

LOCATION: [CENTRAL SUSSEX COLLEGE, COLLEGE ROAD, THREE BRIDGES, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: ERECTION OF A THREE STOREY BUILDING TO PROVIDE TEACHING FACILITIES, CLASSROOMS AND PRACTICAL SPACE FOR SCIENCE TECHNOLOGY ENGINEERING AND MATHS (STEM) PROVISION

TARGET DECISION DATE: 18 September 2019

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Chichester College Group
AGENTS NAME: HNW Architects

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
18030-HNW-ZZ-00-DR-A-1100		Existing Site Location Plan
18030-HNW-ZZ-00-DR-A-1101	A	Existing Block Plan
18030-HNW-ZZ-00-DR-A-1200		Existing Ground Floor Plan
18030-HNW-ZZ-01-DR-A-1201		Existing First Floor Plan
18030-HNW-ZZ-02-DR-A-1202		Existing Second Floor Plan
18030-HNW-ZZ-03-DR-A-1203		Existing Third Floor Plan
18030-HNW-ZZ-ZZ-DR-A-1300		Existing Elevations
18030-HNW-ZZ-ZZ-DR-A-1301		Existing Sections
18030-HNW-ZZ-00-DR-A-2100		Proposed Site Location Plan
18030-HNW-ZZ-00-DR-A-2101	A	Proposed Block Plan
18030-HNW-ZZ-00-DR-A-2201		Proposed First Floor Plan
18030-HNW-ZZ-00-DR-A-2200		Proposed Ground Floor Plan
18030-HNW-ZZ-03-DR-A-2203		Proposed Roof Floor Plan
18030-HNW-ZZ-00-DR-A-2202		Proposed Second Floor Plan
18030-HNW-ZZ-XX-DR-A-2301		Proposed Sections
L 8625/1	0	Crawley 1 - Existing Building Floor Plan (Sheet 1 of 6)
L 8625/2	0	Crawley 2 - Existing Building Floor Plan (Sheet 2 of 6)
L 8625/4	0	Crawley 4 - Existing Building Floor Plan

		(Sheet 4 of 6)
L 8625/3	0	Crawley 3 - Existing Building Floor Plan (Sheet 3 of 6)
L 8625/5	0	Crawley 5 - Existing Building Floor Plan (Sheet 5 of 6)
L 8625/6	0	Crawley 6 - Existing Building Floor Plan (Sheet 2 of 6)
L 9179/1	0	Existing Elevations - Block D (Sheet 1 of 3)
L 9079/2	0	Existing Elevations - ATC - (Sheet 2 of 3)
L 9079/3	0	Existing Elevations - Longleys (Sheet 3 of 3)
L8558/1	0	Topographical Survey (Sheet 1 of 2)
L8558/2	0	Topographical Survey (Sheet 2 of 2)
AS/TCP/190219/1	1	Tree Constraints Plan
30473 EX 01	P1	Drainage In Summary 1
30473 EX 02	P2	Drainage In Summary 2
30473 GA1	A	Foundations with Ground Floor Structure Over
4037 ME002	12	Mechanical and Electrical Services
18030-HNW-ZZ-ZZ-DR-A-3105	C2	Proposed Site Plan
18030-HNW-XX-ZZ-DR-A-3320	C1	External Wall Types - Elevations
30473-EX01	A2	Drainage General Arrangement
30473-EX01	P1	Attenuation Tank Design M1 M30 and M100 plus 40 perc
XXXX-E-M2-RF-62-100	P1	Roof Small Power & PV Arrangement
30473-EX03	A1	Drainage Sections
18030-HNW-ZZ-XX-DR-A-3101		Temporary Cycle Parking Location

