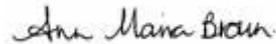


Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **Monday, 10 February 2020** at **7.30 pm**

Nightline Telephone No. 07881 500 227



Head of Legal, Democracy and HR

Membership:

Councillors

S Malik (Chair), T McAleney (Vice-Chair), L M Ascough, A Belben, J Hart, I T Irvine, K L Jaggard, G S Jhans, M Mwagale, J Purdy and P C Smith

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

Published 31 January 2020

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



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

Town Hall
The Boulevard
Crawley
West Sussex
RH10 1UZ

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

Part A Business (Open to the Public)

	Pages
1. Apologies for Absence	
2. Disclosures of Interest	
In accordance with the Council's Code of Conduct, Councillors of the Council are reminded that it is a requirement to declare interests where appropriate.	
3. Lobbying Declarations	
The Planning Code of Conduct requires Councillors who have been lobbied, received correspondence or been approached by an interested party with respect to any planning matter should declare this at the meeting which discusses the matter. Councillors should declare if they have been lobbied at this point in the agenda.	
4. Minutes	5 - 8
To approve as a correct record the minutes of the Planning Committee held on 14 January 2020.	
5. Planning Application CR/2019/0619/TPO - Woldhurstlea Wood (Including Woldhurstlea Close), Buckswood Drive, Gossops Green, Crawley	9 - 14
Gossops Green & North East Broadfield	
To consider report PES/329a of the Head of Economy and Planning.	
RECOMMENDATION to CONSENT	
6. Planning Application CR/2019/0802/FUL - Bloc Hotel, South Terminal, Perimeter Road East, Gatwick, Crawley	15 - 28
Langley Green & Tushmore	
To consider report PES/329b of the Head of Economy and Planning.	
RECOMMENDATION to PERMIT	

		Pages
7.	<p>Planning Application CR/2019/0840/FUL - 23 Town Barn Road, West Green, Crawley</p> <p>To consider report PES/329c of the Head of Economy and Planning.</p> <p>RECOMMENDATION to PERMIT</p>	<p>Northgate & West Green</p> <p>29 - 36</p>
8.	<p>Planning Application CR/2019/0863/FUL - Tilgate Forest Golf Centre, Tilgate Drive, Tilgate, Crawley</p> <p>To consider report PES/329d of the Head of Economy and Planning.</p> <p>RECOMMENDATION to PERMIT</p>	<p>Tilgate</p> <p>37 - 50</p>
9.	<p>Objections to the Crawley Borough Council Tree Preservation Order - Squires Garden Centre, Horsham Road, Gossops Green, Crawley - 09/2019</p> <p>To consider report PES/346 of the Head of Economy and Planning.</p>	<p>Gossops Green & North East Broadfield</p> <p>51 - 60</p>
10.	<p>Supplemental Agenda</p> <p>Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.</p>	

With reference to planning applications, PLEASE NOTE:

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Thursday 6 February** at **10.00am**. Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

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

This page is intentionally left blank

Crawley Borough Council

Minutes of Planning Committee

Tuesday, 14 January 2020 at 7.30 pm

Councillors Present:

S Malik (Chair)

T McAleney (Vice-Chair)

A Belben, J Hart, I T Irvine, K L Jaggard, J Purdy and P C Smith

Officers Present:

Jean McPherson Group Manager (Development Management)

Marc Robinson Principal Planning Officer

Mez Matthews Democratic Services Officer

Jess Tamplin Democratic Services Support Officer

Ann-Maria Brown Head of Legal, Democracy and HR

Absent:

Councillor L M Ascough and M Mwagale

Councillor Jhans

The Chair welcomed Councillor Jhans to the meeting following his recent appointment to the Planning Committee.

1. Disclosures of Interest

The following disclosure of interest was made:

Councillor	Item and Minute	Type and Nature of Disclosure
Councillor P C Smith	CR/2019/0696/FUL – Land Parcel at Jersey Farm, County Oak Lane, Langley Green, Crawley (Minute 5)	Personal Interest - Local Authority Director of the Manor Royal Business Improvement District

2. Lobbying Declarations

No lobbying declarations were made.

3. Minutes

The minutes of the meeting of the Planning Committee held on 17 December 2019 were approved as a correct record and signed by the Chair.

4. Planning Application CR/2019/0589/FUL - Sullivan Drive, Bewbush, Crawley

The Committee considered report [PES/328a](#) of the Head of Economy and Planning which proposed as follows:

Construction of a bus gate to enable buses to pass between the residential neighbourhoods of Bewbush and Kilnwood Vale along with associated pedestrian walkway, drainage and landscaping (amended plans received).

Councillors A Belben, Jaggard, and Purdy declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application and updated the Committee following further information from the applicant. Additional comments had been made by the British Horse Society regarding the level of use of the bus gate and the visibility for equestrians at the new crossing, to which reassurance had been provided. It was also confirmed that cyclists would have a legal right to use the bus gate.

The Group Manager (Development Management) advised that, due to the lack of provision of a cross section drawing by the applicant, an amendment to bullet point 3 of condition 7 was required to allow the drawing to be provided as part of the landscaping condition. It was therefore proposed that bullet point 3 of condition 7 be amended to read:

“Details of all fencing to include the proposed boundary treatment for the rear boundaries of numbers 37-42 Manor Fields to be informed by a detailed cross section drawing showing the change in levels between the rear gardens and carriageway.”

The Committee was also informed that an additional condition (to be condition 10) was proposed which required the completion of a noise survey by the applicant. The proposed condition was suggested to satisfy the Council’s Environmental Health team’s request that further information about the noise impact on residents be provided. Proposed new condition 10 would therefore read:

“The development hereby approved shall not be brought into use unless and until there has been submitted to and approved by the Local Planning Authority in writing a Noise Survey and a detailed scheme of mitigation. The agreed mitigation measures shall be implemented prior to the first use of the bus gate.

REASON: To safeguard the amenity of occupiers of noise sensitive properties in accordance with policy ENV11 of the Crawley Borough Local Plan 2015-2030.”

John Zebedee spoke in objection to the application. Concerns were raised regarding the diversion of the bus route and in turn, the potential for the loss of bus stops on Sullivan Drive. This was said to inhibit accessibility for local Bewbush residents, particularly those who were elderly or less able-bodied.

Jim Beavan, on behalf of the applicant, spoke in support of the application. It was noted that a need for the bus gate had been identified in order to provide convenient links between Bewbush and Kilnwood Vale, and would also be usable for emergency vehicles, cyclists, and pedestrians. The Committee heard that the applicant had considered issues of privacy and landscaping at the site, among others.

The Committee then considered the application. Committee members expressed concern over the future of the bus stops on Sullivan Drive and, following a discussion,

Agenda Item 4

Planning Committee (40)
14 January 2020

it was agreed that both Metrobus and West Sussex County Council were to be contacted regarding those concerns and that a copy of that correspondence would be held on file. Planning Officers provided information and clarification where possible to the Committee following discussion on the below topics:

- The re-routing of the adjacent bridleway, and the safety and visibility of the road for equestrians
- The proposed height of the road surface and the impact on residents' privacy
- The functionality and location of the ANPR cameras
- The safety of those using the nearby play area
- The number of buses forecast to use the bus gate, which was stated as a maximum of 26 per hour in both directions.

RESOLVED

Permit subject to the completion of a Section 106 Agreement and the conditions set out in report [PES/328a](#), including the revised condition 7 and the new condition 10 as set out above.

5. **Planning Application CR/2019/0696/FUL - Land Parcel At Jersey Farm, County Oak Lane, Langley Green, Crawley**

The Committee considered report [PES/328b](#) of the Head of Economy and Planning which proposed as follows:

Erection of a warehouse building to provide B8 use together with associated car parking and landscaping (amended plans and description).

Councillor Jaggard declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application. The Committee heard that the site had extant planning permission from an application originally considered in 2015 (report [PES/175](#)). The current application differed in that permission was being sought for one larger building with a different design and layout for B8 usage rather than a building for B8 and/or B2 usage. The development of the site for employment use had thus been previously accepted in principle.

In providing their update, the Principal Planning Officer advised the Committee that the end of paragraph 5.21 should instead read '*...this development would have an acceptable impact upon ecology*', and that the monetary amount identified in the bullet point of paragraph 5.27 should be deleted and replaced with "*£46,234*".

The Committee then considered the application. A query was raised over the recommendation for an emissions impact assessment by the Council's Environmental Health team, and the Committee was advised that, as the application was now only for B8 use with a reduction in car parking/movements, the building's emissions were considered to be no greater than the previously permitted application.

RESOLVED

Permit subject to the completion of a Section 106 Agreement and the conditions set out in report [PES/328b](#).

Agenda Item 4

Planning Committee (41)
14 January 2020

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 8.32 pm

S Malik (Chair)

Agenda Item 5

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 10 February 2020
REPORT NO: PES/329(a)

REFERENCE NO: CR/2019/0619/TPO

LOCATION: [WOLDHURSTLEA WOOD \(INCLUDING WOLDHURSTLEA CLOSE\), BUCKSWOOD DRIVE, GOSSOPS GREEN, CRAWLEY](#)

WARD: Gossops Green and North East Broadfield

PROPOSAL: TREE WORKS AS DETAILED IN ATTACHED SCHEDULE.
AREA AMW1 – 17 TREES – WORKS TO IMPROVE FOOTPATH/ SAFETY, COMPRISING COPPING, CROWN REDUCTION, FELLING, THINNING SELF SEEDED TREES.
AREA AMW2 – 9 TREES – WORKS TO IMPROVE FOOTPATH /SAFETY COMPRISING SECTIONAL FELLING, COPPING, REDUCTION OF BRANCH WEIGHT AND THINNING SELF SEEDED TREES.
AREA HSG – 70 TREES – WORKS TO IMPROVE FOOTPATH/ SAFETY/ CLEARANCE TO BUILDINGS COMPRISING SECTIONAL FELLING, CROWN LIFTING, CROWN REDUCTION, REMOVAL OF INDIVIDUAL BRANCHES AND EPICORMIC GROWTH

TARGET DECISION DATE: 18 October 2019

CASE OFFICER: Mr R. Spurrell

APPLICANTS NAME: Mr James Ireland

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
CBC 0001		Area HSG Woldhurstlea Close
CBC 0002		Area AMW2 Woldhurstlea Close
CBC 0003		Area AMW1 Woldhurstlea Close

REASON FOR REPORTING TO COMMITTEE:-

CBC is the applicant

PUBLICITY / NOTIFICATIONS:

The application was advertised by way of a site notice.

No responses have been received.

THE APPLICATION SITE:

1.1 The application relates to an area of woodland known as 'Woldhurstlea Wood' located on the southern side of Buckswood Drive in Gossops Green. The woodland is an extensive area bounded by Wold Close on the western side and Tintern Road to the east. Woldhurstlea Close has been developed within the woodland.

1.2 The woodland is protected under Tree Preservation Order Reference Number: P16.03.05 which protects all the trees.

PLANNING HISTORY:-

Agenda Item 5

2.1 Previous works to trees in woodland include:

- CR/2013/0345/TPO – T1, T3, T5, T6, T7 OAKS, T2 HORNBEAM & TG1 MIXED SPECIES OF CHERRY X 1, HORNBEAM X 3 & ASH X 2 - FELL. T4 MAPLE - REDUCE HEIGHT TO 5M. T8 HAZEL - REDUCE HEIGHT TO 4.5M
- CR/2019/0286/TPO – OAK T1 - CUT BACK BRANCHES GROWING TOWARDS ROOFLINE BY UP TO 2 METRES

PLANNING POLICY:-

- 3.1 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.
- 3.2 National Planning Practice Guidance – Tree Preservation Orders and trees in conservation areas.
- 3.3 The Council's Green Infrastructure Supplementary Planning Document (2016) is a non-statutory document.

PLANNING CONSIDERATIONS:-

4.1 The determining issues in this application are the effect of the proposal on the health, character and appearance of the trees and the level of amenity that they provide within the surrounding area. The assessment has been described in 3 broad areas as set out below:

4.2 **AREA AMW1 – 17 TREES – WORKS TO IMPROVE FOOTPATH/ SAFETY, COMPRISING COPPICING, CROWN REDUCTION, FELLING, THINNING SELF SEEDED TREES.**

Contribution to public visual amenity	Good – the trees contribute to the overall amenity of the group as a whole
Estimated remaining contribution	40-100 yrs
Are works justified?	Yes

The group to which these trees belong are located on amenity land between Woldhurstlea Close and Tintern Road on the eastern side of the woodland.

6 of the 17 trees require removal due to either being in poor condition or having an excessive lean towards the public roads/footpaths and is required for safety reasons, 4 are young self-seeded specimens and are to be removed in line with good general maintenance. The remainder require pruning back from the roads/footpaths as they are currently causing an obstruction.

It is considered that the removal of the trees will not significantly impact the amenity or cohesive strength of the group as a whole and replacements in this instance are not required.

4.3 **AREA AMW2 – 9 TREES – WORKS TO IMPROVE FOOTPATH /SAFETY COMPRISING SECTIONAL FELLING, COPPICING, REDUCTION OF BRANCH WEIGHT AND THINNING SELF SEEDED TREES.**

Contribution to public visual amenity	Good – the trees contribute to the overall amenity of the group as a whole
Estimated remaining contribution	40-100 yrs
Are works justified?	Yes

Agenda Item 5

The group to which these trees belong are located to the west of Woldhurstlea Close and adjacent to Buckswood Drive.

5 of the 9 trees require removal due to very poor condition, these are large trees which are within falling distance of roads/footpaths and pose a significant risk to the public and their removal is therefore required for safety reasons. There is a large Ash tree with a heavy over-extended limb overhanging the public footpath, this limb requires pruning back by 2m in order to reduce end-weight and mitigate the risk of limb failure and this is also required for safety reasons.

