a- considering developing its own system, or b – consider how it may include site-wide communal energy systems or be 'network ready' to connect to a future system.
- 4.13 ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk or would increase the risk of flooding elsewhere.
- 4.14 ENV9 identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 4.15 ENV10 seeks to prevent unacceptable risks from environmental pollution and land contamination. Uses must not lead to a significant increase in levels of pollution or hazards and any impacts must be

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appropriately mitigated and must be located to avoid unacceptable disturbance or nuisance to the amenities of adjoining land uses and occupiers.

- 4.16 ENV11 seeks to protect people's quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses which will not be exposed to noise impact that would adversely affect the amenity of existing and future users.
- 4.17 Policy IN1 deals with infrastructure provision and states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- 4.18 Policy IN2 requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.
- 4.19 Policy IN3 advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- 4.20 Policy IN4 states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.

Supplementary Planning Documents

Manor Royal SPD July 2013

- 4.21 This document aims to support economic growth in Manor Royal, providing guidance to ensure new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. It requires all development to demonstrate the following:
 - New buildings and urban design to be of high quality.
 - Provide active frontages to routes
 - Materials and finishes to be of good quality and support the principles of identity and sustainability
 - A high level of security
 - Surface Water drainage
 - Water efficiency measures.

Development must positively contribute to the landscape and identity of Manor Royal.

- 4.22 The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach to this is through achieving robust and consistent frontages along Manor Royal to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development, to consider landscaping and, to seek to reduce monotonous surfacing of parking areas. Boundary treatments must be appropriate in scale and context with landscaping, to reduce the visual impact of fences and barriers.
- 4.23 Fleming Way is identified as part of the primary road network providing a key east /west link between Gatwick Road and London Road. The document seeks on-site frontage planting to supplement the existing roadside verges to a minimum depth of 4m with tree planting at 15m spacing. The aim is to reinforce the tree lined road frontage, creating high quality landscaping along the street.

Urban Design SPD – October 2016

- 4.24 This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.

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- 4.25 Annex 1 contains the Borough's indicative minimum parking standards. There are no specific standards for a use such as that proposed. The parking requirements are therefore considered individually on a case-by-case basis

Planning and Climate Change SPD

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

Developer Contributions Guidance Note (published July 2016)

- 4.27 This sets out the Council's approach to developer contributions with the introduction of CIL and it provides details on the CIL charge and when S106 contributions will be sought. The document includes details of the Manor Royal contribution requirement towards public realm improvements that applies to the application site.

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations for this application are the following:

- Principle of the change of use
- Design of development, impact on street scene, landscaping and the wider area,
- Operational requirements including highways and parking
- Sustainability
- The impact on nearby occupiers
- Sustainability
- Infrastructure considerations
- Other

Principle of the proposed use

- 5.2 The site is previously developed land in the heart of Manor Royal and policies EC1 and EC3 seek to promote such areas for employment (B-Use Class) development. Policy EC3 does however, allow for non-B Use Class development where it can be demonstrated that they are of a scale and function that enhance the role of the business function of Manor Royal and would not undermine the business district.
- 5.3 This application proposes a change of use of the building for use as a flight simulator training facility for CAE who already occupy a smaller building within the Manor Royal Business District which is now too small for its business needs. The applicants state that the training building would provide 36 additional jobs within Manor Royal.
- 5.4 It is considered that the proposed use is complementary to the main employment function of the Manor Royal business district (which supports the business needs of Gatwick Airport). Whilst it would not be within the employment B-use classes, it is not considered that it would undermine the function of the business district as it would provide additional floor space to support an existing employer within Manor Royal. The proposal is therefore considered to comply with policy EC3.

Design of development, impact on street scene, landscaping and the wider area,

- 5.5 The proposed development would result in limited changes to the original building with minor changes to the east and west elevations with additional louvres, and alterations to doors and windows. The main change is to the rear (north of the building) where additional service pipes would be fitted to the exterior to connect onto the new sprinkler tank and plant room. These alterations are considered acceptable there would be very limited public views of them and they would be limited to the rear wall and would be viewed only against the backdrop of the much larger existing building. The existing loading doors on the rear of the building would remain to allow the

Agenda Item 5

installation of simulator equipment but would not be required in the regular, day to day operation of the building. The parking layout showing parking spaces in front of these doors is therefore considered acceptable on this basis.

- 5.6 A new plant room approximately 20 m x 20m footprint and approx. 7m high would be installed to the rear of the building beyond which would be sited a 7m diameter sprinkler tank. Both structures would be located on land formerly used as the loading area. It is not considered the new plant would have an adverse impact on the character of the building siting to the rear and below the main building roofline, where they would not be readily visible in the street scene or from other public views.
- 5.7 There are only limited opportunities to enhance the landscaping on this site and along the Fleming Way frontage. The relationship of the building and parking to Fleming Way is largely unchanged as a result of this development with just a small section of shrubs being removed to accommodate a bin store. No trees are proposed to be removed and no works are proposed within the site which would impact on nearby trees. It is however considered expedient to impose a landscaping condition to supplement and enhance the planting along the road frontage with Fleming Way in line with the requirements of the Manor Royal SPD.