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. | GAL Aerodrome Safeguarding | No objection subject to conditions and informative |
| 2. | Environment Agency | Comments provided |
| 3. | WSCC Highways | No objection subject to conditions |
| 4. | National Air Traffic Services (NATS) | No objection |
| 5. | Thames Water | No objection subject to conditions |
| 6. | Sussex Police | Comments provided |
| 7. | CBC Drainage Officer | Comments provided |
| 8. | CBC Planning Arboricultural Officer | No objection subject to condition |
| 9. | UK Power Networks | Comments provided |
| 10. | CBC Environment Team | No response received |
| 11. | CBC Contaminated Land | No objection |
| 12. | CBC Environmental Health | No objection |
| 13. | Crawley Cycle & Walking Forum | Comments provided |
| 14. | Southern Water Ltd | No response received |
| 15. | CBC Energy Efficiency & Sustainability | No objection subject to conditions |
| 16. | CBC Retail & Employment | No response received |
| 17. | CBC Urban Design | No response received |
| 18. | Ecology Officer | No response received |
| 19. | WSCC Lead Local Flood Authority | No objection subject to conditions |
| 20. | Gatwick Diamond Grow Group | No response received |
| 21. | CBC Economic Development | Support the application |
| 22. | WSCC Fire & Rescue | No response received |

NEIGHBOUR NOTIFICATIONS:-

Sussex Police Headquarters

RESPONSES RECEIVED:-

None received

REASON FOR REPORTING TO COMMITTEE:-

This is a major application.

THE APPLICATION SITE:-

- 1.1 Crawley College lies at the eastern end of Crawley town centre. It is a substantial site (approx. 3 hectares) containing a range of educational buildings, including the College's landmark tower. The campus predominantly fronts College Road, but also has a frontage onto Northgate Avenue and Haslett Avenue East/Three Bridges Road.
- 1.2 The bulk of the current application site lies approximately midway along the College Road frontage, almost opposite Queensway. It currently comprises a car parking area situated in front of the existing ATC building. The application site also includes a vehicular access route running through the existing car park along the side of the ATC building and then south to the existing College access at the Three Bridges Road roundabout.
- 1.3 There is a four storey College building (D Block) immediately to the north of the application site, with other buildings, including the tower, further north. Most of the buildings in the northern part of the site are of a similar character and finished in concrete. There is a car park to the south of the application site and the College's newer Longley building. There are metal railings along the majority of the College Road boundary frontage. There are also trees and a grass verge along this boundary. Another belt of mature trees runs across the campus to the south of the application site.
- 1.4 To the east of the wider College site is a residential area comprising mainly two storey housing, but with some three storey flats close to Three Bridges Road. Memorial Gardens lies to the west of the southern half of the College. To the north of the campus is Crawley police station and some largely vacant buildings formerly occupied by the County Council. The College's former car park on Northgate Avenue is currently being redeveloped for residential use. Crawley Library lies immediately to the south of the campus.
- 1.5 The site has few recognised constraints, although Council records show 'filled ground,' possibly contaminated and forming the route of some pipework, entering the College site in its north-east corner, running in a south-westerly direction and exiting onto College Road. There are some protected trees located to the east of the campus along the route of the adjoining public footpath.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is for a three storey building to provide teaching facilities, classrooms and practical space for Science, Technology, Engineering and Maths (STEM) provision. The ground floor would have a reception area, two classrooms, a staff room, toilets and a plant room. The first floor would comprise classrooms for electronics, robotics and theory learning. The second floor would contain four classrooms for 3D printing/virtual reality and science/airport related teaching.
- 2.2 The proposed building would have a second key function in forming the College's main entrance. The current main entrance is at the base of the tower and it is proposed to relocate this to the STEM facility. The STEM building would also facilitate the relocation of three classrooms and The Zone canteen break-out/flexible space from the existing Tower building.
- 2.3 The building would have a ground floor entrance area facing College Road. It would have a predominantly glazed frontage to College Road, incorporating angled columns supporting a projecting, high level canopy. The majority of windows would face west or south, although some would face north.
- 2.4 A total of 21 car parking spaces would be lost from the existing car park, along with some cycle storage.

2.5 In support of the application, the College has submitted:

- Design and Access Statement
- Planning Statement
- Sustainability Statement
- BREEAM Pre-Assessment
- Transport Statement
- Travel Plan
- Noise Assessment
- Ecological Report
- Bird Hazard Management Plan
- Arboricultural Report and Tree Constraints Plan
- Flood Risk Assessment
- Below ground surveys and utility reports
- Geotechnical Investigation Report

2.6 Following requests from officers and consultees, further information has been submitted during the lifetime of the application including:

- Revised elevation drawings and details of proposed materials
- Supportive Planning document
- Wider Site Proposals document
- PV Solar panel details and additional sustainability information
- Drainage and attenuation details