A mature Hazel coppice requires re-coppicing in line with good management and 2 no. young Ash trees are to be removed as they are of low quality and are also leaning towards the footpath.

The removal of the 5 large trees will have a significant impact on the amenity and cohesive strength of the group as a whole and should therefore be replaced with similar native broadleaved species.

4.4 AREA HSG – 70 TREES – WORKS TO IMPROVE FOOTPATH/ SAFETY/ CLEARANCE TO BUILDINGS COMPRISING SECTIONAL FELLING, CROWN LIFTING, CROWN REDUCTION, REMOVAL OF INDIVIDUAL BRANCHES AND EPICORMIC GROWTH

Contribution to public visual amenity	Good – the trees contribute to the overall amenity of the group as a whole
Estimated remaining contribution	40-100 yrs
Are works justified?	Yes

The group to which these trees belong are located between Buckswood Drive and Woldhurstlea Close. 12 of the 70 trees require removal due to poor condition such as fungal infection/basal decay, dieback or a lean towards the adjacent public roads/footpaths, these works are required for safety reasons.

The remainder of the works involve mainly crown lifting, lateral pruning and basal growth removal in order to clear footpaths and allow sufficient clearances over the highway.

Due to the woodland setting and the comparatively small number of trees to be removed, it is not considered necessary to replant since the tree removal will have a negligible impact on the amenity and cohesive strength of the group as a whole.

RECOMMENDATION RE: CR/2019/0619/TPO

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

1. This consent is valid for a period of two years from the date of this notice and shall only be carried out once.
REASON: To enable the Local Planning Authority to control the works in the interests of good tree management in accordance with Regulation 17 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012.
2. All works should be carried out in accordance with BS3998: 2010 'Tree Work Recommendations'.
REASON: In the interests of visual amenity and to ensure the continuing health of the tree(s) in accordance with The Town & Country Planning (Tree Preservation) (England) Regulations 2012.
3. Within 12 months of the felling of the 5 no. trees from AMW2, the owner of the land shall plant 5 no. trees of a similar native species, in a location as close to the felled trees as practical. The trees shall be of nursery standard size and conform to British Standard 3936: Nursery Stock Specification. In the event that the trees die within five years following such planting, they shall be replaced with similar trees 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.

Agenda Item 5

Agenda Item 5

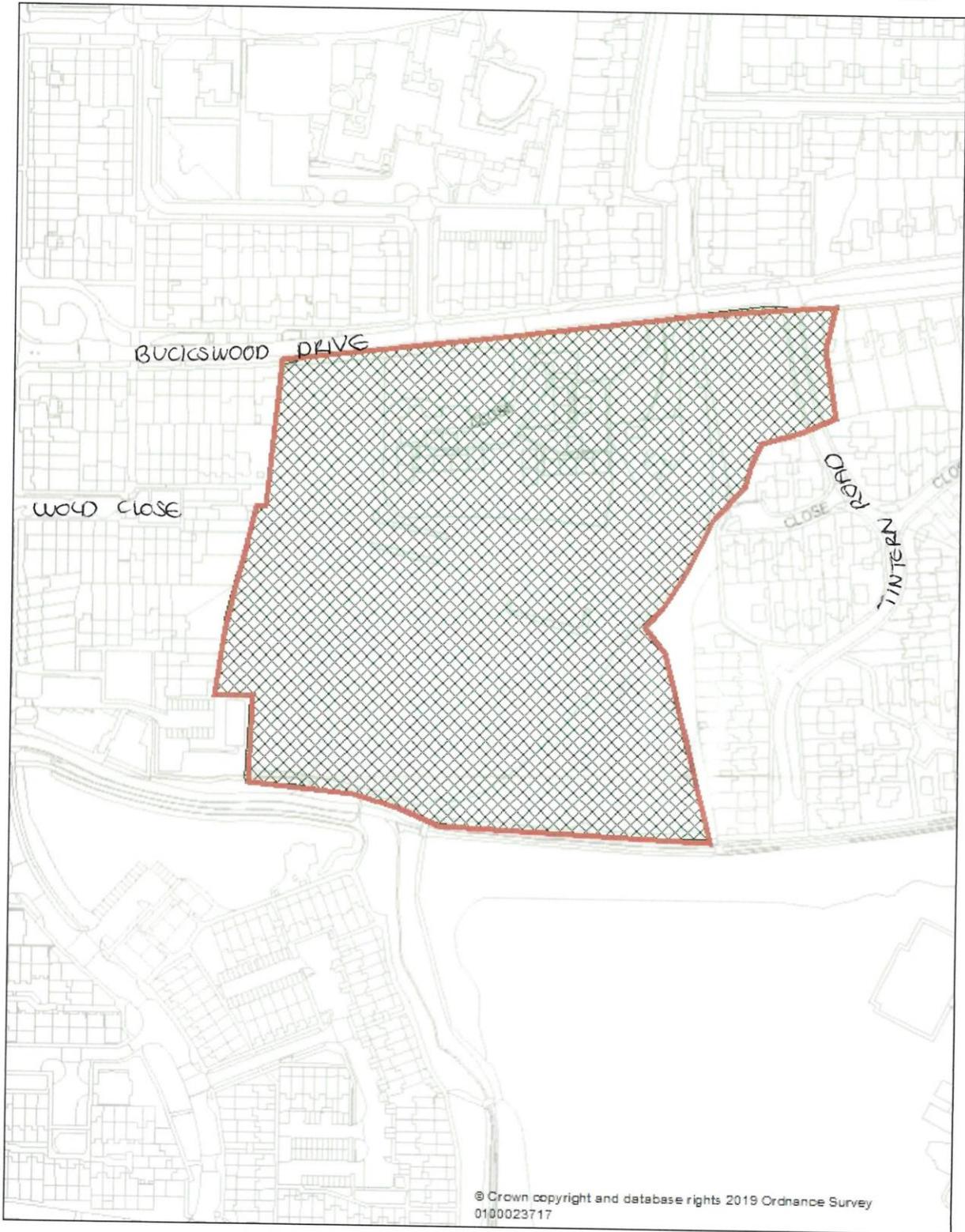


ArcGIS Web Map

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



1:2,500



This page is intentionally left blank

Agenda Item 6

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 10 February 2020
REPORT NO: PES/329(b)

REFERENCE NO: CR/2019/0802/FUL

LOCATION: [BLOC HOTEL, SOUTH TERMINAL, PERIMETER ROAD EAST, GATWICK, CRAWLEY](#)
WARD: Langley Green and Tushmore
PROPOSAL: ERECTION OF EXTENSION TO EXISTING HOTEL TO PROVIDE AN ADDITIONAL NET 231 BEDROOMS AND ASSOCIATED BACK OF HOUSE AND SUPPORT ACCOMMODATION

TARGET DECISION DATE: 26 February 2020

CASE OFFICER: Ms D. Angelopoulou

APPLICANTS NAME: Bloc Hotels Ltd and Gatwick Airport Ltd
AGENTS NAME: Vantage Planning Ltd

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
18097-PL01	P1	Site Location Plan
18097-PL02	P1	Existing Site Plan
18097-PL03	P1	Proposed Site Plan
18097-PL04	P1	Proposed Level 40 Plan
18097-PL05	P1	Proposed Level 50 Plan
18097-PL06	P1	Proposed Levels 60, 70 & 80 Plan
18097-PL07	P1	Proposed Roof Plan
18097-PL10	P1	Existing Level 40 Plan
18097-PL11	P1	Existing Levels 50, 60, 70 & 80 Plans
18097-PL12	P1	Existing Level 90 Plan
18097-PL13	P1	Existing North and South Elevations
18097-PL14	P1	Existing East and West Elevations
18097-PL20	P2	Proposed Sections
18097-PL30	P2	Proposed North & South Elevations
18097-PL31	P2	Proposed East & West Elevations
18097-PL40	P1	Isometric View

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|---|--|
| 1. GAL Planning Department | No response received. |
| 2. GAL Aerodrome Safeguarding | No objection subject to conditions. |
| 3. Environment Agency | No objection subject to condition. |
| 4. WSCC Highways | No objection. |
| 5. National Air Traffic Services (NATS) | No objection. |
| 6. Surrey County Council | No response received. |
| 7. Mid Sussex District Council | No objection. |
| 8. Thames Water | No objection. |
| 9. Mole Valley District Council | No objection. |
| 10. Police | Comments received regarding Secured by design guidance |
| 11. Horsham District Council | No objection |
| 12. CBC Drainage Officer | No objection subject to condition. |
| 13. Tandridge District Council | No objection. |

Agenda Item 6

14. Reigate and Banstead Borough Council	No objection.
15. CBC Environment Team	No response received.
16. CBC Contaminated Land	No response received.
17. CBC Environmental Health	No objection.
18. Crawley Cycle & Walking Forum	No objection.
19. CBC Refuse & Recycling Team	No response received.
20. CBC Energy Efficiency & Sustainability	No objection subject to conditions.
21. CBC Urban Design	No response received.
22. WSCC Lead Local Flood Authority	No objection.
23. CBC Env Health (AQMA)	No objection.
24. Gatwick Diamond Grow Group	No response received.
25. WSCC Fire & Rescue	No response received.

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised through an advert in the local press on 11/12/2019 and by site notices displayed on 09/01/2020.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

- 1.1 The application site relates to the existing Bloc Hotel and the roof area to the north, adjacent to the existing hotel. Bloc Hotel is a short stay budget hotel with 245 rooms. It is a 4 storey building which is located above the roof of Gatwick Airport South Terminal. It was opened in 2014 following the conversion of the former office building to a hotel. The building was completely re-clad, utilising black metal cladding panels on the ends with dark grey acrylic render to the side elevations.
- 1.2 The current Bloc Hotel building is accessed from lifts and stairs within South Terminal, and it has no public vehicular access. There are no car parking spaces allocated to the hotel. The hotel does not offer any amenity facilities and instead guests have access to the range of restaurants, bars and other facilities within the Terminal building.
- 1.3 The existing hotel is situated centrally on the roof the main South Terminal building. The roof of the main terminal building also has the airport's plant room and a northern stair and lift core (further to the north-east). Gatwick railway station lies to the southeast and the airport runway lies to the southwest.
- 1.4 The application site is within a Flood Zone 2/3 and lies within the boundary of Gatwick Airport as defined by Crawley Borough Local Plan 2015-2030. The site is also within the Long Distance View Splay from Target Hill as identified by the Local Policy CH8.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of an extension to the existing hotel to the north to provide an additional net 231 bedrooms and associated back of house and support accommodation. Three rooms would be lost from the existing hotel as part of the works to create a link into the hotel extension. The new extension would still be accessed from lifts and stairs within South Terminal, with no public vehicular access, as for the original part of the hotel. The new extension would not offer any amenity facilities. The existing service lift at the ground floor of the South Terminal would continue to serve the extended hotel.

Agenda Item 6

- 2.2 The additional guest room accommodation would extend over 3 floors at the same level as the top three floors of the existing four storey hotel. A new glazed bridge link is proposed to connect across from the existing hotel over these three floors.
- 2.3 The ground floor of the extension at levels 40 and 50 would extend some of the existing hotel's support accommodation including providing additional double height back of house office functions for BLOC Hotels Ltd.
- 2.4 Due to the existing fire escape strategy, the new extension would need to connect into the existing northern stair core to enable safe means of escape through the terminal building. A second hotel reception would be provided adjacent to an existing lift lobby in the South Terminal arrivals concourse (satellite reception). This lift would be extended upwards in a new lift and vertical circulation shaft, from which an enclosed second glazed bridge link would connect across to the main extension at the back of house level and the bedroom levels. This is shown on the plans as 'Extended North Circulation Core'.
- 2.5 Three of the bedrooms in the extension would be designed as accessible guest rooms, resulting in 16 accessible rooms in total. The submitted Design and Access Statement states that this number reflects current demand, but there is scope to add to accessible rooms in the future, should demand dictate.
- 2.6 The façades would be dark grey metal rainscreen cladding system and the windows would be aluminium framed in dark grey with a gold metal trim. Level 40-50 (hotel operational and back of house facilities) would be recessed and would be composed of glazed light grey aluminium curtain walling system. The plans also show signage on the northern façade and lift core to be gold faced and back-lit, which would be subject to advertisement consent.
- 2.7 The following documents have been submitted in support of the application:
 - Design and Access Statement
 - Planning Statement
 - Energy Statement
 - Transport Statement
 - Air Quality Assessment
 - Flood Risk Assessment
 - Noise Impact Assessment
 - Utilities Infrastructure Statement

PLANNING HISTORY:-

- 3.1 The airport has a complex planning history, however the following applications are considered of relevance in the consideration of this application:

CR/2012/0273/FUL – Change of use from office (B1) to hotel (C1), alterations to the external appearance of the building and reconfiguration of roof – Permitted on 9 July 2012.

Office block built under CR/131/1977 – accommodation restricted to use by an airport related user.

PLANNING POLICY:-

National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1 The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
 - Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an

Agenda Item 6

environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.

- 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 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
- 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 following Local Plan policies are relevant to this application:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy 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.
- Policy CH4: Comprehensive Development and Efficient Use of Land. Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH8: Important views. The Important Views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The site is within the Long Distance View Splay from Target Hill.
- 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 Classes27) 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 Gatwick Airport 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. It also states that whilst identified as Main Employment Area, Gatwick Airport performs a specific employment role which is recognised in individual location-specific Policies GAT1 – 4.
- Policy EC7: Retail and Leisure Development outside the Primary Shopping Area. Retail and leisure proposals in Crawley will follow the NPPF ‘Town Centre first’ principle with development directed to the most sequentially preferable and sustainable locations, firstly within the Primary Shopping Area. Proposals for edge-of-centre or out-of-centre development, will be permitted where it can be demonstrated that: a) the proposed development cannot be met on more central sites, having applied the sequential test; and b) the impact of the development will not

Agenda Item 6

undermine the vitality and viability of the town centre, as existing and planned, or neighbourhood centres.

