

**REFERENCE NO: CR/2017/0596/FUL**

**LOCATION:** NORTHWEST HOUSE, 23 GATWICK ROAD, NORTHGATE, CRAWLEY  
**WARD:** Three Bridges  
**PROPOSAL:** TEMPORARY PERMISSION TO ALLOW CONTINUED USE OF SCHOOL FOR ONE FURTHER ACADEMIC YEAR WITH A MAXIMUM OF 537 PUPILS

**TARGET DECISION DATE:** 27 October 2017

**CASE OFFICER:** Mr D. Power

**APPLICANTS NAME:** Education and Skills Funding Agency  
**AGENTS NAME:** JLL Ltd

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**PLANS & DRAWINGS CONSIDERED:**

Z0069 A-01.00 Rev 3 Site Location Plan  
Z0069 A-02.01 Rev 1 Existing Site Plan  
Z0069 A-03.01 Rev 13 GA Plan - Ground Floor Block A - Proposed Plan  
Z0069 A-03.05 Rev 10 GA Plan - Ground Floor Block B - Existing & Proposed Plan  
Z0069 A-03.06 Rev 2 GA Plan - Ground Floor Block A - Existing Plan  
Z0069 A-03.11 Rev 10 GA Plan - First Floor Block A - Proposed Plan  
Z0069 A-03.14 Rev 1 GA Plan - First Floor Block B - Existing & Proposed Plan  
Z0069 A-03.17 Rev 1 GA Plan - First Floor Block A - Existing Plan  
CPMP-5 Rev P1 Illustrative Access & Car Park Layout (Temporary Phase)  
CPMP-7 Illustrative Marshall Plan (Temporary Phase)

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

1.	GAL - Aerodrome Safeguarding	No objection
2.	Environment Agency	No objection
3.	WSCC – Highways	No objection subject to condition
4.	Police	No objection
5.	CBC - Drainage Officer	No objection
6.	CBC - Planning Arboricultural Officer	No objection
7.	CBC - Environment Team	No objection
8.	CBC - Environmental Health	No objection
9.	CBC - Refuse & Recycling Team	No comments have been received
10.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to condition
11.	CBC - FP - Retail & Employment	Comments
12.	CBC - FP - Manor Royal	Comments

**NEIGHBOUR NOTIFICATIONS:-**

The application was publicised by press and site notices.

**RESPONSES RECEIVED:-**

One letter of support received.

## **REASON FOR REPORTING TO COMMITTEE:-**

Major development based on a site area of over 1ha.

## **THE APPLICATION SITE:-**

- 1.1 The application site of 1.2ha is situated on the east side of Gatwick Road, on the south side of Tinsley Lane and to the west of Wheatstone Close. The site comprises the 2 former office buildings, (Building A and Building B), car parking and landscaping, and was previously known as Gatwick 23.
- 1.2 Gatwick Free School have occupied the site since September 2014, initially operating with the benefit of the one year permitted development rights under Part 4 Class C of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). In 2015 temporary planning permission was granted until July 2017 for a maximum number of 440 pupils, comprising 180 primary pupils and 260 secondary pupils. The school now occupies both of the buildings on the site which have been fitted out offering a range of academic subjects with the required class rooms and equipment.
- 1.3 The site is approximately 2.9km north of Crawley town centre. The nearest bus stops are approximately 60 metres (southbound bus stop) and 75 metres (northbound bus stop) from the entrance of the school. Gatwick Road has a segregated full-time bus lane that runs along the southbound route and an intermittent segregated bus lane along the northbound route. There are existing accesses along all 3 road frontages of the application site and there is a row of trees along the northern boundary with Tinsley Lane North which are protected by a Tree Preservation Order.
- 1.4 The site lies within the Manor Royal Main Employment Area and the area is also covered by Article 4 Directions limiting removing permitted development rights to convert employment uses to residential.