PLANNING HISTORY:-

- 3.1 The College campus has a long planning history and most applications are not relevant to the current proposal. Construction work on the College began in 1956, with the first students arriving in 1958. A second stage of development, including the tower, was approved in 1961 and opened in 1967.
- 3.2 The following applications are the more significant ones or those in close proximity to the application site.
- 3.3 **CR/2015/0356/FUL** – (ATC Building) Erection of single storey extension, alterations to existing building and associated external works. Granted
- 3.4 **CR/2012/0306/FUL** – (Longley Building) Erection of four storey extension to the existing college on the south-east of the site to provide teaching and learning facilities and reconfiguration of the car park and landscaping. Granted
- 3.5 **CR/2008/0215/FUL** – (Longley Building) Erection of new education facility and parking and demolition of most of the existing building. Granted
- 3.6 **CR/2007/0334/OUT** – Outline application for the redevelopment of Crawley Campus to provide a replacement further education facility with ancillary development including car parking. Granted
- 3.7 **CR/2001/0534/FUL** – (Longley Building) Erection of new teaching facility and development of existing car park to increase pay and display by 40 bays. Granted

PLANNING POLICY:-

4.1 The following planning policies are relevant to the proposal:

National Planning Policy Framework (NPPF):

4.2 The revised National Planning Policy Framework (NPPF) was published in early 2019. The original NPPF introduced the presumption in favour of sustainable development in approving developments

that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.

- 4.3 The core planning principles of the NPPF state that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 4.4 Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development. The NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Crawley 2030: The Crawley Borough Local Plan 2015-2030

4.5 The following policies from the adopted Local Plan are relevant:

- Policy SD1 (Presumption in favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principles) States that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) States that all proposals for development in Crawley will be required to respond to and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) requires proposals to use land efficiently, not unduly restrict the potential of adjoining land nor prejudice planning and phasing of development over a wider area.
- Policy CH6 (Tree Planting and Replacement Standards) requires any trees lost as a result of development to be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH7 (Structural Landscaping) requires that development proposals should protect and/or enhance structural landscaping, which runs along the footpath to the east of the site.
- Policy CH8 (Important views) requires that the important views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The Crawley College site lies within the Long Distance View Splay from Tilgate Park. The College's Tower building is specifically mentioned with reference to the Linear Contained View along The Boulevard, which it terminates looking eastwards.
- Policy EC6 (Development Sites within the Town Centre Boundary) does not specifically identify the Crawley College site (except for the former car park site), but states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.

- Policy H1 (Housing Provision) sets out the Local Plan's target for housing delivery. It also confirms the positive approach that the Council will take to bringing forward new opportunities, including delivering town centre living and reusing brownfield sites.
- Policy ENV1 (Green Infrastructure) advises that Crawley's multi-functional green infrastructure network will be conserved and enhanced through the following measures: i. development which protects and enhances Green Infrastructure; ii. Development proposals should take a positive approach to designing green infrastructure; and iii. Proposals which reduce, block or harm the functions of green infrastructure will be required to be adequately justified.
- Policy ENV2 (Biodiversity) requires proposals to incorporate features to encourage biodiversity where appropriate and to enhance existing nature conservation features.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7 (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy 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 ENV9 (Tackling Water Stress) seeks that all new non-residential development achieves BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- Policy ENV10 (Pollution Management and Land Contamination) seeks to address land contamination and to mitigate its impacts.
- Policy ENV11 (Development and Noise) addresses noise impact. It states that noise generating development will only be permitted where it is demonstrated that nearby noise sensitive use will not be adversely affected. A Noise Impact Assessment will be required where developments are likely to be exposed to significant noise levels.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 (Strategic Development of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport): Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.
- Policy IN5 (The Location and Provision of New Infrastructure) supports the provision of new or improved infrastructure and states that major facilities serving a wider area should be in a sustainable location accessible by a variety of means of transport.