- 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 ENV7: District Energy Networks (DEN). The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. The Policy requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9: Tackling Water Stress. For non-residential development, where technically feasible and viable, development should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits. Should BREEAM be replaced, or any national standards increased, then this requirement will also be replaced by any tighter standard appropriate to an area of serious water stress. Applicants must demonstrate how they have achieved the requirements of this Policy within their Sustainability Statement as required by Policy ENV6.
- Policy ENV11: Development and Noise. People's quality of life will be protected from unacceptable noise impacts by managing 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 (as existing or planned) will not be exposed to noise impact that will adversely affect the amenity of existing and future users.
- Policy IN1: Infrastructure Provision. Development will be permitted where it is supported by the necessary infrastructure both on and off site 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 IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- 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.
- Policy GAT1: Development of the Airport with a Single Runway. Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum provided that: i. The proposed use is appropriate within the airport boundary and contributes to the safe and efficient operation of the airport; and ii. Satisfactory safeguards are in place to mitigate the impact of the operation of the airport on the environment including noise, air quality, flooding, surface access, visual impact and climate change; and iii. The proposed use would not be incompatible with the potential expansion of the airport to accommodate the construction of an additional wide spaced runway.
- Policy GAT4: Employment Uses at Gatwick. Permission for the loss of airport-related office floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long term ability of the airport to meet the floorspace need necessary to meet the operational needs of the airport as it expands. Permission for the creation of any non-airport related commercial floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long term ability of the airport to meet the floorspace need necessary to meet the needs of the airport as it

Agenda Item 6

expands and will not have an unacceptable impact on the roles and function of Crawley Town Centre or Manor Royal.

Emerging Crawley Borough Local Plan 2020 – 2035 (January 2020)

- 4.3 The Local Plan Review 2020-2035 has been published for Regulation 19 consultation and therefore limited weight should be given to the following applicable policies:
- Policy SD1: Presumption in Favour of Sustainable Development.
 - Policy CL2: Making Successful Places: Principles of Good Urban Design.
 - Policy CL3: Local Character and Form of New Development.
 - Policy CL4: Effective Use of Land: Sustainability, Movement and Layout.
 - Policy CL5: Form of New Development – Layout, Scale and Appearance.
 - Policy CL7: Important and Valued Views.
 - Policy DD1: Normal Requirements of All New Development.
 - Policy DD6: Aerodrome Safeguarding.
 - Policy IN1: Infrastructure Provision.
 - Policy IN3: Supporting High Quality Communications.
 - Policy EC1: Sustainable Economic Growth.
 - Policy EC2: Economic Growth in Main Employment Areas.
 - Policy EC6: Visitor Accommodation.
 - Policy GAT1: Development of the Airport with a Single Runway.
 - Policy GAT3: Employment Uses at Gatwick.
 - Policy TC5: Town Centre First.
 - Policy SDC1: Sustainable Design and Construction.
 - Policy SDC2: District Energy Networks.
 - Policy EP1: Development and Flood Risk.
 - Policy EP4: Development and Noise.
 - Policy ST1: Development and Requirements for Sustainable Transport.
 - Policy ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents (SPDs)

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

Urban Design SPD (adopted October 2016)

- 4.5 The Urban Design SPD contains guidelines on the standards the Council expects for the public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. 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).
- 4.6 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”.
- 4.7 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 use of landscaping.

Agenda Item 6

- 4.8 It also includes in Annex 1 the Borough's indicative minimum parking standards. For Hotels and guestrooms the requirements are:
Car parking – 1 space per bedroom
Disabled parking – 1 space or 5% total provision.
Cycle parking – no specified requirement.
Motorcycle parking – 1 space per 10 car parking spaces.

Planning and Climate Change SPD (adopted October 2016)

- 4.9 This SPD includes further guidance on sustainability policies within the Local Plan (Policies ENV6, ENV7, ENV8, ENV9 and IN3).

Developer Contributions Guidance Note (published July 2016)

- 4.10 This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought.

PLANNING CONSIDERATIONS:-

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

- Principle of development
- The design and appearance of the proposal and its impact on the existing hotel and wider area
- The impact on neighbouring properties and amenities
- The acceptability of the environment for hotel guests
- Flood Risk/Drainage
- Parking and access considerations
- Sustainability

Principle of development

- 5.2 The application site is located within the Gatwick Airport Boundary and the proposed development is for an extension to the existing Bloc hotel above the roof of South Terminal Gatwick Airport to provide additional room capacity. The submitted Planning Statement states in this regard that: *'The convenient location within the terminal building has made the existing hotel particularly attractive to those flying out of Gatwick Airport on flights early in the morning. The BLOC offer at Gatwick has been highly successful with average occupancy levels of 95%. There is now an aspiration to increase the number of rooms by adding a northern extension to the existing hotel.'*
- 5.3 Policy GAT1 supports, within the airport boundary, development of facilities that contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum. Whilst recognising that passenger numbers have, as a result of growth outside the control of the planning system, now exceeded 45 mppa, it is considered that the proposed hotel extension would not have the effect in itself of creating additional capability for increased passenger numbers and the development would contribute to the safe and efficient operation of the airport in its current configuration and would therefore accord with Policy GAT1.
- 5.4 Given that the proposed development would be for quantitative and qualitative improvements to the existing hotel, which itself represents an airport-related use, and would be sited above the existing South Terminal building, the proposal would not prejudice the ability of the airport to meet its needs as it expands, and would therefore accord with Policy GAT4 regarding employment uses at Gatwick Airport.
- 5.5 The NPPF identifies tourism development, including hotels, as a main town centre use and the sequential test is relevant. This test requires that tourism uses are directed in the first instance to the town centre before other less sequentially preferable locations are considered. The applicants' supporting planning statement explains that the proposed extension is designed specifically to serve the needs of airport passengers, and that being located on-airport, the proposed location is more sustainable than an off-airport location. The applicants' justification is considered acceptable and it

Agenda Item 6

is also recognised that the proposed development is an extension of the Bloc Hotel and represents a qualitative and quantitative improvement to the existing operation. It is considered that the proposed floorspace could not reasonably be located in a sequentially preferable location. NPPF impact testing applies only to retail and leisure developments, and an impact test is not therefore required to support this application.

- 5.6 The proposed development would deliver an additional 6,104 square metres net floorspace, and is anticipated by the applicants to support a further 11 full time jobs direct, and a further 35 out-sourced roles. This is supported by Policies EC1 and EC2 of the adopted Local Plan.
- 5.7 Gatwick Airport (GAL) Safeguarding and National Air Traffic Services (NATS) have both commented on the application. NATS raises no objection. GAL Safeguarding raises no objection, subject to several conditions to control the development in order to ensure the safe operation of Gatwick Airport. All these matters are recommended to be controlled by the suggested conditions provided by GAL Safeguarding.
- 5.8 It must be noted that the proposed development is also acceptable and consistent with the emerging airport and economic policies of the Local Plan Review 2020-2035 which is now under consultation.
- 5.9 Overall, the proposal is considered consistent with the relevant economic and Gatwick Airport policies of the adopted Local Plan 2015. Subject to the recommended aerodrome safeguarding conditions, the principle of proposed development is supported in policy terms.

The design and appearance of the proposal and its impact on the existing hotel and wider area

- 5.10 The application site is above the roof of South Terminal Gatwick Airport building amongst a number of tall buildings, and the proposal seeks to erect an extension at the same height as the existing Bloc hotel. The applicants have submitted a Design and Access Statement identifying the main views of the proposed development from various viewpoints. From these views, the proposal would be set against the wider backdrop of the South Terminal building and is considered to sit comfortably within the wider context of the airport in accordance with the Policy CH3 and the Urban Design SPD. The proposed development would also screen the airport's existing plant room which is considered an improvement.
- 5.11 The site is also within the Long Distance View Splay from Target Hill as identified by the Local Plan Policy CH8. The applicants have submitted further information on this; one image that shows the 6 mile long distance view to the existing BLOC Hotel from Target Hill, and a second image showing the extension's footprint in relation to the orientation and massing of the existing hotel. It is therefore considered unlikely that the proposal in this location would obstruct these views, given its proposed height relative to the existing building and the context of the surrounding buildings.
- 5.12 The proposed development is considered to relate sympathetically to the existing hotel by using similar architectural language, utilising the existing strong horizontal forms and complimentary materials. The proposal would include dark grey metal rainscreen cladding system and the windows would be aluminium framed in dark grey with a gold metal trim. This gold metal trim is considered to provide visual interest to the dark grey rendered building with its existing black metal cladding panels on its ends.
- 5.13 Overall, the proposed extension is considered to relate sympathetically to the existing hotel and the extension's design, size and massing considering its location would be seen as a positive contribution within the airport wider area. The palette of materials is also considered to be in character with the existing Bloc hotel in accordance with the relevant Local Plan Policies and the Urban Design SPD.

The impact on neighbouring properties and amenities

- 5.14 The surrounding area is airport use and commercial airport use in its nature and appearance. Immediate neighbours are therefore unlikely to suffer disturbance from the proposal. There are no

Agenda Item 6

residential dwellings in the near vicinity, it is therefore considered that the proposed development would not be detrimental to the amenities of neighbouring occupiers.

The acceptability of the environment for hotel guests

- 5.15 The applicants state that the layout of the proposal is dictated by several site constraints, including the structural capacity of the existing airport building, airport safeguarding, the airports' plant room and fire escape requirements. It is acknowledged that this is a short stay budget airport hotel, and guests are only expected to stay for short periods at this hotel as stated in the submitted supporting information. It is currently being used mostly by those flying out of Gatwick Airport on flights in the morning. There are no amenity standards/guidance regarding hotel use and hotel rooms in the adopted Local Plan.
- 5.16 As a result of the above constraints, there would be some existing room windows facing directly onto the new extension's side wall at 7m distance. However, this wall would not have any side windows and therefore there would not be direct overlooking and this is considered acceptable. Some internal rooms would have no windows, but given the nature of the short stay accommodation, this cannot substantiate a reason for refusal.
- 5.17 The proposed hotel extension represents a noise sensitive development, and is located within Gatwick airport and on a site that is exposed to significant levels of noise from aircraft operations (aircraft noise). The applicants submitted a Noise Assessment Report in support of the application. The Council's Environmental Health Team raised no objection to this report. In particular, this report states that when the detailed design to RIBA 4 level commences, an acoustic report similar to that produced in 2012 for the original hotel, would be prepared to inform the detailed design. As with the original hotel the proposed extension would incorporate the following measures to ensure the necessary sound reduction performance is achieved including high performance double glazing units, high performance cavity walling, metal frame wall with light weight cladding and ply sheathing board. The report also states that several reviews from guests using the existing hotel complement the sound insulation of the hotel.

Flood risk/Drainage

- 5.18 The application site is within a Flood Zone 2/3. The submitted Flood Risk Assessment (FRA) explains that while the hotel is classified as a 'more vulnerable' use and the development is indicated on land shown at risk of flooding, no part of the hotel is at risk of flooding due to its position above the South Terminal building. The temporary compound at ground level falls mostly in Flood Zone 2 and would be at medium risk of flooding, however the likelihood of such an event occurring during the construction phase is considered low. The report also states that the drainage strategy for the proposed development has yet to be developed in detail.
- 5.19 The Environment Agency has raised no objection subject to condition to ensure the implementation of the measures included in the FRA. The Council's Drainage Officer commented that as it is a roof extension consequently there are unlikely to be any issues with total run off, but the applicant should follow the advice given in WSCC Policy for Management of Surface Water and their own advice as stipulated within the generic FRA to ensure that the development is suitable from a flood risk perspective. These matters are recommended to be controlled by condition. WSCC as the Lead Local Flood Authority and Thames Water have also raised no objection, as surface water would not be discharged to the public network.

Parking and access considerations

- 5.20 No changes are proposed to the existing vehicle access or servicing arrangements for the existing hotel. The existing hotel does not have any designated car or cycle parking. All car parking for staff and guests would be expected to be accommodated within the existing general supply of staff and passenger parking available at the airport. The site is a highly accessible location just a short walk from Gatwick Station, coach station and the bus stops including the regular Fastway bus service.

Agenda Item 6

The main purpose of the development would be to provide overnight accommodation for passengers flying to and from the airport.

- 5.21 The proposal would not meet the Council's adopted parking standards. WSCC Highways have raised no objection and commented that as stated in the supporting Transport Statement, the expectation is that the significant majority, if not all guests using the hotel would be in association with Gatwick Airport. The hotel would effectively be ancillary to the Airport. On this understanding, the additional hotel rooms would be providing for trips that would occur irrespective of the outcome of the current application. This assumption is accepted, and therefore the proposed development is considered acceptable in this regard.
- 5.22 WSCC Highways have not recommended any conditions. However, it is considered appropriate to condition a Travel Plan to be provided in order to encourage the use of sustainable transport by passengers and staff, and to minimise the demand for car parking. This was a condition imposed when the original Bloc Hotel use was granted permission.

Sustainability

- 5.23 The submitted Energy Statement Report has considered sustainability measures to address compliance with Policies ENV6, ENV7 and ENV9. The Council's Strategic Planning Team commented that the scheme proposes to comply with the BREEAM 'excellent' energy and water credits for a new building, which is considered acceptable and a condition is recommended in this regard for post construction report to be provided. In respect of Policy ENV7 the scheme proposes to include communal provision for hot water in a plant room, with space for a potential heat exchanger to link to a future district energy network. This would be an acceptable response to the policy, but should be secured in the form of a plan identifying the space within the plant room. A condition is recommended in this regard. The proposal is therefore acceptable in sustainability terms subject to appropriate conditions.