Operational requirements including highways and parking

- 5.8 The parking standards for this use are determined on their individual merits. Two hundred and sixteen (216) parking spaces are proposed to be provided which equates to a ratio of around 1 space per 73 sqm of floorspace. The car park would be reconfigured by removing the loading area, (in part to be used for the new plant) and increasing the number of parking spaces.
- 5.9 A Travel plan has been prepared by the applicant which indicates that the building would accommodate 91 full time equivalent staff and up to 250 trainees per year. Of the permanent staff 80% arrive by private car and generally work a 9am to 5pm day but that training takes place over a 24 hour period. A survey of the training / visitor trips shows that around 31% of these delegates arrive by car and the majority of delegates are bused to the facility, or walk having been accommodated in nearby hotels. Assuming 72 spaces are needed for permanent employees, a total of 144 spaces would be available for delegates. While no data has been provided about the capacity of the building, the travel plan indicates the site has capacity to train 250 delegates per year. Based on the travel modes provided with only 31% of delegates using the private car to access the site, there would be adequate at parking at this site for permanent staff plus 250 delegates (delegates and staff equals up to 341 people per day). CAE also propose to operate a shuttle bus for delegates 7 days a week 20 hours day from Gatwick Station to the site.
- 5.10 WSCC were consulted on the Travel Plan supplied by the applicants and have confirmed from the trip generation figures provided in relation to the use of the site it would have no objection to the proposal. The current site usage would potentially employ 332 persons per day and the proposed use would represents a slight increase to 341 persons per day. The travel plan does however need further detail and it is recommended a condition is imposed to secure the final document to be agreed with WSCC.
- 5.11 The UDSPD requires that disabled parking should be provided at a standard of 5% of total provision. 12 spaces are provided in the proposed parking layout which is compliant with this requirement.
- 5.12 There is no specific requirement for cycle parking however, following the comments received from the cycle forum the applicants have increased the proposed cycle provision from 24 to 52 spaces and confirmed that shower facilities and lockers will be available within the building for those choosing to cycle to work or for the training. They have also introduced separate stands for staff and visitors as suggested by the forum. The proposal is considered to adequately address the cycle standards and a condition is recommended to ensure the spaces are provided.
- 5.13 It is therefore considered that due to the nature of the business proposed and the numbers of people attending the site, that the development would provide an acceptable level of car and cycle

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parking. Subject therefore to conditions to require car and cycle parking to be provided and the adoption of a Travel Plan the site would be able to meet its own operational requirements in accordance with policies CH3 and IN4 of the Local Plan.

The impact on nearby occupiers

- 5.14 It is not considered that there would be any detrimental impact from the proposed use on nearby occupiers which are all commercial premises. The most obvious activity from the building would be from people arriving and departing the training facility and any deliveries associated with the use.
- 5.15 The use would not be particularly noisy or result in any additional pollutants to the surrounding area. The Environmental Health Team have commented that the proposed plant would be accommodated in a contained plant room and would be unlikely to cause unreasonable disturbance to adjoining businesses. There are no residential (noise sensitive) properties in the surrounding area. It is therefore considered the impact upon the occupiers/users of nearby business properties would be acceptable.

Sustainability

- 5.16 The applicants have, during the course of the application, provided an additional energy statement to address the policy requirements of ENV7 and ENV9. Further details are required to safeguard space in the plant room and a pipe run to ensure the building could be 'network ready'. A condition is also recommended to address the water efficiency standards in policy ENV9.

Infrastructure Considerations

- 5.17 In line with policy IN1 and as set out in the Developer Contributions Guidance Note, a Manor Royal Contribution is required to be secured through a S106 Agreement (based on a figure of £2 per sq m of new floorspace). The total contribution is £9,560 (based on 4,780 sq m of additional floorspace). The money would contribute towards the proposed Superhub on Fleming way or proposed Wellbeing Trail along Fleming Way. A S106 Agreement to secure this contribution is being prepared.

Other

- 5.18 The comments received from UK Power Networks about the failure of the applicant to serve notice under the Party Wall Act is not a valid planning objection as such requirements are dealt with under other legislation. The applicants have confirmed that they are in discussion with UKPN to address these concerns.

CONCLUSIONS:-

- 6.1 The application proposal is considered to be a complementary use in the Manor Royal Business Area and accords with policy EC3. The proposal makes use of an existing building and the design of the additional plant and sprinkler tank are considered acceptable, the visual impact as a result of this change of use is considered acceptable. The proposed use can meet operational needs with sufficient space for parking, cycles and the implementation of a company travel plan. Sustainability and infrastructure issues can also be addressed by conditions and a S106 agreement respectively. The development is therefore considered to accord with the Local Plan.

RECOMMENDATION RE: CR/2018/0473/FUL

Subject to the completion of a S106 Agreement to secure the Manor Royal contribution set out in para 5.17 above, it is recommended to **PERMIT** with the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.

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2. The 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.
3. No above ground work on the plant room or sprinkler tank shall be carried out unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls and external tank 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 development of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No work on the plant room shall commence until details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that a District Energy Network is delivered in the vicinity shall be submitted to and agreed in writing by the Local Planning Authority. The plant room shall thereafter be constructed and maintained in accordance with the approved details.
REASON: In the interests of environmental sustainability, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015-2030.
5. Prior to the installation of new showers, sinks and other water consuming components within the building, details of their water consumption levels shall be submitted to and approved in writing by the Local Planning Authority. The components shall subsequently be installed in accordance with the approved details prior to the use commencing and subsequently retained.
REASON: To help address water stress in Crawley in the interests of sustainability and in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
6. No part of the development shall be occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide adequate car-parking space for the use in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
7. No part of the development shall be occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details that have first been submitted to and been approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated purpose.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
8. No part of the development shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority and the guidance received from West Sussex County Council Highways in the consultation response dated 3rd December 2018
REASON: To encourage and promote sustainable transport in accordance with policy IN3 of the Crawley Borough Local Plan 2015-2030.
9. The building shall not be occupied until there has been submitted to, and approved by, the Local Planning Authority a landscaping scheme to enhance the existing planting between the front of the building and Fleming Way. The approved details of the landscaping shall be carried out by the end of the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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REASON: In the interests of the amenity and of the environment of the development in accordance with policy CH3 and CH7 of the Crawley Borough Local Plan 2015 - 2030 and the Manor Royal SPD.