Emerging Local Plan Policies

4.6 The Local Plan Review 2020-2035 is at an early stage and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy CD2: Making Successful Places: Principles of Good Urban Design
- Policy CD3: Local Character and Design of New Development
- Policy CD4a: Effective Use of Land: Movement, Sustainability and Urban Form
- Policy CD4b: Effective Use of Land: Layout, Scale, Appearance and Public Realm
- Policy CD5: Local Design Standards
- Policy CD6: Normal Requirements of All New Development
- Policy CD10: Inclusive Design
- Policy LC2: Important and Valued Views
- Policy LC3: Tree and Landscape Character Planting

- Policy HA6: Historic Parks and Gardens
- Policy IN1: Infrastructure Provision
- Policy IN2: The Location and Provision of New Infrastructure
- Policy IN3: Supporting High Quality Communications
- Policy EC6: Employment and Skills Development
- Policy TC3: Development Sites within the Town Centre Boundary
- Policy TC4: Active and Engaging Frontages
- Policy H2: Key Housing Sites
- Policy H3d: Housing Typologies: Town Centre Residential Sites
- Policy GI2: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC2: District Energy Networks
- Policy SDC3: Tackling Water Stress
- Policy EP3: Pollution Management and Land Contamination
- Policy ST1 Development and Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards

Supplementary Planning Guidance and Documents

4.7 The following Supplementary Planning Documents and Guidance Notes are also relevant to this application. They were all adopted by the Council in October 2016:

- Planning and Climate Change – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
- Urban Design – This document provides further advice on the principles of good urban design in the Crawley context, highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design.

In respect of non-residential development, para 3.62 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”.

For 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.

Annex 1 contains the Borough’s indicative minimum parking standards. Disabled, cycle and motorcycle parking standards are also contained within Annex 1.

- Green Infrastructure – Sets out the Council’s approach to trees, open space and biodiversity. The Local Plan identifies Northgate Avenue and the footpath/cyclepath to the east of the College as Structural Landscaping. The SPD gives guidance on supporting and enhancing Structural Landscaping.
- Town Centre – Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development.

PLANNING CONSIDERATIONS:-

5.1 The main issues for consideration are:

- Principle of development
- Design issues
- Impact upon amenity

- Highways and parking
- Sustainability
- Gatwick Airport
- Trees
- Drainage and water

Principle of development

- 5.2 The proposal is for a new educational building within the existing College campus. The proposed Science, Technology, Engineering and Maths (STEM) building is intended to provide a cutting edge educational facility to deliver specialist higher level study. The College has confirmed that it has been awarded funding by Coast to Capital LEP to develop the STEM building. The Planning Statement states that a key aim is “to establish the provision of the new STEM facility as a catalyst for change and to ‘kick start’ the delivery of the vision for Crawley College.” There are associated time pressures associated with the LEP grant and, ideally, the College would wish to open the building by January 2021 at the latest.
- 5.3 The proposed building would provide a new, high tech facility designed to deliver technical and vocational courses. These would improve skill levels within the local community and deliver specialised training tailored to help meet the needs of local businesses. The College campus is in a sustainable location and the proposal would add to the range and quality of facilities in Crawley in accordance with policy IN5. Given the combination of potential education/training benefits for local residents and of assistance with helping to address local employers’ needs, the proposed STEM building is welcomed in principle.
- 5.4 Of some concern though is the potential impact of the proposal upon future wider redevelopment of the College campus. This has been discussed in detail with the applicant. Policy CH4 of the Local Plan states that development *“must use land efficiently and not unduly prejudice the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.”*
- 5.5 Looking forward, the Crawley College campus is proposed to be allocated within the emerging Local Plan. Emerging policy TC3 (Development Sites within the Town Centre Boundary) states:
- “For the Crawley College site, any development must accord with an appropriate master plan agreed with the Local Planning Authority and covering the whole campus and will be required to demonstrate that it can be achieved in a manner that prioritises the ongoing viability and function of Crawley College as a Further Education facility.”*
- 5.6 The emerging policy also supports the delivery of residential and main town centre uses within the town centre. Emerging policy H2 (Key Housing Sites) goes on to specifically propose the allocation of the site for residential use, with a target of 1,200 net dwellings set for the six identified “Town Centre Key Opportunity Sites.”
- 5.7 Crawley College has identified a considerable amount of underused space within its existing campus buildings. Its recent Space Utilisation Survey shows that only 29% of teaching space was fully used and that 52% of the total floorspace is currently unallocated on average. The College site clearly has potential to be better used and the College has therefore supported the proposed Local Plan allocation. The redevelopment of the wider site should enable, over time, the College to develop a modern, high quality educational facility whilst helping to address Crawley’s housing needs. There is also the potential to deliver some commercial floorspace within the site, possibly linked to the College’s activities. The opportunity to work with the College to help meet its and the town’s needs is welcomed by officers. In broad terms, the College is envisaging that, over coming years, its educational buildings would be concentrated on the southern part of the existing campus and that the northern part would be vacated for residential, commercial and other redevelopment.
- 5.8 As Members will be aware, Crawley has very limited land available for development and it is essential that the best use is made of land that does become available. With that in mind, officers raised serious concerns with the College at pre-application stage about piecemeal development taking place on the campus, the limited height of the proposed STEM building proposal, its potential relationship to future adjoining buildings to the north and south and, overall, how the best use of the