CONCLUSIONS:-

- 6.1 The proposal is supported in principle as an extension to the existing hotel, which itself represents an airport-related use, to increase room capacity. It would be sited above the existing South Terminal building, and as a result the proposal would not prejudice the safe efficient operation of the airport. The proposal is consistent with the relevant economic and Gatwick Airport policies and subject to the recommended aerodrome safeguarding conditions, the principle of proposed development is supported in policy terms. The proposed extension is considered to relate sympathetically to the existing hotel and the extension's design, size and massing considering its location would be seen as a positive contribution within the airport wider area. The palette of materials is also considered to be in character with the existing Bloc Hotel in accordance with the relevant Local Plan Policies and the Urban Design SPD. In addition, given that guests using the hotel would be in association with Gatwick Airport, the proposal would be acceptable regarding access and parking. The proposal would not have a detrimental impact on neighbours' amenities, flood risk/drainage and sustainability, subject to conditions.
- 6.2 For the reasons outlined above, the application would accord with the relevant NPPF policies, the Local Plan policies, the Urban Design SPD and the Planning and Climate Change SPD. It is therefore recommended that the scheme is granted planning permission subject to the recommended conditions.

RECOMMENDATION RE: CR/2019/0802/FUL

PERMIT subject to 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.

Agenda Item 6

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 development shall be carried out unless and until a schedule of materials and finishes to be used for external walls (and roofs) of the proposed building(s) have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality, and to ensure the safe operation of Gatwick Airport, in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
4. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- Management of flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
The Bird Hazard Management Plan shall be implemented as upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking and re-enacting this order with or without modification, no development, telecommunications equipment, renewable energy equipment, other equipment or advertisements other than those shown on the drawings hereby approved shall be installed or carried out on the roof of the development hereby permitted without the prior, express planning permission of the Local Planning Authority.
REASON: It is necessary to control development which might otherwise be permitted development to ensure that it does not penetrate the Obstacle Limitation Surfaces and does not cause interference with communication, navigational aids & surveillance equipment and endanger aircraft movements and the safe operation of Gatwick Airport, and to enable the Local Planning Authority to control extensions and alterations that could have significant visual impact and in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
6. Before development commences details of the permanent lighting scheme for the development, including the window reveals, shall be submitted to the Local Planning Authority for their written approval. The approved lighting scheme is to be implemented as approved, no subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to control the permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
7. Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:
 - Details of the area(s) subject to construction activity, the storage of materials and equipment & any temporary buildings
 - Details of cranes and other tall construction equipment including heights & locations
 - Control of activities likely to produce dust and smoke
 - Details of temporary lighting
 - Height of storage areas for materials or equipment
 - Control and disposal of putrescible waste to prevent attraction of birds
 - Details of any temporary structures and construction vehicles on the roof.

Agenda Item 6

The approved strategy (or any variation approved in writing by the Local Planning Authority shall be implemented for the duration of the construction period.

REASON: It is necessary to control development to ensure that it does not penetrate the Obstacle Limitation Surfaces and does not cause interference with communication, navigational aids & surveillance equipment and endanger aircraft movements and the safe operation of the aerodrome in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

8. The development shall be carried out in accordance with the submitted Flood Risk Assessment report referenced GALCTC15-JAC-GAL-BL-RP-C-0001 | v03, provided by Jacobs U.K. Ltd and dated 7 October 2019, and the mitigation measures it details. The scheme shall be implemented in accordance with these agreed details and shall be maintained as such thereafter.

REASON: To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.

9. No development shall be carried out unless and until surface water drainage designs for the site have been submitted to and approved in writing by the Local Planning Authority. Full details of the maintenance and management of the SuDS system should also be set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented and subsequently maintained in accordance with the approved details before the development is occupied.

For the purposes of this condition the scheme shall ensure compliance with the advice given in West Sussex County Council Policy for Management of Surface Water and demonstrate acceptability of the following elements:

- Attenuation and controlled discharge of rainfall runoff from the proposed development is not exacerbated (ideally showing an appropriate increase in attenuation) and ensure future maintenance of any system.
- That existing peak runoff rates are not exceeded for the same return period events and betterment provided where possible.
- Provision of surface water flow paths through temporary compound during construction to prevent localised flooding, and a Level 1 Flood Risk Assessment.
- Ensure safe access and egress routes are in place post-development and during construction.

REASON: To ensure development can drain surface water acceptably in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.

10. No part of the extension shall be occupied until such time as a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The occupier shall thereafter implement the measures included in the approved Travel Plan.

REASON: To encourage and promote sustainable transport in accordance with Policies IN3, IN4 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

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

REASON: In the interests of sustainable design and construction in accordance with Policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.

12. No development shall be carried out unless and 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 Scheme is delivered in the vicinity shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

REASON: In the interests of sustainable design and construction in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a

Agenda Item 6

crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/

2. The applicant is advised to consider the incorporation into the scheme of the Secured by Design measures set out in detail in the letter from Sussex Police dated 19 November 2019.
3. The applicant's attention is drawn to the recommended condition of Surface Movement Radar (SMR) provided by Gatwick Airport (GAL) Safeguarding in their correspondence of 10th January 2020.
4. This application does not grant consent for the signage shown on the building elevations for which a separate application for Advertisement Consent is required to be submitted to the Local Planning Authority.
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.

Agenda Item 6

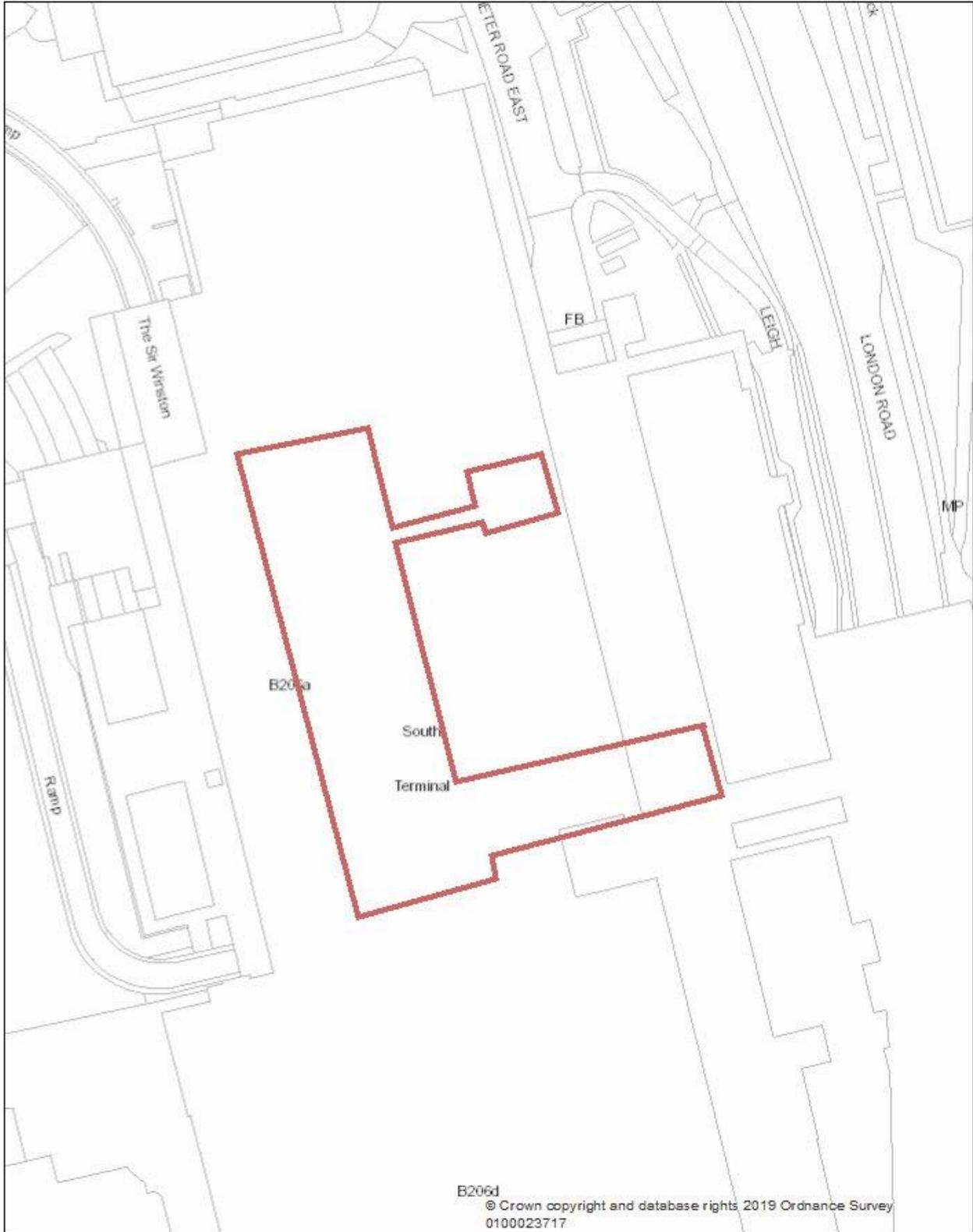


ArcGIS Web Map



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

1:1,000



Agenda Item 7

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 10 February 2020
REPORT NO: PES/329(c)

REFERENCE NO: CR/2019/0840/FUL

LOCATION: [23 TOWN BARN ROAD, WEST GREEN, CRAWLEY](#)
WARD: Northgate and West Green
PROPOSAL: ERECTION OF 2 STOREY REAR EXTENSION TO INCLUDE JULIET BALCONY, SINGLE STOREY SIDE EXTENSION, FRONT PORCH, FRONT BAY WINDOW AND ROOF ATRIUM TO EXISTING REAR PROJECTION. EXISTING GARAGE TO BE DEMOLISHED & NEW PARKING SPACE TO BE PROVIDED ON SEMI PERMEABLE SURFACE

TARGET DECISION DATE: 29 January 2020

CASE OFFICER: Ms D. Angelopoulou

APPLICANTS NAME: Mr Alan Moore
AGENTS NAME: Ellisdon Architectural Services

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
01	0	Existing Floor Plans & Elevations
02	C	Proposed Floor Plans & Elevations
03	B	Site Location & Block Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

None.

NEIGHBOUR NOTIFICATIONS:-

3 to 9 (odd numbers) Town Mead;
1 Little Crabtree;
21 and 25 Town Barn Road.

RESPONSES RECEIVED:-

One representation has been received raising objections to the application on the following grounds:

- The extension roof style should be amended to hipped roof to be in keeping with the area and 'soften the impact' of the extension as seen from the adjacent gardens.
- The garage conversion proposes a new living space with utility section which could be noisy.
- The access from front to back at No.23 is now only possible via the new passage along the boundary, and hence potentially more discernible noise could arise.
- Noise during construction and advance notice should be given to the adjoining occupiers.
- Concerns over the removal of the wall of the garage and how the top of the retained wall is to be made good.

Officer's comments

- Noise during construction: Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites, and this matter would be covered under this Act.
- Retained wall of the garage: The concerns raised by the neighbours over this do not constitute planning matters. They are civil matters between the applicants and the neighbours, and could be dealt by a Party Wall Agreement.

Agenda Item 7

The other matters raised by the adjoining occupiers are covered below under the material planning considerations.

REASON FOR REPORTING TO COMMITTEE:-

The applicant is a member of staff.

THE APPLICATION SITE:-

- 1.1 The application site relates to a two storey semi-detached dwelling, situated on the western side of Town Barn Road, within the neighbourhood of West Green. The property itself is finished in brick at ground floor and in white render at first floor level, with a tiled roof. To the front there is a flat roof canopy above the entrance door. The property has a single storey rear extension and a detached single garage/store on its southern side elevation linked to the main dwelling by a covered passageway. The front garden is mainly laid as grass with a driveway in front of the garage.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of a two storey rear extension to include Juliet balcony, a single storey side extension, a front porch, a front bay window and a roof atrium to existing rear projection. The existing garage is proposed to be demolished and a new parking space would be provided on semi permeable surface to the front of the dwelling. The extensions would be constructed in materials to match the existing dwelling.
- 2.2 Following the demolition of the garage, the proposed single storey side extension would be positioned on the southern side of the dwelling and would leave a 1m gap to the property's southern boundary. It would be set back from the front elevation by 1.7m. It would measure 3.2m in width and 10.4m in depth. It would have a flat roof, measuring 2.8m in height. It would tie into the two storey rear extension at ground floor.
- 2.3 The proposed two storey rear extension would project 3.3 metres from the original rear elevation of the property, and would measure 4.6m in width. It would leave a 3.9m gap to its northern boundary. It would have a gable roof, would be set down from the main ridgeline by 0.2m and would maintain the existing eaves level. It would incorporate a rear Juliet balcony on the rear elevation.
- 2.4 The proposal would also involve the construction of a front porch. The porch would project 1.2m from the main house frontage and would measure 2.8m in width. It would have a gable roof with a ridge height of 3.5m and an eaves height of 2.5m.
- 2.5 Internally, the proposal would result in an extended kitchen, a new study, utility, shower room at ground floor with an extended bedroom and en-suite bathroom at first floor.

PLANNING HISTORY:-

- 3.1 There is no recent planning history.

PLANNING POLICY:-

National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1 The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
 - Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.

Agenda Item 7

- 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 following Local Plan policies are relevant to this application:

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

Draft Crawley Borough Local Plan 2020 – 2035 (January 2020)

4.3 This Local Plan is currently out to public consultation and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy CL3: Local Character and Design of New Development.
- Policy DD1: Normal Requirements of All New Development.