## **THE PROPOSED DEVELOPMENT:-**

- 2.1 The proposed application seeks an extension to a temporary change of use of Gatwick 23, from B1(a) office to Class D1 education for a further academic year for The Gatwick School. Temporary planning permission was granted 2015 until July 2017 for a maximum number of 440 pupils, comprising 180 primary pupils and 260 secondary pupils. In this regard the school is now operating from the site without the benefit of planning permission as the temporary planning permission CR/2015/0638/FUL) expired in July 2017 and therefore this application is retrospective. This current application seeks temporary planning permission to continue to operate the school for a further 1 academic year (September 2017 – July 2018) for no more than 537 pupils, 237 in primary and 300 in secondary. A pre -application enquiry has been submitted for a permanent school on the site and is under consideration in the meantime this application has been submitted to allow the school to continue to operate from this site.
- 2.2 The proposed development will be accommodated within the two interlinked two-storey buildings on the site, and comprise a total of 5,780sqm of floorspace. There are no external works proposed to the building, while there has been a general refurbishment of the external of the building and the internal alterations to create the classrooms and other school facilities. The application proposes the retention of playground areas.
- 2.3 The access and car parking arrangements would comprise the following:
  - pedestrian access to be from Gatwick Road and Tinsley Lane North
  - the main vehicular access into the school is from Tinsley Lane North, with egress onto Gatwick Road and gives access to the main front car parking areas for staff, visitors and parents
  - the existing access point on Wheatstone Close is to be used to provide access to an overspill parking area for parents on the existing hard surfaced area to the rear of the site
  - cycle parking has been provided at the northern part of the site (10 spaces)

- 2.4 During the course of the consideration of this application amended plans and amendments to the Travel Plan have been submitted to accurately reflect how the school is currently being operated.

### **PLANNING HISTORY:-**

3.1 CR/2014/0531/NTF: NOTIFICATION FROM THE SECRETARY OF STATE FOR EDUCATION UNDER CLASS C.2 PART 4 OF SCHEDULE 2 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995, FOR USE AS A STATE FUNDED SCHOOL: This is a notification to the Local Planning Authority that the Secretary of State approved the use of the site as a state funded school under these permitted development rights and that it was due to open on 1<sup>st</sup> September 2014. It grants permission for one academic year, which is defined as running from 1<sup>st</sup> August and ending with the 31<sup>st</sup> July. The temporary permission therefore expired on 31<sup>st</sup> July 2015.

3.2 CR/2015/0020/FUL: CHANGE OF USE FROM OFFICES (B1) TO A CO-EDUCATIONAL SCHOOL (D1) WITH NEW BUILD SPORTS HALL, INCLUDING PARKING, EXTERNAL PLAY AREAS AND LANDSCAPING WORKS: The application was refused for the following reasons:

*“1. The change of use of the existing buildings to a free school and erection of a sports hall, in this location in the Main Employment Area of Manor Royal and away from surrounding residential areas would not achieve safe and/or convenient access for pedestrians or cyclists and so would not be consistent within the principles of sustainable development, given the significance reliance on the private car for staff and pupil journeys to and from the school.....”*

*“2. It has not been demonstrated to the satisfaction of the Local Planning Authority that the change of use of the existing buildings to a free school and erection of a sports hall, would provide an acceptable standard of development, in terms of the scale of the proposal, the layout of the site and the site coverage, parking and access arrangements and provision of outdoor space, to enable the development to meet its own operational requirements and provide a suitable environment for the future pupils. The proposal overall is considered to represent an over development of the site.....”,*

*“3. It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposal makes adequate provision on the site for the vehicle parking associated with the proposed school use. The proposal would therefore increase the pressure for on-street parking at these times in an area where insufficient space is available. The proposal has the potential to result in severe detriment to highway safety and the free flow of traffic on the local highway network.....”*

*“4. It has not been demonstrated to the satisfaction of the Local Planning Authority that the proposal provides for suitable noise mitigation measures to address the noise environment....”*

*“5. It is considered that the scale of this proposal, in this location in the Main Employment Area of Manor Royal, with the associated traffic and parking demand, would have a detrimental effect on the wider area in terms of traffic congestion and exacerbating on-street parking problems, which would have an adverse impact on the economic role and function of Manor Royal as a main employment area and the wider economic function of Crawley. The erection of the sports hall would also prejudice any potential reuse of the building for office or other B1 purposes, as the level of space for car parking would be significantly reduced.....”.*

*“6. An agreement is not in place to ensure that the appropriate infrastructure provisions can be secured to support the development and the development...”*

3.3 CR/2015/0638/FUL: TWO YEAR TEMPORARY CHANGE OF USE FROM COMMERCIAL OFFICES TO CO-EDUCATIONAL SCHOOL (AMENDED DOCUMENTS & PLANS RECEIVED): Temporary