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. Please read our New Connections Services Charging Arrangements document which has now been published and is available on the website via the following link <https://beta.southernwater.co.uk/infrastructure-charges>.
2. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/

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/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



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Agenda Item 6

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 17 December 2018
REPORT NO: PES/288(b)

REFERENCE NO: CR/2018/0675/FUL

LOCATION: [1 & 4-7 GALES PLACE, THREE BRIDGES, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: REPLACEMENT OF EXISTING SOUTH AND PART EAST BOUNDARY FENCING (1.75M HIGH CLOSE BOARDED TIMBER PANEL/TRELLIS WITH 1.83M CONCRETE POSTS) WITH NEW 2.0M HIGH TIMBER PANEL/TRELLIS FENCING AND CONCRETE POSTS AND REPLACEMENT OF THREE EXISTING TIMBER GATES TO SERVE NOS 5, 6 & 7 GALES PLACE (REVISED DESCRIPTION)

TARGET DECISION DATE: 5 December 2018

CASE OFFICER: Mrs V. Cheesman

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: GWP Architects

PLANS & DRAWINGS CONSIDERED:

18 134 01, Site Plan And Elevations

NEIGHBOUR NOTIFICATIONS:-

LB1Gales Drive;
1, 4, 5, 6 and 7 Gales Place;
Three Bridges Primary School;
109 Hazelwick Road;
Barn End, Gales Drive.

RESPONSES RECEIVED:-

One response giving support to the application for privacy reasons.

One objection has been received commenting on the detrimental impact that the fencing would have on the character and amenity of School Path, which is an important walk to school route. The representation comments that these concerns were raised in connection with the original application to develop the site.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant and landowner.

THE APPLICATION SITE:-

- 1.1 The application site is the recently constructed residential development at the eastern end of Gales Place, which comprises 7 houses and 6 flats. The road serving the dwellings (Gales Place) runs through the centre of the site west to east, leading to Three Bridges First School. To the south is School Path, which is an adopted WSCC footpath that runs from the eastern corner of the parade of shops (61 – 85 Gales Drive) to North Road. This path provides the pedestrian access route to the school.

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- 1.2 To the south of the public footpath is the Public House LB1 and its car park and the residential dwellings and flats along Gales Drive. In the main these all front onto Gales Drive, with north facing rear gardens, but Barnend and no.99a are backland development and lie adjacent to the footpath.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application is for a change to the rear garden boundary treatment for the houses in this development and affects no.s1, and 4 -7 Gales Place, following concerns expressed by residents over privacy and security issues arising from users of the footpath.
- 2.2 Currently the southern and western boundary of these houses as installed is 1.75m in height, which is formed of close boarded fencing (1.2m), set on gravel boards (0.23m) and topped with trellis panels (0.32m), with concrete posts of 1.83m high.
- 2.3 The proposal is to change this to a boundary treatment with an overall height of 2m comprising close boarded fencing (1.6m), set on gravel boards (0.18m) and topped with trellis panels (0.2m), with concrete posts of 2m high, together with replacement gates to match the new fencing height.
- 2.4 Thus the fencing sections would be 0.25m higher than the existing and the posts would be 0.17m higher.

PLANNING HISTORY:-

- 3.1 CR/2014/0777/FUL - DEMOLITION OF PUBLIC CONVENIENCE, ERECTION OF ONE BLOCK OF 3 X 1 BED & 3 X 2 BED FLATS, AND 5 X 2 BED & 2 X 3 BED HOUSES – permitted and implemented.
- 3.2 CR/2014/0777/CC1 - DISCHARGE OF CONDITION 3 (CEMP), 4 (MATERIALS), 13 (LAND LEVELS) & 14 (WILDLIFE MITIGATION PLAN) PURSUANT TO CR/2014/0777/FUL - approved.
- 3.3 CR/2014/0777/CC2 - DISCHARGE OF CONDITIONS 5 (FENCING), 7 (LANDSCAPING), 8 (ROADS), 10 (REFUSE & RECYCLING) & 11 (CYCLES) PURSUANT TO CR/2014/0777/FUL – approved. For the boundary fencing the approved details are 1.5m close boarded fencing with 0.3m trellis, which gives a total height of 1.8m
- 3.4 CR/2014/0777/NM1- NON MATERIAL AMENDMENT OF APPROVED PLANNING APPLICATION CR/2014/0777/FUL FOR: (i) BLOCK 2, REVISED POSITION 0.9M TO THE WEST and (ii) SOLAR PANELS ON ROOF OF BLOCK 3 – approved.

PLANNING POLICY:-

National Planning Policy Framework (NPPF) July 2018

- 4.1 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three overarching objectives - economic, social and environmental. These objectives are interdependent and need to be pursued in mutually supportive ways. At the heart of the Framework is the presumption in favour of sustainable development.
- 4.2 Relevant paragraphs are:
- Paragraph 11: presumption in favour of sustainable development – this means that development proposals that accord with an up-to-date development plan should be approved without delay.
 - Section 12: Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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Crawley Borough Local Plan (2015-2030)

- 4.3 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.
- 4.4 Policy CH1: (Neighbourhood Principles) States that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- 4.5 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.
- 4.6 Policy CH3: (Normal Requirements of All Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.