Urban Design Supplementary Planning Document (adopted October 2016)

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

- *‘An extension on the side of a property will be prominent and it is important that it should work successfully with its surroundings. The junction of a side extension with the existing building will have to be considered and resolved through good design.’*
- *‘When a side extension includes a blank side gable, this can have an overbearing and cramped impact on adjacent properties. Accordingly, a minimum distance of 10.5 metres should be provided between the extension and any windows serving habitable rooms on adjacent properties.’*
- *‘Rear extensions can significantly impact the amenity of neighbouring dwellings by leading to overshadowing or a dominating appearance, but also have the potential to impact on the amenity of the parent dwelling by reducing the overall size of a rear garden. Overshadowing or dominating neighbours’ houses and gardens can be avoided by keeping rear extensions relatively small as compared to the size of the main buildings and the gardens in which they stand. What constitutes an acceptable size and design of extension depends on individual circumstances.’*
- *‘One or two storey rear extensions will need to maintain a minimum distance of 21 metres between the rear windows of an opposing dwelling and the rear facing windows of the extension, in order to avoid any potential overlooking and privacy issues.’*
- *‘A rear extension should not consume the entirety of a dwelling’s private amenity space. A garden should be retained with a minimum depth of 10.5m measured from the extension’s rear external wall to the property’s rear boundary in length, in order to ensure adequate private outdoor space.’*
- *‘Side and rear extensions for detached dwellings, when they include more than one storey can cause overshadowing and overlooking into a neighbour’s property. Often, a 45 degree test can be*

Agenda Item 7

applied for single storey extensions and 60 degree guide test can be applied for two storey extensions so as to avoid indicative overshadowing on a neighbouring property.

Applying the 45° guide test:

The guide test can be applied to detached, semi-detached and terraced houses.

A single storey extension should not encroach into an area measured by drawing a 45° angle from the nearest edge of a neighbour's window or door aperture.

For two storey (or higher) extensions on detached dwellings: An extension should not encroach into an area measured by drawing a 60° angle from the nearest edge of a neighbour's window or door aperture.'

- *'An extension with good design in mind will relate appropriately to the parent dwelling's character and style, dimensions, materials and finishes of the parent dwelling and the character of the neighbourhood. Furthermore, when considering an extension it is important to think about the impact the development may have on your neighbours and the wider area.'*
- *'Development should incorporate materials and colours that match the existing dwelling.'*
- *'The roof form above an extension will contribute to the appearance of the extension and the dwelling as a whole. A roof design that sits in harmony with the existing roof will usually be more acceptable.'*
- *'Front extensions and porches should be subservient to the rest of the house and should not extend across the whole width of the property. They should project no more than 1.5m from the original front wall of the main dwelling and be in keeping with the character of the area and property.'*

4.5 Annex 1 in the SPD contains the minimum car parking standards. For 3 plus bedroom dwelling in this location, the minimum provision is for 2-3 car parking spaces.

PLANNING CONSIDERATIONS:-

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

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

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

5.2 The application property at present has a flat roofed garage which would be demolished and replaced by a similar flat roofed single storey side extension, being set back from the front elevation with matching external materials. As a result, this element is considered acceptable as it would not significantly alter the existing appearance of the dwelling. This side extension would have a separate door, and the applicant clarified that this extension would be used mainly as a home study and a hobby storage room as their hobbies involve heavier music equipment and the additional front door would give them direct access for easy loading.

5.3 To the front, the porch with gable detail roof is proposed and the existing flush ground floor window would be replaced with a bay window. The porch would project 1.2 metres beyond the main house frontage, and at this depth would comply with the advice contained in the Urban Design SPD. Both adjoining properties, Nos. 21 and 25 Town Barn Road, have similarly designed porches and No.25 Town Barn Road (the adjoining semi) has a similar bay window. The proposed porch and bay window, given the matching external materials and the surrounding properties, are considered to sympathetically relate to the existing dwelling and the street scene.

5.4 The proposed two storey rear extension would introduce a gable roof with matching external materials. Whilst this gable element would be a new feature in the streetscene, it is considered that the design is appropriate for the character of the house, given its position behind the main bulk of the house. The manner in which the extension is set down from the main ridge of the existing dwelling would help to reduce the visual bulk and scale of the proposal with the result that the extension is not considered to not harm the character and design of the existing house. A concern was raised from an adjoining occupier over this gable roof with a suggestion to be hipped roof as some other rear extensions in the locality. It is considered that any new gable or hip roof would be a

Agenda Item 7

new feature introduced to the existing roof design of the property, and given its position to the rear of the house, it cannot warrant a reason for refusal on these grounds.

- 5.5 The new roof atrium to the existing ground floor rear extension would be screened by the existing dwelling and two storey rear extension, and therefore it would not impact on the design and appearance of the streetscene.
- 5.6 Some of the front garden is also proposed to be laid into semi permeable surface along with the retention of the front lawn. This is considered acceptable and in keeping with the properties in the streetscene.
- 5.7 Overall, it is considered that the scale and design of the extensions are acceptable and would not be harmful to the street scene/character of the area. It would therefore be in accordance with the Local Plan Policies, the guidance in the Urban Design SPD, and the relevant paragraphs of the NPPF.

The impact on neighbouring properties and amenities

- 5.8 The properties that would be potentially most affected by the proposal are No.25 Town Barn Road to the north and No.21 Town Barn Road to the south.
- 5.9 The proposed two storey rear extension would project 3.3m from the original rear elevation and would be sited 3.9m from the shared boundary with No.25 Town Barn Road. The Urban Design SPD requires that two storey rear extensions should satisfy the 60 degree test as a means to determine their acceptability in terms of overshadowing and loss of light. The proposed depth of the extension would not breach a 60 degree line drawn from the closest window and it is considered acceptable in terms of the impacts of dominance, overshadowing and loss of light. No windows are proposed along the north flank (side) elevation of the extensions and as such they would not result in harmful overlooking or loss of privacy on No.25. It is however considered expedient to control the insertion of windows in this elevation to prevent overlooking of this neighbouring house. The roof atrium on the existing rear projection would be set away from the shared boundary by 1.5m and as such it is not considered to have any adverse impact on the amenities of No.25.
- 5.10 The front porch and bay window are not considered to have any adverse impact on No.25 Town Barn Road, given that No.25 already has a bay window and the proposal seeks to match this.
- 5.11 The front of No.21 Town Barn Road is set back from the application property by 6m and has no side windows. The proposed two storey rear extension would have two obscure glazed windows at first floor level on the southern elevation, which would face the northern flank of No.21. Given the positioning of No.21 in relation to the application site, it is not therefore considered that the proposal would result in a detrimental impact on the amenities of No.21 in terms of loss of privacy or overlooking provided there is a condition ensuring that these windows remain obscure glazed with restricted opening and that no other windows could be installed in this elevation without first receiving planning permission. The single storey side extension is not considered to have any adverse impact on No.21. Some concerns were raised over any potential noise arising from the side passageway on the shared boundary, and that this extension would have utility facilities etc however, the design is a fairly common arrangement and there are considered no grounds to refuse planning permission on these grounds.
- 5.12 No.1 Little Crabtree is set perpendicular to the application property and as such the proposed two storey rear extension with the Juliet balcony is not considered to have any detrimental impact on the amenities enjoyed by the occupants of this neighbouring property.
- 5.13 Overall, in terms of neighbouring amenity, the proposal is not considered to have any detrimental impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the relevant Local Plan Policies, the Urban Design SPD and the NPPF.

Parking considerations

Agenda Item 7

- 5.14 The proposal involves the demolition of the garage, and therefore the loss of one parking space. The property would remain as a 3-bed house. The front garden is proposed to be laid with semi permeable surface, along with the retention of the front grassed area, to accommodate two parking spaces. According to the Urban Design SPD the minimum parking standards for a 3 bedroom dwelling in this location are 2-3 spaces and the proposed parking arrangements are considered satisfactory and would accord with the guidance for a dwelling of this size and location, and Local Plan Policies CH3 and IN4 and the NPPF. A condition is recommended to ensure the extra space is provided.

CONCLUSIONS:-

- 6.1 In conclusion, it is considered that the scale, massing and design of the proposal is acceptable, would not have an adverse impact on the character and appearance of the dwelling or the street scene. There would not be a detrimental impact on the parking arrangements and the amenities enjoyed by the occupants of neighbouring properties would be protected. The proposed development is considered to accord with the policies outlined in the NPPF (2019), the Crawley Borough Local Plan (2015-2030) and the Urban Design SPD (2016).

RECOMMENDATION RE: CR/2019/0840/FUL

PERMIT subject to 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.
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 and finishes of the external walls and roofs of the development hereby permitted shall match in colour and texture those of the existing dwelling.
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The new windows on the southern first floor side elevation of the dwelling shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening.
REASON: To protect the amenities and privacy of the adjoining property, No.21 Town Barn Road, in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. No windows shall be constructed in the northern or southern first floor elevations of the rear extension hereby permitted which adjoins the side boundaries with Nos. 21 and 25 Town Barn Road without the prior permission of the Local Planning Authority on an application in that behalf.
REASON: To protect the amenities and privacy of the adjoining property in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. The extensions shall not be occupied until 2 parking spaces as shown on approved drawing 03 Rev B have been provided and constructed. The spaces so provided shall not thereafter be used for any purpose other than the parking of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030 and the guidance in Annex 1 of the Urban Design SPD.

1. NPPF Statement

Agenda Item 7

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.

Agenda Item 7



ArcGIS Web Map



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

1:1,000



Agenda Item 8

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 10 February 2020
REPORT NO: PES/329d

REFERENCE NO: CR/2019/0863/FUL

LOCATION: [TILGATE FOREST GOLF CENTRE, TILGATE DRIVE, TILGATE, CRAWLEY](#)
WARD: Furnace Green
PROPOSAL: ADVENTURE GOLF FACILITY AND ASSOCIATED WORKS & RECONFIGURATION OF OVERFLOW CAR PARK FOR ADDITIONAL PARKING PROVISION

TARGET DECISION DATE: 13 February 2020

CASE OFFICER: Ms D. Angelopoulou

APPLICANTS NAME: c/o Agent
AGENTS NAME: PWA Planning

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
EAD_075_01		Location Plan
EAD_075_02		Existing Site Plan
EAD_075_03	S1	Proposed Site Plan
001	05	Proposed General Arrangement

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|--|--|
| 1. WSCC Highways | No objection subject to a condition and informative. |
| 2. Forestry Commission | No response received. |
| 3. CBC Property Division | No objection. |
| 4. CBC Planning Arboricultural Officer | No objection subject to condition. |
| 5. Ecology Consultant | No objection subject to condition. |
| 6. The Woodland Trust | No response received. |

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised by site notices displayed on 3rd January 2020.

RESPONSES RECEIVED:-

Nine representations have been received. 8 of them object to the proposed development and one of them is in support.

Planning Matters

Objections

- The felling of any viable trees.
- Incorrect or misleading information within the Planning Statement. Unconfirmed numbers of trees to be removed noted in the Ecology Report, and Question 9 of the application form refers to a different number of parking spaces to be provided compared to the submitted plans.
- Further information on the proposed water feature is needed if chemicals are to be added.
- Concerns as to whether the car parks become Pay and Display, increasing parking problems.

Agenda Item 8

- More than 3 trees should be planted for mitigation and agreed by a Council Tree Officer with advice on the appropriate species. These 3 trees in the position shown would stop access to the footpath, which is not marked on the plans, and objection is raised on health and safety grounds.
- Not enough independent research has been carried out on the possible effects of the development on trees, wildlife and traffic. The overflow car park should have an Ecology Report due to the large hedgerows and placed Dormice boxes.
- The proposed opening hours would increase traffic flow in the local area, where there is already a considerable flow of traffic. Any increase in pedestrian or bicycle use down Tilgate Drive should be carefully considered.
- Not possible to combine visits as during winter months the Walled Garden and Nature Centre close at 4pm and Go Ape is only open at weekends. Visitors would have less travel options than stated.
- Loss of amenity as the picnic benches are not mentioned as being put elsewhere.
- Questions whether the proposal has already the backing of the Council as it is in Council land, and whether the proposal is designed to attract a different audience as golf is a leisure already in decline in the UK.
- The area should be converted to a further country park to benefit local residents.
- No details on any changes to the access road.
- The loss of the path from this car park behind the high sided vehicle area would push more people onto the access road where cars access the main car park.
- The application should be decided by the Planning Committee.

In support

- The proposal would provide much needed family entertainment options in Crawley as there is nothing else like this in the surrounding area.

Non-planning matters

- The company should lose some space from its golf area to create this new business rather than take up more space.
- Lease maps note the public paths and whether these will change.
- Lease issues regarding waste facilities and collection arrangements.

Officer's comments: An updated Ecology Report has been received clarifying the discrepancies noted above in relation to the number of trees to be lost; the Ecology report now only refers to one tree as the other supporting information accompanying this planning application.

REASON FOR REPORTING TO COMMITTEE:-

Number of objections received with an officer recommendation to permit.

THE APPLICATION SITE:-

- 1.1 The application site relates to the area at front of the clubhouse building at Tilgate Forest Golf Centre, which is currently used for outdoor seating area and is mainly laid to grass with some trees and shrubs. This area is open, measures approximately 0.1ha in area and changes in level, rising from north to south. The application site also includes a second area of land which is part of the parking area within the main car park for Tilgate Forest Golf Centre and the overflow car park adjacent to Tilgate Drive to the south with its surrounding landscaping which includes several hedges and trees.
- 1.2 Access to the Tilgate Forest Golf Centre is via Tilgate Drive, a private road which has access onto the public highway at Titmus Drive. The site is in Council ownership and is leased to the applicants. It lies outside the built-up area boundary, and is within the Tilgate/Worth Forest Rural Fringe Landscape Character Area as set out in Policy CH9. The site is also identified as Structural Landscaping in Policy CH7. Policy ENV2 also identifies the site as Biodiversity Opportunity Area.
- 1.3 The immediate surrounding area comprises the clubhouse building, the golf driving range building, several car parks, grass areas of golf courses operated by the applicants, allotments and woodland. Further to the west is the Tilgate Lake and Tilgate Park with a restaurant, a play area and other leisure facilities.