## **PLANNING POLICY:-**

### 4.1 National Planning Policy Framework (2012)

- Requiring Good Design- Section 7 states that Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- Paragraph 14: Presumption in favour of sustainable development
- Paragraph 17: Core planning principles
- Paragraph 1 : building a strong competitive economy,
- Paragraph 4 : promoting sustainable transport
- Paragraph 8 : promoting healthy communities

### 4.2 Local Plan (2015)

- Policy SD1 (Presumption in Favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3: Normal requirements of all New Development- All proposals for development in Crawley will be required to:
  - a) Be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context.
  - b) Be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale density height, massing, orientation, views, landscape, layout, details and materials.
  - c) Provide or retain a good standard of amenity for all existing and future occupants of land and buildings.
  - d) Retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity. Sufficient space should also be provided in private gardens that would not be overshadowed by three canopies and proposals should ensure that rooms within buildings would receive adequate daylight.
  - e) Demonstrate how “Secure by Design” principles and guidance set out in the “secured by Design” design guidance have been incorporated into the development.
  - f) Meet the requirements necessary for their safe and proper use, in particular with regard to access circulation and manoeuvring, vehicle and cycle parking loading and unloading, and the storage and collection of waste.
  - g) In respect of residential schemes, demonstrate how the Building for Life 12 criteria (as amended) for the evaluation of the design quality of residential proposals have been taken into account and would be delivered through the scheme.
- Policy EC1: Sustainable Economic Growth state states that the Council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new business to grow and prosper.
- Policy EC2: Economic Growth in Main Employment Areas states that proposals for employment generating development at the seven locations identified within the policy will be supported where they contribute to the specific characteristics of the main employment area, and overall economic function of the town, through providing a mix of employment generating uses.
- Policy EC3: Manor Royal states that development that is compatible with the area’s economic function and role in the wider sub-region will be permitted where it falls within the B Use Class and would result in the reuse, intensification, or change of use of the land or buildings.

### 4.3 Supplementary Planning Document (SPD)

- Urban Design Guide (2016) – this document sets out the Council’s parking standards.

## **PLANNING CONSIDERATIONS:-**

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

- the principle of the school use in this main employment area
- highway safety, access, and parking considerations
- the operational needs of the development
- design/appearance of the alterations and new works
- quality of the environment for occupiers of the school
- future uses of the site
- impact on landscaping and trees
- S106 requirements

### The principle of the school use in this main employment area

5.2 Policy EC1 seeks to protect and enhance Crawley's role as the key economic driver in the Gatwick Diamond, enhancing the economic role and function of the main employment areas. The policy identifies an overall need for 57.9 hectares of business land in Crawley over the Plan period to 2030. As a result of Crawley's constrained land supply position, the available business land supply pipeline is only 23 hectares, resulting in a business land supply shortfall of 35 hectares over the plan period to 2030. This places particular importance on the need to promote and protect the available land supply for business uses, and the overarching policy position is therefore to retain the available supply of employment land for business use.

5.3 Local Plan Policy EC2 states that as a key economic driver in the sub-region, Crawley's main employment areas makes a significant contribution to the economy of the town and the wider area. Therefore Main Employment Areas are identified as a focus for sustainable economic growth, each of which has different character and function. Manor Royal is identified as a Main Employment Area, where this application site is located. The policy states that proposals would involve a net loss of employment floorspace in any Main Employment Area, will only be permitted where they are able to demonstrate the following:

- The site is no longer suitable, viable or appropriate for employment purposes, and
- The loss of any floorspace will result in a wider social, environmental or economic benefit to the town, and
- There is no adverse impact on the economic role or function of the Main Employment Area and wider economic function of Crawley.

5.4 A Planning Statement was provided in support of this application which outlines that the building remained vacant from 2009 to 2014, and considers that the site is no longer appropriate or viable to employment use. While the building was vacant this was in the height of the economic crisis and it is apparent now that the economy is more buoyant and there remains a significant need for business floorspace in Crawley. Furthermore the building did represent one of the few purpose built Grade A office building in Manor Royal. Given the significant demand for such an office building, within Manor Royal it is considered the building remains viable for employment use. Notwithstanding this, Policy EC2 relates to all forms of employment floorspace and not just business. The previous temporary permission supported 46 jobs, while this current application would increase this to 54 jobs. Having regard to the NPPF the proposed temporary use as a public/community use would constitute economic growth. It is therefore considered that the proposal compiles with the requirements of Local Plan Policy EC2.