College site could be ensured over coming years to meet both the College's needs and the town's wider needs.

- 5.9 The College has provided some reassurance on this and has submitted additional information setting out a possible approach to the wider site. This is addressed in more detail below under the 'Design issues' heading below. The College has also undertaken its own work on a masterplan to meet its aims for future redevelopment of the southern part of the campus.
- 5.10 Following discussions with officers, the College has agreed to the completion of a Section 106 agreement to secure the delivery of a masterplan for the whole of the existing campus ahead of the submission of any further planning applications within the wider campus. It is unfortunate that this work was not undertaken ahead of the STEM building application or an outline application submitted for the whole site. However, this approach would at least offer a mechanism to secure a comprehensive approach to future development on the campus, whilst allowing the College to secure the LEP funding for the STEM building and progress with that building. It is not an ideal situation but, subject to the design issues raised below, officers consider the principle to be satisfactory subject to securing the masterplan through a Section 106 agreement. Officers consider that the masterplan should take the form of a Supplementary Planning Document which could be adopted as planning policy by the Council.

Design issues

- 5.11 The proposal has been the subject of detailed discussions on design, both at pre-application stage and since the planning application was submitted.
- 5.12 The proposed STEM building would be three storeys high. It would have a flat roof with projecting canopy over the College Road frontage. The canopy would be supported by a row of five angled columns. The College Road frontage, together with the front part of the north and south elevations, would incorporate some full height glazing. This curtain wall glazing would light the reception area and upper floor classrooms, and also help to give the building an open feel with an active frontage. Beside the glazing, the northern half of the west elevation would have light and dark grey vertically hung cladding panels, with an irregular arrangement of these two colours. The edge of the roof and the underside of the canopy would be aluminium clad.
- 5.13 To the north and south sides, the curtain wall glazing and the light/dark grey cladding would wrap around from the front of the building. Towards the rear of the building, the north and south side elevations have panels of rectangular windows to light classrooms. The same cladding system is proposed to the sides and rear, but the number of dark panels generally decreases towards the rear of the building.
- 5.14 In addition to the concerns about the need for a wider masterplan for the site set out above and the role of the STEM building within this, officers also raised concerns about the detailed design, appearance and materials of the proposal and how this would form a suitably prominent and distinctive new building. Particular concerns related to:
- The limited height of the building, given the potential redevelopment opportunity offered by the campus, the potential for new landmark feature to mark the College's main entrance and the need to make the best use of available land;
 - The proposed windows along the north and south side elevations which, due to their regular arrangement and standard appearance/proportions, do little to enhance the building or add visual interest to elevations that will be publicly visible and relatively prominent. Officers have sought fenestration with a more bespoke, interesting and distinctive appearance, in part to reflect the more random vertical emphasis of other parts of the building;
 - The relationships of the building to open spaces either side. To the south will be a key open space heavily used by students and other pedestrians entering the site from College Road. The illustrative details submitted indicate an east-west public footpath to the north of the building linking College Road to the existing public footpath to the east. The proposed set back building line of residential development to the north would leave a further open space to the north. The STEM building would therefore clearly be publicly visible on three sides and needs to address these areas appropriately in design terms and create active frontages;
 - The change in levels from College Road down to the application site, which will further reduce the building's prominence; and