Supplementary Planning Document

- 4.7 Urban Design Guide (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.
- 4.8 At paragraphs 3.37 - 3.39 advice is given regarding boundary walls and fences. It states that
- *the use of boundary demarcations are fundamental to good Urban Design where public and private spaces are clearly delineated from one another. It is imperative that the boundary treatment is appropriate to its context.*
 - *side and rear fences need to be designed to respect the surroundings and the amenity of neighbouring properties.*

PLANNING CONSIDERATIONS:-

- 5.1 The planning considerations are:
- the impact on the street scene and the character of the area
 - the impact on the occupiers of the development
 - the impact on the amenities of the occupiers of neighbouring properties

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

- 5.2 The existing fencing has a maximum height of 1.83m and comprises solid fencing with trellis on top. The proposal will not alter the position of the fencing, which is separated from the footpath by a grass strip which is some 1.8 – 2m wide and so will not alter the separation distance between this fencing and the fencing/walling on the opposite (south) side of the path. The opposite wall is 3m (approx.) high and the fence is 1.9m high and form the boundary treatment for the public house and Barnend. Thus it will not lead to a physical narrowing of the path.

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- 5.3 The resultant 2m boundary treatment is considered to be appropriate and acceptable and the additional height of 25cm (max) would not be readily discernible, and would not look out of place or unsympathetic.
- 5.4 The overall 2m height for a rear garden fence is not unusual, being an industry standard and in other circumstances would be permitted development. However, in this case the approved fencing for the development was 1.8m high and to vary it requires planning permission.
- 5.5 The comments of the objector are noted but the layout of the development as a whole was carefully considered in connection with the original application CR/2014/0777/FUL. The Committee report for that application states:

5.10 The arrangement of the houses on the southern part of the site, gives a street frontage character to the scheme, especially with the pavements which are on either side of the access road, however, there will be no direct pedestrian access to the school car park and grounds from Gales Place. The main and preferred route for pupils is via School Path, into the school grounds further to the east. The layout of the scheme is such that the footway from Gales Place would connect directly to School Path.

and

5.12 In respect of the impact on School Path, it is acknowledged that by building on the land immediately adjacent, the outlook and context of the path will change. However, the layout and design of the scheme has been developed to address concerns about this relationship in urban design terms, including the location, scale and massing of the buildings at this point in the site, the requirement for natural surveillance onto the path, the parking courtyard and the group of preserved trees and the need to provide a layout for the whole site that makes an efficient and effective use of land.

5.13 The terrace of 3 units provides a corner feature between the Gales Place access drive and School Path and the windows and entrances to these units provide natural surveillance. The terrace of 4 houses will back onto School Path, but their rear garden fences will be set back from the hardsurfaced line of the path, with a grassed area intervening, with scope for additional landscaping if required. The fences will be of a closeboarded type with trellis on top. This will provide privacy for the occupiers of those units, but with a softened appearance and will allow for overlooking of the path from upper level windows.

- 5.6 The increased height of the fencing panels will provide a more solid boundary up to 1.78m high, but with the trellis element on the top the overall impact would be softened. The change to the fencing is considered to be acceptable and would not materially adversely affect the visual amenities and character of the path and the street scene.

The impact on the occupiers of the development

- 5.7 The request for the increased fencing height has arisen from the occupants of the dwellings. The dwellings are at a slightly higher level than the footpath resulting in a perceived lack of privacy from overlooking caused by users of the path. There are also accounts of litter being thrown over the fences into the gardens.
- 5.8 The additional height of the fencing panels will result in a more solid boundary and so should address occupants' concerns over privacy and security.

The impact on the amenities of the occupiers of neighbouring properties

- 5.9 The closest properties likely to be affected by this proposal are Barnend and the public house. However, their boundary treatments are not affected and are of a similar height or taller than that

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proposed. The public house building is set to the west of the revised fencing, with its walled car park being adjacent to the application site. The front elevation of Barnend faces west with its rear garden facing east. There are no windows on its side northern elevation and its side boundary is 1.9m fencing.

- 5.10 It is not considered that the proposal would give rise to an adverse impact in terms of overbearing or dominant impact as it would be screened by existing boundary fences/walls and separated from them by the footpath.

CONCLUSIONS:-

- 6.1 It is considered that the proposed fencing would address privacy and security issues raised by the occupants of this development. Whilst the fencing would be higher than the existing boundary treatment, it would be comparable to the permitted development limits of a maximum of 2m in height and so would not be an unusual or incongruous feature. It is not considered that this additional height would have an adverse impact on the street scene and the character of the environs of school Path.

RECOMMENDATION RE: CR/2018/0675/FUL

Grant permission

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed 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.
3. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