Agenda Item 8

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the construction of an adventure golf facility and associated works along with the reconfiguration of overflow car park to provide additional parking.
- 2.2 Following the removal of the existing outdoor seating area, grass, areas of shrubs and one tree in front of the Golf Centre building, the proposal would provide an 18-hole 'Wild Forest' themed Adventure Golf Facility. This Adventure Golf Facility would be soft green landscaped (white areas on the submitted plan), with putting areas artificially grassed, and the paths would be laid to gravel. It would incorporate several features relating to the 'Wild Forest' theme, such as tree stumps, tree trunks & roots, barrels, mineshaft etc. All these features would be artificial rockwork, namely they would be built using rendered concrete, which would then be carved to make them look 'real' and then would be scenically painted. The golf course would be enclosed by a 1.5m picket fence (the blue line on the submitted plan). The applicants submitted a Concept Document with photos showing the several features and the fence.
- 2.3 Following clarification provided by the applicants, the proposed location of the Adventure golf facility would involve the loss of 4 car parking spaces within the main car park. It is proposed to reconfigure the overflow car park to provide 25 new spaces (21 net additional). Originally, the hedges within the middle of this car park (north and south) were proposed to be wholly removed, but during the course of the application, a revised site plan has been received which shows the retention of most these hedges albeit some cutback to accommodate the revised parking layout, which would also be subject to a landscaping plan (as stated on the revised plan).
- 2.4 It is proposed that the opening hours of the Adventure Golf facility would be 9am to 9pm, seven days a week, subject to seasonal variations. Regarding lighting, the submitted Planning Statement states that: '*Lighting would only be used during the above opening hours and when needed when subject to low levels of natural illumination. It will be designed to provide for pedestrian safety and reduce light spill.*' The proposal would use the existing waste collection arrangements at the clubhouse building.
- 2.5 The following documents have been submitted in support of the application:
 - Planning Statement including Transport Statement
 - Landscape and Visual Assessment
 - Ecology Appraisal
 - Tree Survey Report
 - Tree Protection Method Statement
 - Concept Document

PLANNING HISTORY:-

- 3.1 The relevant planning history comprises an application under reference CR/2018/0603/FUL for '*Adventure golf facility with extension to an existing car park involving the installation of adventure golf play features, interconnecting footpaths and boardwalk, central assembly area and kiosk, perimeter fencing with 3x entrance portals, with the widening of the existing access to Tilgate Drive and minor additions to car park surfacing, and the associated services, facilities and landscaping*'. The application site related to the woodland area, directly adjacent to the overflow car park to the south. This application was withdrawn by the applicant on 16 May 2019.

PLANNING POLICY:-

National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1 The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
 - Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic

Agenda Item 8

objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.

- 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 8 – Promoting healthy and safe communities. Planning policies and decisions should aim to achieve healthy, inclusive and safe places.
- 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.
- Section 15 – Conserving and enhancing the natural environment. Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services; c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate; d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.; and f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

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

4.2 The following Local Plan policies are relevant to this application:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy 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.
- Policy CH7: Structural Landscaping requires that development proposals should protect and/or enhance structural landscaping, which is within the application site. Where limited or weak structural landscaping can be identified as a negative factor in the attractiveness of an area, opportunities will be sought to deliver enhancements as part of development proposals.
- Policy CH9: Development Outside the Built-Up Area. To ensure that Crawley’s compact nature and attractive setting is maintained, development should meet all the criteria set out in this Policy. In particular, for Tilgate/Worth Forest Rural Fringe: Proposals within Tilgate Country Park

Agenda Item 8

and Worth Conservation Area/Worth Way SNCI should conserve their high landscape value and potential for improved green infrastructure links to other areas.

- Policy CH11: Rights of Way and Access to the Countryside. Unless it can be clearly shown that a Public Right of Way is unnecessary or not needed, proposals which result in the loss of a public right of way must ensure re-provision of equal or better value.
- Policy EC1: Sustainable Economic Growth. Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper.
- Policy EC7: Retail and Leisure Development outside the Primary Shopping Area. Retail and leisure proposals in Crawley will follow the NPPF 'Town Centre first' principle with development directed to the most sequentially preferable and sustainable locations, firstly within the Primary Shopping Area.
- Policy ENV1: Green Infrastructure. The Policy seeks to conserve and enhance Crawley's multi-functional green infrastructure network.
- Policy ENV2: Biodiversity: All development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features of nature conservation value within and around the development.
- Policy 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.
- Policy IN3: Development and Requirements for Sustainable Transport. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.
- 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. These standards are contained within the Planning Obligations and s106 Agreements Supplementary Planning Document (SPD) or any subsequent similar document.

Emerging Crawley Borough Local Plan 2020 – 2035 (January 2020)

- 4.3 The Local Plan Review 2020-2035 has been published for Regulation 19 consultation and therefore limited weight should be given to the following applicable policies:
- Policy SD1: Presumption in Favour of Sustainable Development.
 - Policy CL2: Making Successful Places: Principles of Good Urban Design.
 - Policy CL6: Structural Landscaping.
 - Policy CL8: Development Outside the Built-Up Area.
 - Policy DD1: Normal Requirements of All New Development.
 - Policy DD5: Tree Replacement Standards.
 - Policy OS3: Rights of Way and Access to the Countryside.
 - Policy IN1: Infrastructure Provision.
 - Policy EC1: Sustainable Economic Growth.
 - Policy GI1: Green Infrastructure.
 - Policy GI2: Biodiversity and Net Gain.
 - Policy ST1: Development and Requirements for Sustainable Transport.
 - Policy ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents (SPDs)

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

Urban Design SPD (adopted October 2016)

- 4.5 The Urban Design SPD is a non-statutory document which supplements the policies of the Local Plan and is applicable to this application. It contains guidelines on the standards the Council expects for the public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.

Agenda Item 8

- 4.6 It also includes in Annex 1 the Borough's indicative minimum parking standards and for a golf course this is 4 spaces per hole.

Green Infrastructure SPD (adopted October 2016)

- 4.7 This SPD includes guidance on development in relation to trees, biodiversity, and Landscape Character Areas.

PLANNING CONSIDERATIONS:-

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

- Whether the principle of the development in this location would be acceptable
- The impact on the visual amenities of the Structural Landscaping, Tilgate/Worth Forest Rural Fringe Landscape and trees
- Ecology & Biodiversity
- The impact on neighbouring properties and amenities
- The impact of the proposal on highways, access and parking arrangements
- Other matters

Whether the principle of the development in this location would be acceptable

- 5.1 The proposal would be located next to the existing clubhouse building at Tilgate Forest Golf Centre. The proposed Adventure golf course would provide an ancillary 'golf related' leisure facility for the established Golf Centre. The NPPF identifies leisure facilities as a main town centre use, but the NPPF sequential test does not apply to small scale rural development in a countryside location, and is therefore not required to support this application. It is therefore considered that the proposed Adventure Golf course would be suitable and appropriate ancillary golf facility within the established Tilgate Forest Golf Centre.
- 5.2 The proposed development would generate income and employment and is also expected to enhance local facilities, contributing to a strong, responsive, and competitive economy and healthier community in accordance with Policy EC1, and the relevant paragraphs of the NPPF (Sections 6 and 8).
- 5.3 Overall, it is considered that the proposal would provide ancillary leisure facility to those already associated with and established at the Golf Centre, would have positive economic and social benefits and the principle of the development is therefore supported. Whilst the principle of development could be acceptable, the more detailed matters considered below, visual impacts, ecology, parking arrangements and highway safety, would need to be addressed.

The impact on the visual amenities of the Structural Landscaping, Tilgate/Worth Forest Rural Fringe Landscape and trees

- 5.4 The application site is identified as Structural Landscaping as set out in Policy CH7 which requires proposals to protect and/or enhance the structural landscaping, where appropriate. It is also outside the built-up area, but within the Tilgate/Worth Forest Rural Fringe Landscape area as identified in Policy CH9 which sets some criteria in order to maintain the Crawley's compact nature and attractive setting.
- 5.5 The proposed Adventure Golf facility would be in an area (approximately 0.1ha) in front of the clubhouse building. It would not be visible from land within the designated Tilgate Historic Park to the west due to the separation distance and woodland area in between. The proposal would also not be visible from the Site of Nature Conservation Importance to the south, due to the existence of mature trees and from the Sites of Nature Conservation Importance to the east and north, due to the existence of the clubhouse and driving range buildings which would screen the proposed development. The applicants have submitted a Landscape and Visual Assessment report which also demonstrates these views.

Agenda Item 8

- 5.6 The proposal would be located on an area which is currently open, mainly grassed and next to the existing clubhouse building at Tilgate Forest Golf Centre. The immediate surrounding area comprises the clubhouse building, the golf driving range building, the two car parks and some trees. The proposal would be mainly soft landscaped (all the white areas on the submitted plan), the putting areas would be artificially grassed (green areas on the plan) and the paths would be laid to gravel. It would be enclosed by a 1.5m picket fence. The proposal would be of a 'Wild Theme', but no precise details have been submitted regarding the height and the design of the features proposed. A condition is therefore recommended to ensure control over their precise appearance. However, it is stated that the largest feature would measure 3m in height next to clubhouse building and its existing brick boundary wall. These features would be of artificial rockwork of reinforced concrete, sculpted and scenically painted to be in keeping with the surrounding area. The indicative sections (A-AA, and B-BB) show that the features would not be disproportionate to the clubhouse building, and the proposal would be a soft landscaped area with retained trees that would not detract from the character or visual amenities of this immediate locality. Subject to the recommended condition, the appearance of the proposal is considered appropriate in this location, and would not have a detrimental impact on the character and setting of the Tilgate/Worth Forest Rural Fringe Landscape or Structural Landscaping, in accordance with Policies CH7, CH9 and CH3, and the Urban Design SPD.
- 5.7 The submitted information states that the layout would incorporate low level 'feature lighting' within the course of the design, but no further details have been submitted in this regard. This low level lighting is considered acceptable and in accordance with the criterion (iv) of Policy CH9, and it is recommended to be controlled by a condition to provide a detailed scheme of low level lighting.
- 5.8 The proposed development would also involve the reconfiguration of the overflow car park. This would involve some cutback of the hedges within the middle of the car park (north and south). Subject to a condition requiring a detailed landscaping plan to be provided, this reconfiguration is considered acceptable as the cars would still be screened by these hedges from the immediate area, and would not therefore alter the existing visual impact in this car park area.
- 5.9 The application site in front of the Tilgate Forest Golf Centre building has 10 trees and the proposal would involve the removal of one Scots Pine tree. The applicants submitted a Tree Survey report and a Tree Protection Method Statement in support of the application. These documents categorise this tree as C category. It is also stated that this tree is within a single tree group, and the remaining trees within this group would benefit from management and felling to allow the dominant trees to develop into healthy, well-formed specimens. The Council's Arboricultural Officer raised no objection and stated that the loss of the Scots Pine tree would not have a significantly adverse effect on the amenity, provided all works would be in accordance with the Tree Protection Method Statement. This is recommended to be secured by condition.
- 5.10 Policy CH6 requires any trees lost as part of the development to be replaced, the number of replacements is based on the girth of the tree removed. The removal of the Scots Pine tree would require 3 replacement trees and the applicants have shown 3 trees to be provided within the overflow car park. The species have not been specified. Some of the concerns raised in the received representations relate to the position of these trees close to a footpath that is not marked on the plans. A condition is recommended in this regard to ensure the appropriate species and their exact positioning on the plans (detailed landscaping plan). Subject to this condition, the replacement of the trees is considered acceptable and in accordance with the Local Plan Policy CH6 and the Green Infrastructure SPD.
- 5.11 Based on all the above, the proposed development would therefore meet all the criteria specified in the Policy CH9;
- i. it would be grouped with the existing clubhouse building at Tilgate Forest Golf Centre to minimise impact on visual amenity;
 - ii. its location would avoid the loss of important on-site views and off-site views towards important landscape features;
 - iii. it would reflect the local character next to the clubhouse building and the immediate locality by being a landscaped area, not disproportionate to the building;
 - iv. it would minimise the impact of lighting by low level lighting, subject to a detailed condition;

Agenda Item 8

v. following the retention most of the hedges within the overflow car park, it would ensure that the parking areas would not be visually prominent in the landscape;

vi. given that it would provide ancillary leisure facility to those already associated with the Tilgate Forest Golf Centre, it would not generate an unacceptable level and/or frequency of noise in areas relatively undisturbed by noise and valued for their recreational or amenity value;

vii. given the existence of the car park, the adjacent Tilgate Drive, and the leisure facilities in the locality, the proposal would not generate traffic of a type or amount inappropriate to the rural roads (see also section below regarding highways, access and parking arrangements); and

viii. the Adventure Golf facility as ancillary leisure facility to the Tilgate Forest Golf Centre would not introduce a use which by virtue of its operation would not be compatible with the countryside in this location.

- 5.12 Overall, the proposal would not be visible from the designated Tilgate Historic Park or the Sites of Nature Conservation Importance. The proposal would be a soft landscaped area with retained trees that would not detract from the character or visual amenities of the immediate locality. Subject to the recommended condition, the appearance of the proposal is considered appropriate in this location, and would not have a detrimental impact on the character and setting of the Tilgate/Worth Forest Rural Fringe Landscape, Structural Landscaping or the visual amenity of the surrounding area, and would be in accordance with Policies CH2, CH3, CH7, CH6 and CH9, and the relevant paragraphs of the NPPF in this regard.