- The original columns appeared to be of a fairly standard design, appearance and alignment.
- 5.15 Officers have worked closely with the College to secure design improvements to the proposal. For funding and other reasons, the College did not wish to increase the height of the STEM building. This is unfortunate given its prominent location on the College Road frontage opposite Queensway and Memorial Gardens, and given that the building will form the main entrance to the College. A taller building could have created a distinctive landmark feature marking the entrance and had greater prominence alongside potential residential development to the north. Even in the shorter term, the STEM building would be lower than the existing College building to the north, which has four storeys. However, the College has agreed that the STEM building will be set forward of adjoining future buildings to the north and south. In terms of the building line and despite its relatively limited height, this projection forwards of the building line should help to give the STEM building more visual prominence in the College Road streetscene.
- 5.16 The College has also amended the proposed materials and elevational details following concerns raised by officers. A consistent cladding is now proposed across all four elevations. The rectangular cladding panels would be vertically aligned, helping to create the appearance of a taller building. The dark grey cladding has been used to give greater vertical emphasis to the side classroom windows. The use of lighter grey panels to the rear helps to emphasise the more visually important and prominent western part of the building and the key frontage onto College Road.
- 5.17 Overall, the scheme has been improved since the planning application was submitted. Officers feel that the building could still have been more distinctive, but recognise the cost constraints associated with this project and do not now feel that refusal could be sustained on design grounds.

Amenity issues

- 5.18 There are no residential properties within the immediate vicinity of the proposed STEM building. The nearest existing houses are around 100 metres away in Three Bridges Road and Priors Walk. Environmental Health have confirmed that noise from plant would be contained within the proposed building and, as such, it would not disturb nearby houses. The proposal would have no significant effect upon those dwellings and would be effectively screened by trees and the ATC building. There are no sensitive existing uses on the opposite side of College Road. It is not therefore considered that the proposed STEM building would harm existing amenity within the surrounding area.
- 5.19 Of more concern is the relationship of the STEM building to potential future residential development on campus land to the north. The applicant, as set out above, has provided some illustrative material to address the design and prominence of the STEM building. As set out under 'Design' above, this shows the building being sited forward (closer to College Road) than future adjoining residential development to the north. As well as increasing the prominence of the STEM building along College Road, the setback of a future building to the north also has the benefit of moving south facing residential windows on the northern part of the campus further to the east of the STEM building. The proposed STEM building would have limited glazing on the rear part of its north elevation. However, one classroom on each floor would have its two windows facing north and these could cause some overlooking. This could be addressed as part of any future residential application, but adds further weight to the need for a masterplan to guide future development on the campus in a comprehensive manner. The potential relationship of residential development to the north will need to be carefully considered, but officers feel that an acceptable relationship can be achieved.

Highways and parking

- 5.20 The proposed development would involve the loss of 21 existing car parking spaces, including one disabled car parking space, from the existing total of around 320 spaces (25 disabled) on the campus. The existing Haslett Avenue East/Three Bridges Road roundabout vehicular access would continue to be used. The Travel Plan submitted with the application suggests that there would be a "modest increase in staff and student numbers" from the STEM building. Some staff and students will be relocated from existing floorspace elsewhere on the campus. A survey of staff and student travel patterns has already been undertaken and the Travel Plan sets incremental targets for reducing car usage and increasing walking, cycling and public transport over the next five years.

- 5.21 The Local Highway Authority raised no objection, subject to requirements for a Construction Management Plan and a Travel Plan. The applicant subsequently submitted a Construction Management Plan, which WSCC Highways has confirmed that it is broadly satisfied with subject to measures to avoid potential pedestrian conflict with construction vehicles. Implementation of the Construction Management Plan can be resolved by condition.
- 5.22 The Cycle Forum has commented that the current cycle parking provision appears badly designed, in poor condition and exposed to the elements. The proposal shows new cycle parking provided close to the eastern boundary of the campus. As this is to the east of the construction vehicle access route, temporary cycle parking provision is proposed on the western boundary of the campus. The provision of replacement temporary and permanent cycle parking is welcomed and its acceptability, in terms of ease of use, security and protection from the weather, can be secured by condition.
- 5.23 The College already has a Travel Plan and introduced new parking controls and charges on the Crawley campus from August 2019. The Eastern Gateway public realm improvements that will be taking place in the vicinity will create a better environment for pedestrians and cyclists and should therefore encourage more sustainable travel. The Cycle Forum also helpfully raises the importance of links to the Eastern Gateway scheme and to the cyclepath to the east of the College. If the application is approved, it is recommended that this is subject to securing an update to the College's Travel Plan and to appropriate details of cycle and pedestrian links into the site from College Road.
- 5.24 Overall, the scheme would involve a slight reduction (6%) in car parking spaces available on the site and a "modest increase" in staff and student numbers. However, this is considered acceptable given the remaining car parking spaces, the Travel Plan to promote alternative means of transport and the sustainable town centre location. The proposal is therefore considered acceptable in parking and highways terms.