1. NPPF Statement

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

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

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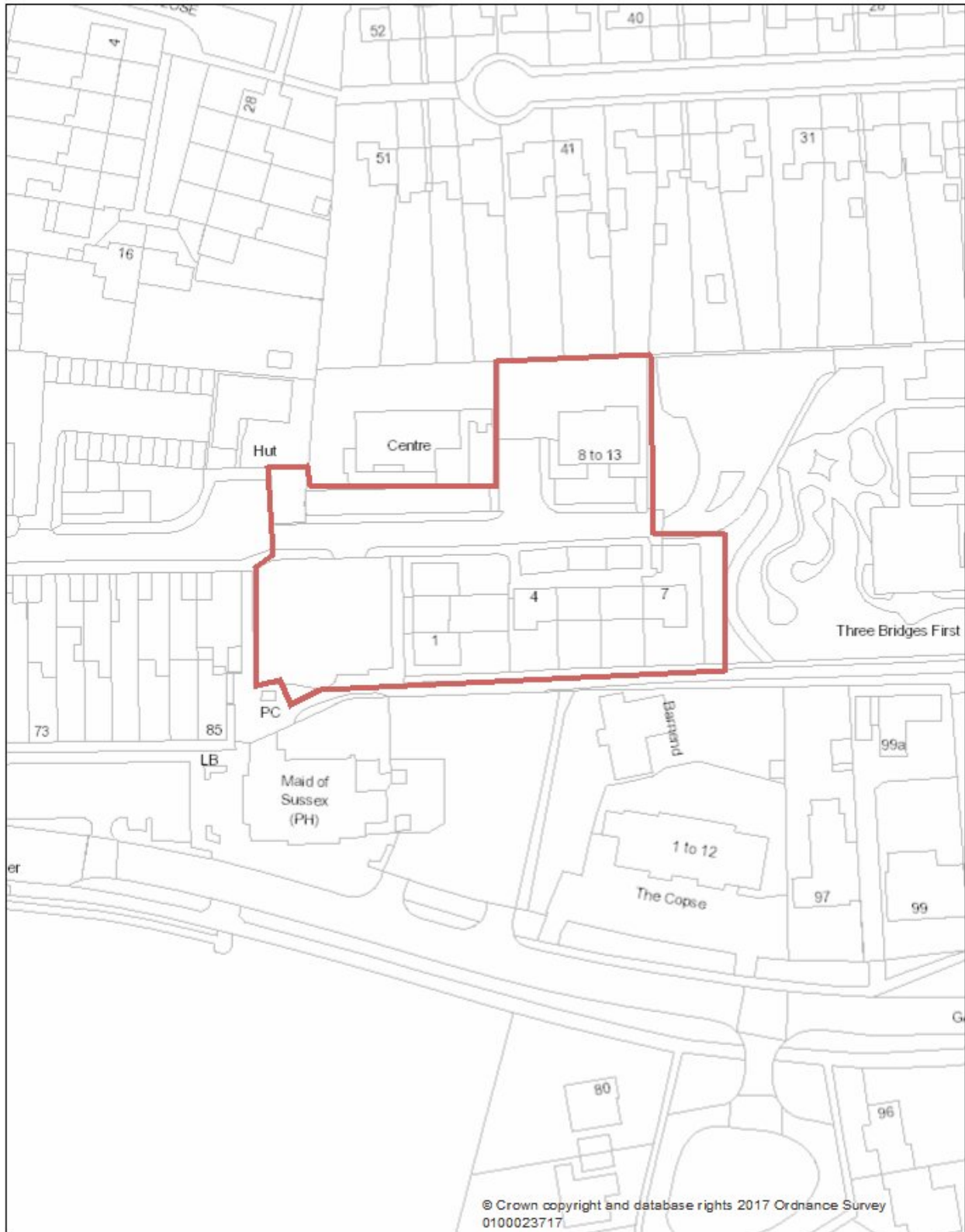


ArcGIS Web Map



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Agenda Item 7

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 17 December 2018
REPORT NO: PES/288(c)

REFERENCE NO: CR/2018/0713/NCC

LOCATION: [FORMER TSB TRUSTCARD, COUNTY OAK WAY, LANGLEY GREEN, CRAWLEY](#)
WARD: Langley Green
PROPOSAL: VARIATION OF CONDITION 2 (APPROVED PLANS) TO INCREASE EXTERNAL RACKING STORAGE TO THE REAR OF THE UNIT TO IMPROVE HEALTH AND SAFETY CONDITIONS & CONDITION 5 (PARKING SPACES/TURNING FACILITIES) FOR IMPROVEMENTS TO SITE TRAFFIC TO ALLEVIATE CONFUSION AND MANAGE TRAFFIC FLOW MORE SAFELY, PURSUANT TO CR/2015/0397/FUL FOR EXTERNAL ALTERATIONS AND CHANGE OF USE FROM BUSINESS (B1) TO A STORAGE AND DISTRIBUTION USE (B8) WITH ANCILLARY TRADE COUNTER AND SHOWROOM FOR THE DISPLAY, SALE AND STORAGE OF BUILDING SUPPLIES WITH CAR PARKING, SERVICING AND ASSOCIATED WORKS

TARGET DECISION DATE: 19 December 2018

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Travis Perkins
AGENTS NAME: Travis Perkins PLC

PLANS & DRAWINGS CONSIDERED:

19/09/2018, 4017 02 , Proposed Layout
19/09/2018, WG231-005, Site Layout approved under ref: CR/2015/0397/FUL
03/12/2018, 4017 04, Proposed Elevations showing racking
05/12/2018, WG231-001, Site Location Plan
05/12/2018, 20366_04_ES , Existing Elevations & Section
05/12/2018, 20366_01_P , Existing Floor Plans
05/12/2018, WG231-005, Trade Counter and showroom areas.pdf

CONSULTEE NOTIFICATIONS & RESPONSES:-

WSCC Highways No objection.

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised through an advert in the local press on 24/10/2018 and by site notice displayed in front of the site on 18/10/2018.

RESPONSES RECEIVED:-

No comments received during the consultation period.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'smallscale major' development.