5.5 Local Plan Policy EC3 states that Manor Royal is the principal business location for Crawley and instrumental to the success of the wider Gatwick Diamond. The policy states that proposals that are not for B Use Class development will be permitted at Manor Royal if it can be demonstrated that they are of a scale and function that enhances the established role and business function of Manor Royal and would not undermine the business district.

5.6 The application site is located within the heart of Manor Royal and would result in the loss of a purpose built office building, albeit for a temporary period. There remains a high demand for and a lack of business floor space within the district. The submitted Economic Statement explains that the Gatwick School have now operated from the site for three years and over this time have sought to encourage and put in place links with the business community, notably through mentoring programmes and work experience and participation in events such as STEMfest. Whilst it is accepted that this is at a general level given the relatively short time that the school has been open, a higher degree of detail about the relationships that have been established was expected, to update and build upon the information provided with the previous application. This information is required to demonstrate how the school is working to support the overall business function of Manor Royal. It should be noted that if a proposal for a permanent use were under consideration, then far greater detail and a robust argument would need to be made and substantiated about how the school use would be consistent with this main employment area. In this respect given the limited time the school has been in place, the increase in numbers (97) of students in comparison to the previously temporary permission and that the application would be temporary, and also would retain the buildings for B use in the future, it is considered to comply with policy EC3 of the Crawley Local Plan.

#### Highway safety/access/parking and sustainability considerations

5.7 Crawley's Local Plan Policy CH3 states that all proposal for development in Crawley will be required to meet the requirements necessary for their safe and proper use, in particular with regard to access, circulation and manoeuvring, vehicle and cycle parking loading and unloading. Policy IN3 states 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 networks. Furthermore the policy states that developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety. Development will be permitted unless the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated.

#### *Sustainability*

5.8 The application site is located in Manor Royal, to the east of Gatwick Road, which is a busy highway with significant volumes of traffic. In addition, Tinsley Lane North and Wheatstone Close are heavily trafficked and extensively used for on street parking, which is, in the main, associated with the surrounding businesses and industrial uses that make up Manor Royal. The site is not in a residential area or neighbourhood and so there is no immediate pupil catchment area serving this school. Consequently most pupils live some distance from the site.

5.9 The updated figures submitted for the Travel Plan states that the data collected in September 2017 for mode share for primary school children is 3.9% for walking, 2.3% for bicycle, 15.2% for bus, 53.9% by car with parent, 24.5% by car share and 0.3% by park and stride. For secondary school the data is 2.8% by walking, 5.6% by bicycle, 40.3% by bus, 1.7% by train, 33.5% by car with parent, 14.7% by car share and 1.4% by park and stride. These figures are broadly similar to the predicted levels submitted as part of the previously approved temporary permission.

5.10 The submitted Transport Assessment states that 0% of primary and 15% of secondary pupils live within 2km of the school, with 71% of primary and 75% of secondary living within 5km of the school. The remaining pupils live outside of 5km from the school. The limited number of pupils who reside within a 2km distance of the school, and given the physical barriers to walking such as the nature of the A2011 (Gatwick Road), significant numbers of pedestrians are not anticipated nor is it considered this number would increase. In sustainability terms, this situation is not ideal and differs significantly from the usual arrangements in Crawley where schools are sited in appropriate locations to serve the local neighbourhoods and pupil catchment areas, allowing pupils the option of walking to school.

5.11 The heavy reliance on the private car is contrary to national planning advice and the policies in the Local Plan, all of which focus on sustainable development to serve local communities and the application seeks to increase in the number of pupils previously approved by the temporary planning

permission. There has been a small increase in the number of pupils who live within 2km to the site and an increase in pupils traveling to the site by bus. Moreover it is essential to ensure that the development would be satisfactory from a highway safety point of view, in terms of the access, impact on the road network and the car parking arrangements. It is also necessary to consider whether any other arrangements or initiatives can realistically be used to effect a modal shift away from car use. These elements are considered in more detail below.