Ecology & Biodiversity

- 5.13 The applicant submitted an Ecology Appraisal in support of the application and also amended the site plan by retaining most of the hedges, with some cutback, within the overflow car park subject to a detailed landscaping plan. The Council's Ecology Consultant considered this information and raised no objection subject to a condition to ensure that the recommendations stated in this Ecology Appraisal would be implemented.
- 5.14 The Adventure Golf facility would be soft 'green' landscaped details of which are proposed to be controlled through a landscaping scheme. This is considered acceptable and in accordance with Policy ENV2.
- 5.15 The proposal would also include a water feature. Some of the concerns raised in the representation section above related to this feature and whether chemicals would be added to this that could potentially have impact on the biodiversity. The applicants provided further information on this by stating: *'The water feature will be sealed and filled from the club's own water supply as and when required. It will work on a pump system to keep the water flow moving. No chemicals required.'* This is considered acceptable and is recommended to be controlled by condition.

The impact on neighbouring properties and amenities

- 5.16 The surrounding area comprises woodland and grass links of the golf course. In terms of impact upon neighbouring properties the proposal is sited some 280m to the east of the closest residential properties along Salisbury Road and Constable Road. Given this separation distance, it is considered that the proposed development would not be detrimental to the amenities of neighbouring occupiers.

The impact of the proposal on highways, access and parking arrangements

- 5.17 The access to the proposed development from Tilgate Drive, a private road, would remain unaltered and there are no proposed changes to the public rights of way or accessibility. Tilgate Forest Golf Centre is served by the main car park in front of the Golf Centre building to the north of Tilgate Drive, and by the overflow car park to the south of Tilgate Drive. During the course of the application, the agent clarified that the proposal would involve the loss of 4 parking spaces within the main car park, but this is not stated in the submitted Planning Statement or within the application form. The reconfiguration of the overflow car park would provide 25 new spaces, resulting in 114 spaces in total within the overflow car park, and a total net increase of 21 spaces. It is also noted that adjacent to the overflow car park to the west, is a Council owned car park with capacity of around 125 spaces with pay and display facilities. Further to the west (some 550m away) is also the

Agenda Item 8

main visitor car park for Tilgate Park (around 280 spaces) with pay and display facilities. The nearest bus stop is located at the Tilgate Park main car park, some 700m along Tilgate Drive, and is served only at weekends.

5.18 Annex 1 of the Urban Design SPD contains the Borough's indicative minimum parking standards for a 'standard' golf course as 4 spaces per hole. If applied to the 18-hole Adventure Golf facility, the development would require 72 parking spaces. The submitted Planning Statement states in this regard: *'The proposed Adventure Golf comprises an 18-hole course, providing up to an anticipated maximum of 72 players on the courses at any one-time comprising players of all ages, plus those waiting to start / finish. The Adventure Golf would be staffed by 2 full-time equivalents (FTE). The proposed Adventure Golf is designed as a family-friendly visitor attraction for which all equipment is provided on site. Accordingly, visitors may arrive by a combination of transport means, including private car directly to the Golf Centre or other car parks within Tilgate Park, or by sustainable means such as public transport (bus links as above), cycle and/or on foot. It is anticipated that a notable proportion of visitors would combine their visit with days out to Tilgate Park and other attractions, i.e. Go Ape, Nature Centre etc.). It is estimated that circa 25,000 rounds of golf will be played per year. Of these circa 50% of players are anticipated to be arriving by either sustainable transport modes and/or also visiting other attractions within Tilgate Park, extending their visit.'*

5.19 The Local Highway Authority (LHA) has been consulted on the above application and raised no objection. They stated that: *'The proposal is for an "adventure" golf facility, clearly designed to provide a fun environment for families and other groups. The authority therefore agrees with the applicant that it is not appropriate to apply the County Council's parking standards for golf courses to the proposed use. The implication is that the applicant has attempted to put in place additional parking to serve the use whilst taking account of the site's constraints. It is the authority's view that the proposed provision is appropriate and adequate for the use.'*

No changes are proposed to the site access from Tilgate Drive. That road is not maintained by the County Council and we have no issues with the likely modest increase in traffic from the use. It is unlikely that the increased traffic will have a severe impact on the local public road network. Two employees will be associated with the facility with a negligible impact on traffic as a result. The application affects the Titmus Drive footpath and public footpath 3391. There are some rules about building and developing next to a footpath as indicated in Annex 1. Given that Tilgate Drive serves a variety of sites and uses, and that construction vehicles will travel through a residential area, a construction management plan is required.'

5.20 It is acknowledged that the proposal would not meet the Council's adopted parking standards, as only 21 new parking spaces would be provided (25 new within the overflow car park minus 4 lost within the main car park) compared to the required 72 spaces. However, these standards refer to a standard golf course. An Adventure Golf facility would attract a different age and type of visitors (family attraction) to those of the existing golf courses operated by the applicants. Therefore, it is considered that, given WSSC Highway's no objection in relation to the vehicle numbers estimated, the surrounding car parks available to the site along with the proposed net increase of 21 spaces, the nature of the Adventure Golf facility as a family attraction, and the likelihood of some visitors combining their visit with other attractions, that the proposed development would not have a detrimental impact on highway safety and parking arrangements, and would therefore accord with the Local Plan Policies CH3, IN3 and IN4 and the relevant paragraphs of the NPPF.

5.21 It is noted that some of the representations received note that it would not be possible to combine visits as described by the applicants as during winter months the Walled Garden and Nature Centre close at 4pm and Go Ape is only open at weekends. This is not considered a reason to object to this proposal if the applicants choose to operate different hours. The hours of operation are considered acceptable in this location and are recommended to be controlled by condition.

5.22 The Construction Management Plan is recommended to be controlled by condition and the applicant would be advised via an informative regarding the rules about building and developing next to a footpath.

Other matters

Agenda Item 8

- 5.23 Some of the representations received relate to the loss of the existing outdoor seating area. The applicants state: *'Last summer new benches were put in place to the rear of the club house with a capacity of around 50. The benches would be removed, and not added to this area, as an improvement has already been made. Furthermore, like the vegetation and removal of tree, this in itself does not constitute development and can take place without planning permission.'* Given this, it is not considered that the loss of these picnic benches could substantiate a reason for refusal.
- 5.24 Other objections related to the existing waste collection at the golf course and reference to the lease of the applicants with the Council. These are not planning matters and have no bearing on the acceptability of the application in planning terms.

CONCLUSIONS:-

- 6.1 The proposal in this location is supported in principle as it would provide an ancillary leisure facility to those already associated with and established at, the Tilgate Forest Golf Centre. The proposal would not be visible from the designated Tilgate Historic Park or the Sites of Nature Conservation Importance. The proposal would be a soft landscaped area with retained trees and is not considered to detract from the character or visual amenities of the immediate locality. Subject to detailed conditions controlling the golf course features, materials, lighting and tree protection conditions, the appearance of the proposal is considered appropriate in this location, and would not have a detrimental impact on the character and setting of the Tilgate/Worth Forest Rural Fringe Landscape, Structural Landscaping or the visual amenity of the surrounding area.
- 6.2 The proposal is considered acceptable in ecological terms subject to a condition requiring the recommendations stated in the submitted Ecology Appraisal report to be implemented and subject to a landscaping scheme condition. It is also considered that, given WSSC Highway's no objection in relation to the vehicle numbers estimated, the surrounding car parks available to the site along with the proposed net increase of 21 spaces, the nature of the Adventure Golf facility as a family attraction, and the likelihood of visitors combining their visit with other attractions, that the proposed development would not have a detrimental impact on highway safety and parking arrangements. The proposal would not have a detrimental impact on neighbours' amenities, at the closest residential properties some 280m away to the west.
- 6.3 For the reasons outlined above, the application would accord with the relevant NPPF policies, the Local Plan policies, the Urban Design SPD and the Green Infrastructure SPD. It is therefore recommended that the proposal is granted planning permission subject to the recommended conditions.

RECOMMENDATION RE: CR/2019/0863/FUL

PERMIT subject to 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.
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 development shall be carried out unless and until samples of the materials and finishes to be used for the fencing, putting greens, artificial rockwork of the several elements of the proposed development and other adventure golf course features 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 in accordance with Policies CH3 and CH9 of the Crawley Borough Local Plan 2015-2030.

Agenda Item 8

4. No above ground development shall be carried out unless and until precise elevations of the proposed golf course features have been submitted to and approved by the Local Planning Authority. The development shall proceed in accordance with the details so approved.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policies CH3 and CH9 of the Crawley Borough Local Plan 2015-2030.
5. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon local roads (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.REASON: In the interests of highway safety and the amenities of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. Prior to practical completion of and before any use of the adventure golf facility, the following details shall be submitted to, and approved by, the Local Planning Authority:
 - A statement showing how the recommendations, including enhancements, set out in the preliminary ecological appraisal by Cherry Ecology, dated 9 October 2019 have been implemented.REASON: To ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030 and paragraph 175 of the National Planning Policy Framework (2019).
7. The water feature of the development hereby approved shall be sealed and filled from the club's own water supply on a pump system with no chemicals added in strict accordance with the submitted details.
REASON: To ensure that the proposals avoid adverse impacts on biodiversity in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030 and paragraph 175 of the National Planning Policy Framework (2019).
8. No above ground development shall be carried out unless and until a scheme of low level lighting has been submitted to and approved by the Local Planning Authority. The scheme shall include details of the number of light fittings, design and level of illumination and the hours of use of the lighting elements. The development shall be carried out and thereafter maintained in strict accordance with the agreed details.
REASON: To ensure that the proposals avoid adverse impacts on the visual amenity of the area and to safeguard biodiversity in accordance with Policies CH9 and ENV2 of the Crawley Borough Local Plan 2015 - 2030 and paragraphs 170 and 175 of the National Planning Policy Framework (2019).
9. The Adventure Golf facility hereby permitted shall only be open to customers between the hours 09.00am and 09.00pm.
REASON: To safeguard the amenities of the locality and to comply with Policies CH3 and CH9 of the Crawley Borough Local Plan 2015 - 2030.
10. The works to implement the development hereby approved shall only be undertaken in accordance with the Tree Survey Report and Tree Protection Method Statement provided by PDP Associates Ltd and dated November 2019.
REASON: To ensure the retention and maintenance of trees important to the visual amenity / the ecological quality / and for the environment of the development in accordance with Policies CH2 and CH3 of Crawley Borough Local Plan 2015-2030.
11. No above ground development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, for the adventure

Agenda Item 8

golf course and including the areas within the car park where the landscaping will be cut back/thinned. The approved landscaping scheme shall provide for a minimum of three new trees within the car park site.

REASON: In the interests of amenity and of the environment of the development in accordance with Policies CH3 and CH6 of the Crawley Borough Local Plan 2015 - 2030 and the Green Infrastructure Supplementary Planning Document.

12. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the completion of the development and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
- REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

Informative(s)

1. The development is close to Titmus Drive footpath and public footpath 3391 and the applicant is must note the following guidance and advice provided by West Sussex County Council Highways in relation to building near a right of way:
- All recorded Public Rights of Way are shown on the Definitive Map.
 - Planning permission alone does not allow a Right of Way to be obstructed or moved in any way - this includes construction works, which must not interfere with a Right of Way or pose any risk to path users.
 - If a diversion/extinguishment is necessary to enable a development to take place, an application for diversion should to made to the relevant planning authority well in advance of the start of the work.
 - All Public Rights of Way must remain open and available for public use at all times unless the relevant legal steps have been undertaken.
 - The temporary closure of a Public Right of Way is a legal process, and is done only where it is absolutely necessary and there is a danger to public safety that cannot be designed out.
 - Once any work is completed, the legal, definitive line of the Public Right of Way must be available for use on the ground.

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.

Agenda Item 8

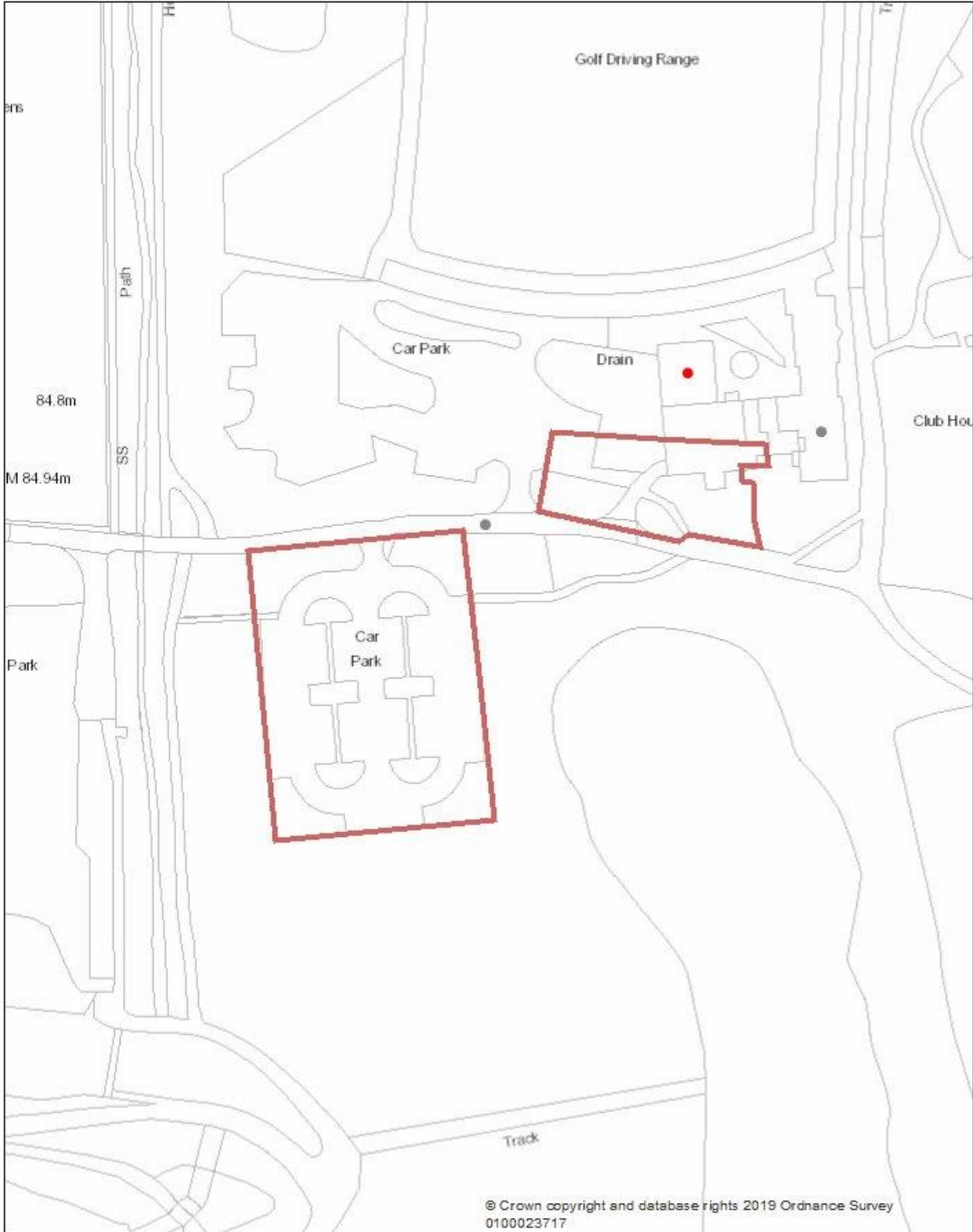


ArcGIS Web Map



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

1:1,250



This page is intentionally left blank

Agenda Item 9

Crawley Borough Council

Report to Planning Committee 10th February 2020

Objections to the Crawley Borough Council Tree Preservation Order - Squires Garden Centre, Horsham Road - 09/2019