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THE APPLICATION SITE:-

- 1.1 The application site extends to some 1.21 hectares with access gained (from the north east corner) off County Oak Way, at its junction with Metcalf Way. The site is occupied by a two storey B8 use (storage/distribution) commercial unit with an ancillary trade counter and showroom for the display, sale and storage of building supplies. It has an existing car-park running along the northern boundary and a service road running around the building in a one-way system. There are areas of grass along the eastern side of the building boundary providing some landscaping. The unit is operated by CCF Ltd which is a supplier of interior building products.
- 1.2 The application site lies within the Manor Royal Main Employment Area and the Priority Areas for District Energy Network as defined in the Crawley Borough Local Plan 2015-2030. The site is within the Long Distance View Splay from Tilgate Park as identified by the Local Policy CH8.
- 1.3 The surrounding area is characterised by other modern industrial style units to the north and east of the site, with playing fields to the west screened by mature trees. To the south is a bridleway with trees along the boundary to the site. The site is located approximately 0.5 kilometres west of the A23, which provides important strategic links to the wider catchment, which includes Gatwick Airport, some 1.7 kilometres to the north of the site.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application is a Minor Material Amendment (under Section 73 of the Town and Country Planning Act 1990) to conditions 2 (plans) and 5 (turning facilities) of planning permission CR/2015/0397/FUL to increase the external racking storage to the rear of the unit and to improve the site traffic layout within the site. The building design and appearance, footprints and siting, site levels, level of parking provision and boundary fences all remain unchanged.
- 2.2 The site is currently operated by CCF Ltd and, during the site visit, it was noted that most of the external alterations under ref: CR/2015/0397/FUL have been implemented.
- 2.3 In particular, the proposed changes are as follows:
 - The previous approved site layout included 6 external racking bays, each measuring 6m in length, 1m in width right up on the rear boundary, next to the bridleway. Although it is not clear on the approved plans, it appears that these bays were approved as 6m in height, however there was no condition or approved details in respect of the height of the racking. The proposed amendments remove some of these racking bays next to the rear fence, which do not appear to have been installed, and add some additional bays next to the building to the rear within the area used for open storage. Next to the fence there are proposed to be 5 racking bays, each measuring 3.6m in length, 1m in width and 5m in height. To the south-east of the building a new U-shaped area of cantilever racking is proposed, which during the site visit was noted on site. This U-shaped area would be 4 bays next to the building with an overall length of 14.4m and 5m away there would be 4 additional racking bays of same overall length in parallel to enclose stock materials. All these racking bays would measure 5m in height. Four additional racking bays are proposed next to the building to the south-west, each measuring 3.6m in length, 1m in width and 5m in height.
 - In relation to the turning layout, the amendments include the conversion of the one way traffic lane from the western corner to the site entrance into a two way only (cars access road) and the introduction of a give way traffic control to the western corner including convex mirror to alleviate confusion and manage traffic flow.

PLANNING HISTORY:-

- 3.1 CR/2015/0397/FUL – External alterations and change of use from business (B1) to a storage and distribution use B) with ancillary trade counter and showroom for the display, sale and storage of building supplies with car parking, servicing and associated works – Permitted.

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- 3.2 CR/2015/0076/FUL – External alterations, including the installation of roller shutter doors, reconfiguration of car parking and servicing areas and associated works – The application was withdrawn by the applicant.
- 3.3 CR/2011/0149/FUL – Retrospective application to increase width of car park roadway – Permitted.
- 3.4 CR/2010/0153/ADV – Erection of x5 non illuminated free standing signs & x2 non illuminated fence signs – Consented.
- 3.5 CR/2008/0283/FUL – Provision of hard standing area at rear of building and movement of kerb edge to accommodate lorry turning circle – Permitted.
- 3.6 CR/1998/0299/FUL – Erection of extension to existing operations contingency centre to provide additional storage space together with associated external plant – Permitted.

PLANNING POLICY:-

National Planning Policy Framework (July 2018) (NPPF)

4.1 The relevant paragraphs/sections include:

- Paragraph 11 – The presumption in favour of sustainable development. Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay.
- Section 6 – Building a strong, competitive economy. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

4.2 The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas, and provide information to demonstrate how the policy principles are achieved through the development.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.

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- Policy EC1: Sustainable Economic Growth. Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. To ensure that Crawley's recognised economic role and function is maintained and enhanced the council will: i) Build upon and protect the established role of Manor Royal as the key business location (B Use Classes) for Crawley at the heart of the Gatwick Diamond; and ii) Ensure that the town's Main Employment Areas are the focus for sustainable economic growth.
- Policy EC2: Economic Growth in Main Employment Areas. This Policy identifies Manor Royal as Main Employment Area and states that proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area.
- Policy EC3: Manor Royal. Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond. Development that is compatible with the area's economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings. All development at Manor Royal should contribute positively to the overall setting and environment of the Main Employment Area as a business district through high quality design and landscaping that is in accordance with the Manor Royal Design Guide Supplementary Planning Document.
- Policy ENV6: Sustainable Design and Construction. Proposals for new non-domestic buildings should achieve BREEAM Excellent (for water and energy credits) where technically and financially viable.
- Policy IN1: Infrastructure Provision. 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. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN3: Development and Requirements for Sustainable Transport. 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. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.

Supplementary Planning Documents (SPDs)

- 4.3 The Supplementary Planning Documents are non-statutory documents which supplement the policies of the Local Plan and are applicable to this application. In particular:

Manor Royal Design Guide SPD (July 2013)

- 4.4 This document is also relevant and constitutes the planning guidance in relation to the Manor Royal Business District to ensure new development makes a significant contribution to the uplift of the area and secures of high quality development which supports the key business function. It provides details of potential improvement projects that could be delivered by a variety of landowners and agencies to enhance the wider public realm as a whole where the application site is located. In particular, it requires all development to demonstrate the following:
- New buildings and urban design to be of high quality.
 - Provide active frontages to routes.
 - Materials and finishes of good quality and support the principles of identity and sustainability.
 - A high level of security.
 - Surface Water drainage considered.
 - Water efficiency measures considered.
 - The development must positively contribute to the landscape and identity of Manor Royal.
- 4.5 The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. This is through achieving robust and consistent frontages along Manor Royal to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development

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and to consider landscaping and seek to reduce monotonous surfacing of parking areas. Boundary treatments must be appropriate in scale and context with landscaping to reduce the visual impact of fences and barriers.