Sustainability

- 5.25 The applicant has submitted a Sustainability Statement and a BREEAM pre-assessment. The BREEAM pre-assessment states that a "Very Good" rating can be achieved and that an "Excellent" rating for Energy and Water credits can also be achieved. With regard to the District Energy Network, the application proposes an air source heat pump in the short term with connection to the DEN to follow once the network is available. The submitted plans also show a PV solar array situated on the roof. The Energy and Sustainability Officer comments that the heating system proposed should be suitable for the DEN in future. Further comments on additional information submitted by the applicant are awaited.
- 5.26 Subject to conditions to secure the implementation of the proposed measures, the scheme is considered acceptable in sustainability terms.

Gatwick Airport

- 5.27 GAL Safeguarding and NATS have been consulted on the proposal. Neither raises any objection, subject to a condition requiring the implementation of a Bird Hazard Management Plan that has been agreed with the airport. The applicant has provided details of the proposed PV solar panels and comments from Gatwick on glare have been requested. These will be reported verbally to Planning Committee and, if necessary, condition 19 will be updated.

Drainage and contamination

- 5.28 The site does not lie within an area of flood risk from watercourses. The Environment Agency has commented on the planning application. Originally the Agency raised no objection, subject to conditions covering contamination, sustainable drainage and piling. The agent has subsequently confirmed that no piling is proposed and it is considered that these issues can be satisfactorily dealt with by conditions.
- 5.29 The drainage engineers commented on the incorporation of sustainable drainage techniques proposed, such as permeable paving and below ground water storage. The applicant subsequently submitted a further drawing and a Management and Maintenance of Sustainable Drainage Systems document. The Council's Drainage officer is happy with the details, but recommends a condition to secure implementation and ongoing maintenance of the SUDS system.

Trees

- 5.30 No trees would be removed as a result of the proposal. However, there are a number of substantial mature trees to the south of the proposed STEM building. The Construction Management Plan shows a hoarding to be constructed around the site of the STEM building. Although this is primarily for safety purposes, it would also serve to protect the trees to the south from potential damage during construction. The Arboricultural officer has raised no objection on this basis and implementation of the hoarding can be secured by condition.

CONCLUSIONS:-

- 6.1 The proposed building would provide a new teaching facility to enable Crawley College to deliver STEM subjects, enhancing the skills available within the local community and helping to meet local business needs. It would also create a new College entrance and begin to facilitate the redevelopment of the wider campus and help to make better use of the land. Officers have some concerns about the design, size and location of the proposed building, but improvements have been made since the application was submitted. The scheme is considered acceptable in terms of transport, subject to measures to promote sustainable transport. Sustainability, trees, drainage and aviation issues have all, subject to conditions, been resolved.

RECOMMENDATION RE: CR/2019/0403/FUL

PERMIT subject to:

- The completion of a Section 106 obligation to secure the College's submission of and Local Planning Authority's approval of a masterplan document (including a phasing and delivery strategy for future development across the wider existing College campus) prior to the submission of further planning applications or any development on the wider College campus, and any future planning applications and development on the wider College campus shall be in compliance with the approved masterplan document;
 - Submission of an updated College Travel Plan; and
 - 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 development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
 - details of public engagement both prior to and during construction works.REASON: In the interests of highway safety and the amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

4. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges around the site have been protected by the site boundary timber/ply hoarding shown on the Site Layout Plan within the Construction Management Plan dated July 2019. Within the areas outside the site hoarding, the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.
REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
5. The development hereby approved shall not be occupied unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained.
REASON: In the interests of amenity and of the environment of the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
6. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
7. The development hereby approved shall not be occupied until full details of the proposed access arrangements and boundary treatments for the site have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details and in full prior to the first occupation of the building unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity and permeability for users of the College and surrounding public footpaths in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
8. The development hereby approved shall be constructed in accordance with the levels shown on the approved drawings.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
9. No above ground development on the building hereby approved shall take place unless and until a schedule and samples of materials and finishes to be used for the external walls, glazing, columns and roof of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
10. No above ground development on the building hereby approved shall take place unless and until a lighting scheme for the building hereby approved has been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.

11. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the external elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
12. The development shall be implemented in accordance with the telecommunications infrastructure details shown on drawing 4037 ME002 Revision 12 submitted on 11 September 2019 and set out in the Employer's Requirements for Electrical Services document dated September 2019 unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity, to help meet educational and business needs and to allow good access to services in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
13. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.
REASON: As there is always the potential for unexpected contamination to be identified during development groundworks and for the protection of groundwater in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
14. The development hereby approved shall be implemented in accordance with the Sustainable Drainage Systems (SUDS) details submitted. Within three months of completion of the development, confirmation from an appropriate third party that the scheme has been fully implemented shall be submitted to and approved in writing by the Local Planning Authority. The SUDS shall thereafter be maintained in accordance with the details set out in the Management and Maintenance of Sustainable Drainage Systems document dated October 2019 unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure sustainable treatment of surface water run-off in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
15. The Bird Hazard Management Plan dated May 2019 shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the roof in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
16. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure or pollution of groundwater, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: To ensure the protection of existing underground sewerage utility infrastructure and underlying groundwater in accordance with Policies IN1 and ENV10 of the Crawley Borough Local Plan 2015-2030.
17. Within three months of the occupation of the development hereby approved, a full BREEAM Assessment shall have been carried out and post construction BREEAM Certification confirming

achievement of the minimum Energy and Water credits required for BREEAM "Excellent" shall have been submitted to and approved in writing by the Local Planning Authority.

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

18. Before any above ground development is carried out on the building hereby approved, a feasibility report for the connection of the development to a District Energy Network shall be submitted to and approved in writing by the Local Planning Authority. Should the report demonstrate that a connection at the point of completion is technically and practically feasible, full details of the connection and related infrastructure shall be submitted to and approved in writing by the Local Planning Authority and the agreed connection made operational prior to the occupation of the development. Should the report demonstrate that a connection at the point of completion is not technically and practically feasible, full details of the proposed Air Source Heat Pump system referred to in the Sustainability Statement and details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that the Town Centre District Energy Scheme is delivered, shall be submitted to and approved in writing by the Local Planning Authority and the agreed Air Source Heat Pump system made operational prior to the occupation of the development.

REASON: In the interests of sustainability and energy efficiency in accordance with Policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030.

19. The development hereby approved shall not be occupied until the proposed PV solar energy scheme has been implemented in full in accordance with the agreed details and brought into use. No subsequent alterations to the approved PV solar energy scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the development addresses energy efficiency and climate change, does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids, surveillance equipment and glint/glare to pilots and in accordance with Policies ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.

20. No part of the development hereby approved shall be occupied until a minimum of 42 covered and secure cycle parking spaces have been provided as shown on approved drawing 18030-HNW-ZZ-ZZ-DR-A-3105 Revision C2 received on 11 October 2019 and made available for use, unless otherwise agreed in writing by the Local Planning Authority. During construction of the development hereby approved, a minimum of 42 covered and secure cycle parking spaces shall be provided in the temporary location shown on approved drawing 18030-HNW-ZZ-XX-DR-A-3101 Revision P1 received on 5 November 2019.

REASON: To encourage sustainable travel options and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design Supplementary Planning Document 2016.

INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
2. Piling has the potential to impact on local underground sewerage utility infrastructure. Please read the Thames Water guide 'Working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you are considering working above or near our pipes or other structures (<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.>). Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.
3. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
4. With regard to water supply, this comes within the area covered by the Southern Water PLC. For your information the address to write to is - Southern House, Yeoman Road, Worthing, West Sussex BN13 3NX Tel - (0845) 2780845
5. Within the boundaries of Crawley Borough Council, the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted. The permitted hours for noisy construction work in the Borough of Crawley are as follows:

08:00 to 18:00 Monday to Friday; and
08:00 to 13:00 on Saturday;

with no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Year's Day.

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

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 the agent and applicant 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.



ArcGIS Web Map

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