#### *Access and impact on road network*

- 5.12 The existing access arrangements are to be retained, with the entrance into the site from Tinsley Lane North and the exit being onto Gatwick Road. The volume of traffic associated with the school in this location on the network, has potential to conflict with existing traffic flows on the surrounding streets and could result in congestion and blockages, particularly at the morning peak period.
- 5.13 The maximum size of the school during this temporary period would be limited to 537 pupils (237 in primary and 300 in secondary) with 54 staff, compared with the previous temporary permission which was limited to 440 pupils and 47 staff. This is an increase of 97 pupils and 7 staff, in comparison to the previous temporary permission.
- 5.14 The school operates breakfast clubs and after school activities in order to stagger traffic flows to the school. These measures seek to lessen the impact of the additional traffic on the highway network at peak times, and to spread the volume of traffic. Core hours are 8.40am – 3.30pm for the primary school and 8.15am – 4.30pm for the secondary school. This is then augmented with an earlier start for a breakfast club of 7.45am and a later finish of 4.30pm (primary) for after school clubs and 6.00pm finish for child care. These measures would be required to continue throughout the 2017/18 academic year and can be secured via a condition.
- 5.15 Given the application is temporary, following receipt of revised information and subject to condition it is not considered that this further use with additional pupils and staff would adversely affect the road network and WSCC Highways have raised no objections. The travel plan would seek to reduce the reliance on the private car and encourage alternative modes of travel. Whilst options for pupils travelling by other modes would be limited, there is more scope in relation to staff travel in respect of walking, bus or cycling, and therefore these aims are more achievable. The measures outlined with the submitted Travel Plan should be secured by condition.

#### *Parking*

- 5.16 Parking standards are set out in Urban Design SPD for which schools are to be assessed individually within the context of a travel plan using 1 space per 2 staff as a guide. In this case as well as provision for staff, it is also considered that provision on-site needs to be made for parent parking, especially given the projected modal split with the vast majority of trips by private car and the lack of readily available on-street parking.
- 5.17 The school car park currently has 62 marked spaces in the main car park (of which 15 are for staff) and is accessed from Tinsley Lane. In addition there is additional parking to the rear which can be made available, but is currently used an extended playground area. The previous temporary application did envisage the use of the rear car park as pupil numbers increased over the 2 year period, but the school have advised that it has not been necessary and drop off and pick up can be achieved from the front parking area. The application also proposes 10 cycle spaces to the front of the application site. The application has been submitted with a Travel Plan, which outline the measures that have been introduced to change home to school travel patterns, reduce car travel, reduce congestion and improve road safety conditions and pupil safety within the school grounds.
- 5.18 The Travel Plan states that the school currently operates a rota of supervision for the car park and entrances to the building in the morning and afternoon during drop-off and collection of pupils. This includes monitoring bus stops and assisting children crossing Gatwick Road safely. The school will maintain its 'kiss and drop' scheme which takes place for older children on the access road through

the main car park. Up to 10 vehicles can park on the access road for 'kiss and drop'. Set down by mini-bus and coach takes place on the internal access road outside of drop off and pick up times.

- 5.19 The Travel Plans builds upon the previous temporary permission in terms of managing the parking demands for the school at different times during the day, particularly given the constrained site. WSCC Highways have considered the submitted information and following amendments to the Travel Plan, they have no objections. Given the previous temporary permission, the small increase in the number of pupils and details outlined with the travel report, it is considered that for this temporary period there would be sufficient parking and the operation of the car park management plan is essentially a matter for the school to manage.

#### The operational needs of the development

- 5.20 The site has an area of 1.2 ha with the offices having a building footprint of 6400 sqm with an existing 185 spaces for car parking. Prior to the school use of the building, the previous employment (office) use of the land operated with these buildings, the associated access and car parking arrangements, which for an office use in this location was satisfactory.
- 5.21 However, a school's needs are different to the previous office use and the characteristic of a good development is that it can satisfactorily incorporate and accommodate the operational needs of that particular user. In particular, schools have specific access and parking requirements for pupils, parents, staff and deliveries, as assessed above. Furthermore, schools need to provide suitable outdoor space and provide for play and sports activities.
- 5.22 Since the previous temporary permission there has been a large amount of investment into the facilities at the school and the school has fitted out and moved into the second building (building A). Both buildings now have a range of facilities and class rooms covering the wide spectrum of academic subjects. With regard to PE lessons, as with the previous temporary permission, these are taking place on-site for primary pupils, in the Hall/Assembly/Dining space on the ground floor of Block B. All secondary age pupils have PE lessons off-site at K2 and Southgate Playing Fields. The pupils are transported to these locations via coaches. There is no specific on-site coach/bus provision proposals, such as a bus lane or designated bay, so the coaches wait in the internal access road at the front of the site.
- 5.23 With regard to playground space, there is an area to the north of the building, which was approved previously for reception pupils measuring 244 m<sup>2</sup>, an area to the south of the building for Infants (260m<sup>2</sup>) and the remainder of this rear parking area is used as a flexible parking/ playground area. This area allows the school further parking on occasions when there are open days or school plays. The large majority of these playground areas are hard standing, with little green space or features you would normally expect within a playground.
- 5.24 As with the previous temporary permission concerns remain that some PE lessons would need to be provided off-site and the hard play facilities are limited, and this continues to be an indication of the mismatch between the nature of the development proposed and the physical site area and its characteristics. However a material consideration is the limited scale of the school proposal and that it would be for a further one year temporary period only and for 97 additional pupils. Therefore it is considered that in these circumstances the application as proposed is acceptable on this short term basis and would cater for the operational needs of the school during this period.