Urban Design SPD (adopted October 2016)

- 4.6 The Urban Design SPD contains guidelines on the standards the Council expects for public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. It also includes in Annex 1 the Borough's indicative minimum parking standards. In addition, it states that applicants and developers are encouraged to consider all the end users that a development and any associated public realm will serve so as to strive to cater to all groups (children and young people, the elderly, disabled people etc).
- 4.7 In respect of non-residential development para 3.26 states:
"The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start".
- 4.8 For industrial and commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and the use of landscaping.

PLANNING CONSIDERATIONS:-

- 5.1 The principle of the development has already been established and this application seeks approval as a minor material amendment for the changes to the external racking bays and turning layout within the site. The key issues are:
- the acceptability of the changes of the racking bays on the appearance of the development, the visual amenity and the street scene;
 - the impact of the changes of the racking bays on neighbouring properties;
 - the impact of the turning changes and changes of the racking bays on operational requirements and highways safety;

The impact of the changes on the design and appearance of the development, street scene & wider area

- 5.2 The proposal involve the removal some of the racking bays right next to the rear boundary fence (south) and the insertion of some additional racking bays next to the rear elevation of the building (south-east corner of building). The maximum height of the building to the south is 7.2m and the racking bays would measure 5m in height. It should be noted that, during the site visit, the racking bays to the south-east appeared to be on site. Given the use of the unit as B8 (storage or distribution) and the site's location surrounded by mature trees to the south and east within this commercial area it is not considered to cause a harmful adverse impact on the design and appearance of the existing building or to the visual amenity of the surrounding area. However, it is considered appropriate to add a condition to restrict the height of the racking bays to 5m, as previously did not appear to be any restriction in height.
- 5.3 The changes to the internal access arrangements are not considered to have any impact on the appearance of the development and the streetscene.
- 5.4 Overall, the proposed amendments are acceptable, subject to a new condition, and would be in accordance with the relevant Local Plan Policies.

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The impact on neighbouring properties and amenities

- 5.5 The site is located in the Manor Royal Employment Area surrounded by a mix of similar B use businesses and employment uses. No residential properties are in proximity and therefore the proposed amendments to the approved B8 scheme are not considered to cause any adverse harm to neighbouring properties or occupiers and it would be in accordance with the relevant Local Plan Policies.

The impact of the changes on operational requirements and highways safety

- 5.6 The proposal does not involve any changes to the existing external access arrangements. WSCC Highways raised no objection. They stated that *'the additional/alteration of storage racking is unlikely to have a significant impact on the operation of the public highway. The need for the new racking is to increase storage capacity/ease of access which could lead to an increase in delivery vehicles. However the increase appears to be small and given the nature of the operation it is likely that additional products will arrive on the same suppliers vehicle. No objection given the information available...The Highway Authority have no objection to condition 5 – changes to the internal layout.'*
- 5.7 The proposed changes of the racking bays are proposed to the rear of the site within an open area away from the turning area. The proposed changes are not therefore considered to have an adverse impact on operational requirements, manoeuvring within the site, parking or highways safety and it would therefore be in accordance with the relevant Local Plan Policies.

Other

- 5.8 The effect of an application under S73 of the Town and Country Planning Act 1990 is in effect a new planning permission and therefore all relevant conditions from the original permission need to be reapplied. These cover off all other planning considerations and impacts considered as part of the original planning permission.

CONCLUSIONS:-

- 6.1 The amendments to the external racking bays and turning layout within the site are acceptable in appearance terms, and would not have a negative impact on neighbouring occupiers or the operational requirements of the site. They are therefore considered acceptable as a minor material amendment to the previously approved scheme.

RECOMMENDATION RE: CR/2018/0713/NCC

Permit subject to the following conditions:

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed 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.
2. The ancillary trade counter and showroom shall be limited to the area within the red-line of drawing WG231-005 rev F.
REASON: To control the floor-space of the development in detail in accordance with Policy EC3 of the Crawley Borough Local Plan 2015-2030.
3. The parking spaces / turning facilities, as shown on drawing 4017 02 Proposed Layout, shall be provided and maintained at all times. The areas of land so provided shall not thereafter be used for any purpose other than the parking / turning of vehicles.

REASON: To ensure adequate provision of parking clear of the highway in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030.

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4. The height of the approved new cantilever racking shown on the approved drawings numbered 4017 02 Proposed Layout and 4017 04 Rev B Proposed Elevations showing racking shall be restricted to 5 metres.

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

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:

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

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

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ArcGIS Web Map



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 17 December 2018
REPORT NO: PES/288(e)

REFERENCE NO: CR/2018/0862/TPO

LOCATION: [LAND ADJACENT TO 18 SELHAM CLOSE, IFIELD, CRAWLEY](#)
WARD: Ifield
PROPOSAL: T1 OAK- REMOVE TREE, INFECTED WITH GANDERMA RESINACEUM FOR SAFETY REASONS

TARGET DECISION DATE: 14 January 2019

CASE OFFICER: Mr R. Spurrell

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

CBC 0001, Tree Location Plan

PUBLICITY

The application was publicised by a site notice. The expiry dates for comments to be received by is 20th December 2018.

RESPONSES RECEIVED:

No comments received so far, any additional comments received will be reported at the Planning Committee meeting.

PLANNING HISTORY:-

There is no planning history for any works to this tree.

For 18 Selham Close - CR/2018/0594/FUL - ERECTION OF A SINGLE STOREY WRAP AROUND SIDE AND REAR EXTENSION (ADDITIONAL INFORMATION RECEIVED).