Report of the Head of Economy and Planning – *PES 346*

1. Purpose

- 1.1 This report presents the Squires Garden Centre, Horsham Road - 09/2019 Tree Preservation Order (“the Order”), an objection made to the Order and asks the Committee to delegate the decision regarding confirmation of the Order.

2. Recommendation

- 2.1 It is recommended the Planning Committee:
- 2.1.1 Consider the objection made to the Squires Garden Centre, Horsham Road - 09/2019 Tree Preservation Order (“the Order”); and
- 2.1.2 Delegate to the Head of Economy and Planning the power to consider any response received from the neighbour at 187 Buckswood Drive at the conclusion of the consultation period (to expire on 24/02/2020) and to thereafter but by no later than 28/02/2020 make a decision whether to confirm the Order with or without modification.

3. Reasons for the Recommendation

- 3.1 The trees are considered to have good landscape amenity value in the surrounding area. The trees are prominent in the locality and have significant amenity value. The trees are clearly visible from the public highway. The trees are visually important in the local area. The trees have significant wildlife value.

4. Background

- 4.1 The subject of this Order is a group of trees on the area of land in the southern corner of the site (A1 on the attached plan) and a small group of trees between the car park exit and the adjacent residential property to the west (G1 on the attached plan). A1 consists of several large, mature trees of various species such as Oak, Ash and Silver Birch with an understorey of smaller species such as Yew. G1 consists of 3 trees (1 Alder, 1 Silver Birch and 1 False Acacia). Photographs of the trees are attached at the end of this report as Appendix 1.
- 4.2 Following receipt of a TPO status enquiry submitted by the agent acting on behalf of Squires Garden Centre, a check confirmed that the trees were not protected and so a desktop assessment was made followed by a site visit, which determined that the trees are of high amenity value. The LPA therefore decided to protect the trees in order to ensure their continued contribution to the green amenity of the area.

Agenda Item 9

- 4.3 The provisional Tree Preservation Order was made on 28th August 2019 and remains provisionally in force for a period of six months until 28th February 2020. If the Order is confirmed, the protection becomes permanent, if the Order is not confirmed it ceases to have effect.
- 4.4 The trees within G1 overhang the neighbouring property 187 Buckswood Drive while the larger trees within A1 overhang the highway (Horsham Road and Buckswood Drive. An application for tree surgery was submitted in August 2019 (reference CR/2019/0630/TPO) following service of the Tree Preservation Order to prune back the trees to improve clearance to the adjoining property and highway. Consent for these works was granted on 3rd December 2019. All trees appeared to be in good general health and condition at the time of inspection.

5. Notification/ Consultation/Representation

- 5.1 A LPA must, as soon as practicable after making an Order and before it is confirmed, serve persons interested in the land affected by the Order a copy of the Order and a prescribed notice. The Council therefore served on the owner(s)/occupiers(s) of the land and other interested parties a copy of the provisional Tree Preservation Order and notice. The following persons were served.

Owners and occupiers of the land:

- J. Cheal and Sons Limited, Cheals Garden Centre, Horsham Road, Crawley, RH11 8PL
- D. J. Squire and Co. Limited, Sixth Cross Road, Twickenham, Middlesex, TW2 5PA

Owners and occupiers of adjoining land affected by the TPO:

- West Sussex County Council, County Hall, West Street, Chichester, PO19 1RG
- The Occupier, 187 Buckswood Drive, Gossops Green – however, please note that the consultation period for this address is still running and will expire on 24th February as it was discovered that this adjoining owner was omitted from the original notifications.

- 5.2 The Council is required to consider any objections or representations made within 28 days of the date of the Order (or as a result of any later notification letters issued with the time period specified on that letter). The notification period for objections (except number 187 Buckswood Drive) ended on 2nd October 2019. Confirmation of the order is required within six months of the date upon which the Order was provisionally made.
- 5.3 One representation has been received from the company D.J Squire and Co Ltd who trade as Squires Garden Centre objecting to the Tree Preservation Order. The full objection letter is appended to this report as Appendix 2. The following reasons have been submitted for consideration.
- The trees have no more prominent landscape value to the area than any other trees on the opposite side of the road, in adjoining gardens or on the roundabout. In the case of most of the trees in A1 they are insignificant and all of the trees in G1 are insignificant.
 - The trees [within A1] have no amenity value as they are on our private property, which is not open to the public outside our trading hours.
 - The trees in area G1 are not particularly visible from the public highway at all and only some of the trees in area A1 are visible from the public highway.
 - For the reasons cited above the trees are not visually important to the local area.
 - All trees are of value to wildlife. These are no more significant in that respect than any other local trees. There is nothing that marks them out as particularly valuable.

6. Amenity Value/Assessment

- 6.1 The trees on the other side of the road as well as those on the roundabout are owned by West Sussex County Council and it is not usual to protect Council owned trees as these are considered to be under good arboricultural management and their presence has no bearing on the decision to protect the trees within A1 whose suitability for protection was assessed on their own merits. The trees within

Agenda Item 9

A1 are the only significant trees within private ownership in the immediate locality and for this reason their amenity should be safeguarded.

- 6.2 The main criteria for protecting trees the subject of this Tree Preservation Order is that they have considerable amenity value and are considered visually important in the surrounding area. The trees within A1 are visually prominent and can be viewed from various parts of Horsham Road, Buckswood Drive, Kingscote Hill and various places along Crawley Avenue. There is no requirement for the trees to be publicly accessible in order for them to be considered visually important. The trees form part of the landscaped character of Horsham Road, soften the visual appearance of the car park and contribute to the green infrastructure of the town (which on the eastern side of Horsham Road is identified as Structural Landscaping).
- 6.3 The trees in G1 are clearly visible from Buckswood Drive and Horsham Road and form a screen between the Squires Garden Centre, providing some screening and privacy to the adjoining property 187 Buckswood Drive.
- 6.4 As stated the main criteria for tree protection is that the trees have visual amenity and are visually important to the area, however other factors can be taken into consideration and all the trees provide habitat and value to wildlife.

7. Implications

Human Rights Act 1998

- 7.1 The referral of this matter to the Planning Committee is in accordance with Article 6 of the Human Rights Act 1998, the right to a fair hearing, which is an absolute right. Those persons who made representations in objection to the TPO are entitled to attend the Planning Committee meeting and to make any further verbal representations at the meeting. The Planning Committee must give full consideration to any such representations.

Planning legislation

- 7.2 The law relevant to the protection of trees is set out in Part VIII of the Town and Country Planning Act 1990 as amended and the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

8. Background Papers

- 8.1 The Crawley Borough Council Tree Preservation Order Squires Garden Centre, Horsham Road - 09/2019

Contact Officer: Russell Spurrell
Direct Line: 01293 438033
Email: russell.spurrell@crawley.gov.uk

Agenda Item 9

SCHEDULE

SPECIFICATION OF TREES

Trees Specified Individually (encircled in black on the map)

Reference on Map	Description	Situation
NONE		

Groups of Trees (within a broken black line on the map)

Reference on Map	Description	Situation
G1	Common Alder, Silver Birch, False Acacia	Grid Ref: TQ-25687-35626

Woodlands (within a continuous black line on the map)

Reference on Map	Description	Situation
NONE		

Reference to an Area (within a dotted black line on the map)

Reference on Map	Description	Situation
A1	The numerous trees of whatever species standing within the area bounded by the dotted black line.	Grid Ref: TQ-25691-35603



Tree Preservation Order No 09/2019
Squires Garden Centre, Horsham Road

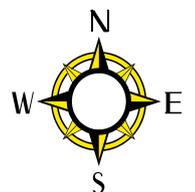
Clem Smith
Head of Economy and Planning Services



The scale shown is approximate and should not be used for accurate measurement.

© Crown copyright and database rights 2014 Ordnance Survey 0100023717

Scale	1:1250
Date	22/01/2020



Agenda Item 9

OFFICER SITE PHOTOS – APPENDIX 1

Photo of A1 viewed from Buckswood Drive following consented works



Photo of G1 viewed from Buckswood Drive



Agenda Item 9

Photo of A1 viewed from Horsham Road



Photo of G1 viewed from Horsham Road



Agenda Item 9

COPY OF OBJECTION LETTER RECEIVED – Appendix 2

Please find a copy of a letter which we have sent by post.

Dear Mr Spurrell

RE Notice of Provisional Tree Preservation Order No 09/2019 Squire Garden Centre Horsham Road

Our company D.J. Squire & Co Limited, trading as Squires Garden Centres, wishes to object to the above tree preservation order. As a company which has been involved in the horticultural industry for over 85 years, we have been a very strong supporter of the use of tree preservation orders to sustain our woodland and natural environment and it would never be our company's intention to damage or destroy any tree of merit without extremely good cause. However, in our opinion the two areas that you have identified in this provisional order do not fulfil the criteria necessary for a tree preservation order and we would like to make the following comments:

It is our understanding that orders should be used to protect selected trees and woodland if their removal would have a significant negative impact on the local environment and its enjoyment by the public. Before authorities make or confirm an order they should be able to show that protection would bring a reasonable degree of public benefit in the present or future.

Public visibility alone will not be sufficient to warrant an Order. The authority is advised to also assess the particular importance of an individual tree, or groups of trees or of woodlands by reference to its or their characteristics including:

- size and form;
- future potential as an amenity;
- rarity, cultural or historic value;
- contribution to, and relationship with, the landscape; and
- contribution to the character or appearance of a conservation area.

In this case the provisional tree preservation order 09/2019 area A1 is referred to as "numerous trees" and G1 as "groups of trees" without reference to any particular trees. Area G1 comprises very few trees at all. Area A1 comprises a group of a few trees and some scrubby undergrowth. While we accept that some of the trees in area A1 are mature and of some size, we do not believe that any of the other characteristics described in the bullet points above are met in the case of either area, nor is the test of public benefit.

In response to the particular points numbered 1 to 5 in your letter our view is as follows:-

1. The trees have no more prominent landscape value to the area than any other trees on the opposite side of the road, in adjoining gardens or on the roundabout. In the case of most of the trees in A1 they are insignificant and all of the trees in G1 are insignificant
2. The trees are no more prominent than the other trees on the opposite side of the road, in private gardens or on the roundabout. Furthermore, the trees have no amenity value as they are on our private property, which is not open to the public outside our trading hours.
3. The trees in area G1 are not particularly visible from the public highway at all and only some of the trees in area A1 are visible from the public highway
4. For the reasons cited above the trees are not visually important to the local area
5. All trees are of value to wildlife. These are no more significant in that respect than any other local trees. There is nothing that marks them out as particularly valuable

An application was made to the planning office for work to be undertaken on trees in area G1 on our behalf by Dave Ford Tree Care as we had received a complaint from our nearest neighbour who has specifically asked us to do this work. We also want to maintain good visibility and access from our exit road onto the highway.

We do not believe that the order should be made in respect of either area. We would warmly welcome the opportunity to meet with you on site to discuss the particular merits of the individual trees.

Agenda Item 9

We strenuously contest the blanket coverage that has been identified in the provisional order. We consider the reasons given to be unspecific and vague with no consideration given to the precise trees and circumstances. This serves to undermine and devalue the concept of the Tree Preservation Orders. It also adds an administrative (and therefore costly in time and resource) burden on both the council and the occupier which is not in the public interest, particularly when the trees in question are not any significant risk and only maintenance is envisaged.

We should like to make the final point that the letter which was brought to our attention was addressed to J Cheal and Sons Limited, our landlord, and not to this company. This company has a long lease on the site and is the business rates payer. Our interest is also registered at the Land Registry. We have operated the garden centre on site for 20 years next January. It was by chance that we even heard about the provisional order. Has a letter also been sent to us? If not has the provisional order been properly served?

We look forward to hearing from you at your earliest convenience.

Colin Squire OBE

D. J. Squire & Co., Ltd, trading as Squire's Garden Centres
Company number 00316151

Head Office
Sixth Cross Road
Twickenham
Middlesex TW2 5PA

This page is intentionally left blank