#### Design/ appearance of the alterations and new works

- 5.25 There are no external alterations proposed to the building, there has been a general refurbishment of the external of the building and the internal alterations to create the classrooms and other school facilities. It is considered that the visual impact of the scheme is acceptable, and has provided an improvement over that of the previous condition of the building when it was vacant.

#### Quality of the environment for the school



- 5.26 The site lies in an existing industrial/commercial area, which is subject to noise from surrounding uses, the existing roads and aircraft from Gatwick Airport. The predicted 66dB contour runs along the southern boundary of the site and the predicted 69dB contour runs just north of Tinsley Lane on the northern boundary of the site. The eastern end of any potential second runway would terminate on what is now James Watt Way, which is only about 350 metres to the north of this site. The contours are the latest published contours by the CAA (ERCD0308) and are the accepted contours for the proposed wide-spaced second runway. Even though the proposed runway has not been finally agreed, it has been accepted by the Planning Inspectorate to assume it is likely to go ahead when considering sound insulation for new noise sensitive premises.
- 5.27 This application is for a small increase in the number of pupils over the previous temporary permission, for a further year. In this context it is considered that it would be unreasonable to request such longer term works for noise mitigation measures in respect of this temporary period.

#### Impact on trees and landscaping

- 5.28 There are a number of preserved trees at the front of the site along the boundary with Tinsley Lane North. The Arboricultural Officer has no objections to the scheme. Given the application does not propose any external alteration to the building it is not considered it would have a harmful impact upon nearby trees.

#### **CONCLUSIONS:-**

- 6.1 Development Plan policies support the provision of new educational facilities and there is a need for additional school places in the town. However, such provision needs to be in the right place, in a sustainable location and suitable environment, the scale of the proposal needs to be satisfactory and relate to the character of its surroundings and highway safety should not be compromised.
- 6.2 This application seeks for a further year and an increase in the number of pupils over the previous temporary permission. The current application would be limit pupils to 537 (237 in primary and 300 in secondary) with 54 staff, compared with the previous temporary permission which was limited to 440 pupils and 47 staff. Given the previous temporary permission and that the application would be for a further temporary period, it would retain the use of the building as a B use after this period. It is considered the impact on the character and business function of the area and the associated traffic flows and parking requirements are considered to be at an acceptable level and satisfactory for a temporary period.
- 6.3 It is therefore recommended that permission be granted for a further year temporary period as set out below.

#### **RECOMMENDATION RE: CR/2017/0596/FUL**

PERMIT – subject to the following conditions:

1. The use(s) of land/building(s) hereby permitted shall be discontinued permanently and the land restored to its former condition, or to a condition to be agreed in writing by the Local Planning Authority, on or before the expiration of the period ending 31st July 2018.  
REASON: The Local Planning Authority would not normally grant permission for such a development in this location but under the circumstances prevailing it is considered reasonable to make an exception in this instance and to allow the development for a limited period.
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 school hereby permitted shall operate with a maximum number of 537 pupils, comprising 237 primary pupils and 260 secondary pupils, as set out in the application.  
REASON: To control the operation of the school in the interests of highway safety, the character and function of Manor Royal as a main employment area and to provide a suitable level of development for the site, in accordance with policies SD1, CH3, EC1, EC2, EC3 and IN4 of the Crawley Borough Local Plan 2015 – 2030.
4. The development hereby approved shall be carried out in accordance with the Travel Plan Ref 2671/046/R05C dated July 2017 and document titled "Reponses to WSCC Highways Comments dated 21 August 2017" unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In the interests of highway safety, to reduce the need for private car travel to the school and to encourage and promote sustainable transport, in accordance with policies SD1, CH3 and IN4 of the Crawley Borough Local Plan 2015 – 2030.
5. The staggered timetable as set out in the approved Travel Plan document shall be implemented and operated for the remaining period of this permission.  
REASON: To control the operation of the school in the interest of highway safety and the character and function of Manor Royal as a main employment area, in accordance with policies CH3, EC2, EC3 and IN4 of the Crawley Borough Local Plan 2015 – 2030.