PLANNING POLICY:-

The oak tree is protected under TPO REF: 16.04.14 identified as T6 (although referred to as T1 on this application).

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.

Other relevant guidance includes:

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

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- The Green Infrastructure Supplementary Planning Document (adopted October 2016)

PLANNING CONSIDERATIONS:-

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

Contribution to public visual amenity	Good – tree makes a significant contribution to the amenity of the area
Estimated remaining contribution	less than 10 yrs
Are works justified?	Yes - see below

The tree is located on a piece of amenity land between 18 Selham Close and Ifield Drive. The tree is infected with *Ganoderma resinaceum* which is likely to have compromised the roots on the south side of the tree increasing the risk of failure in strong winds. It now has limited life expectancy due to the *Ganoderma resinaceum* infection. Due to the visual importance of this tree and the significant contribution to the amenity of the area it will need to be replaced, however it is considered that due the proximity of this tree to the recently permitted side and rear extension to 18 Selham Close (ref: CR/2018/0594/FUL), it would be preferable that the replacement tree should be a low water demand species such as a Tulip tree.

RECOMMENDATION:-

It is therefore recommended that **CONSENT** for felling this tree is granted subject to conditions and that the decision be delegated back to the Head of Economy and Planning to expiry of the consultation period to issue the decision on the 21st December 2018.

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.
3. Within 12 months of the felling of the tree, the owner of the land shall plant a Tulip tree, in a location as close to the felled tree as practical. The tree shall be not less than nursery standard size and conform to British Standard 3936: Nursery Stock Specification. In the event that the tree dies within five years following such planting, it shall be replaced with a similar tree in a similar position during the next planting season.
REASON: In the interests of the amenity of environment of the locality in accordance with The Town & Country Planning (Tree Preservation) (England) Regulations 2012.

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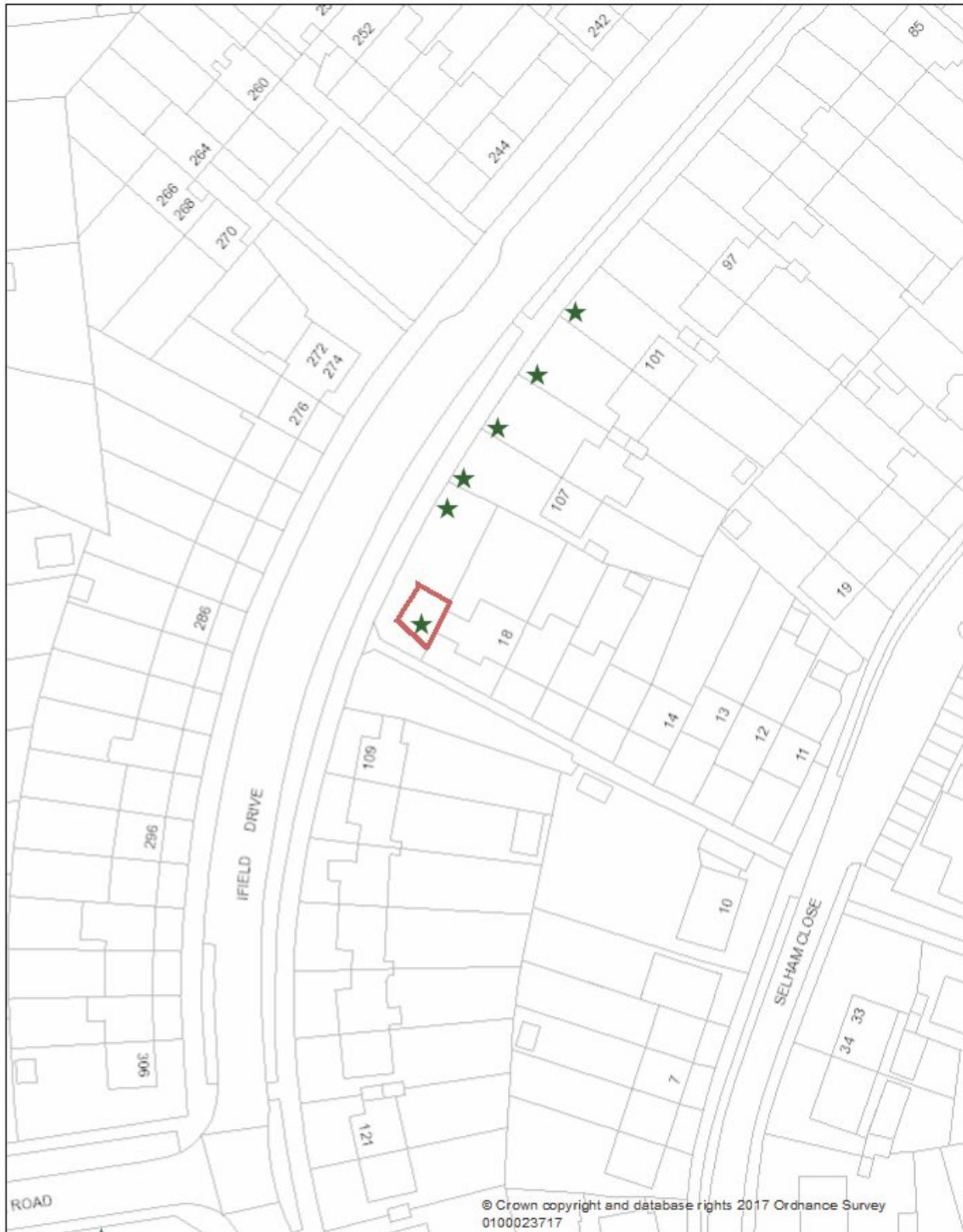


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