#### 1. NPPF Statement

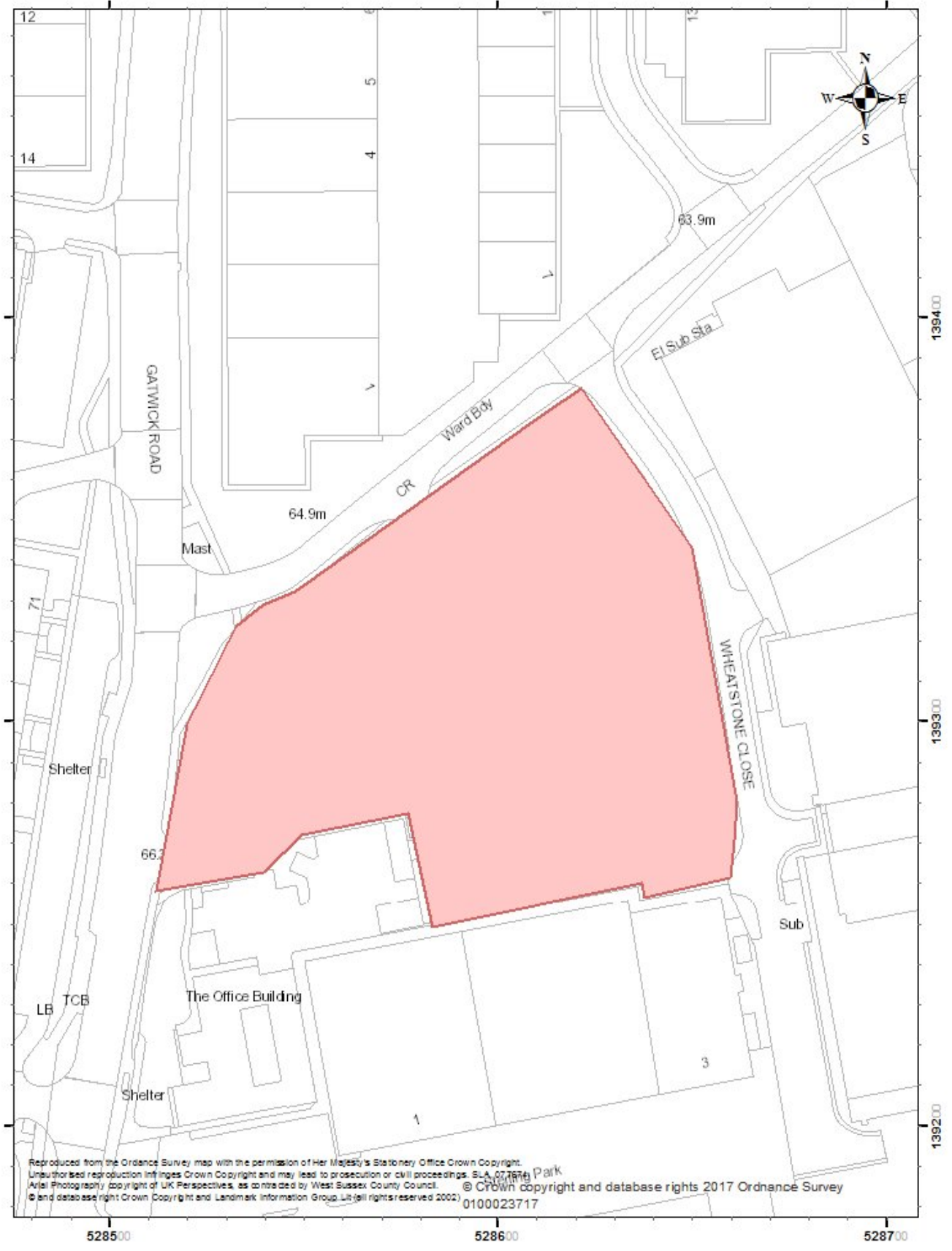
In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

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

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

Crawley Borough Council  
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1:1250



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