

REFERENCE NO: CR/2019/0661/FUL

LOCATION: [RAILWAY FOOTBRIDGE, STATION WAY/EAST PARK, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: PROPOSED RE-ALIGNMENT OF PEDESTRIAN BRIDGE TO INCLUDE REPAIR & REMEDIAL WORKS

TARGET DECISION DATE: 21 November 2019

CASE OFFICER: Mr H. Walke

APPLICANT'S NAME: Rockspring UK Value (Jersey) Ltd
AGENT'S NAME:

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
148 L(10) 100		Site Location Plan
148 L(10) 300	P1	Existing Block Plan
148 L(20) 300	P1	Proposed Block Plan
148 L(10) 500		Existing Elevations
148 L(20) 500		Proposed Elevations

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|--------------------------------------|--|
| 1. | Network Rail | No objection |
| 2. | WSCC Highways | Comments provided and informatives recommended |
| 3. | National Air Traffic Services (NATS) | No safeguarding objection |
| 4. | CBC Contaminated Land | No response received |
| 5. | CBC Environmental Health | No objection subject to condition |
| 6. | British Transport Police | No response received |
| 7. | WSCC - Public Rights of Way | No response received |

NEIGHBOUR NOTIFICATIONS:-

Consultation letters were sent to 42A to 42D East Park and site notices displayed with expiry dates in October 2019 and September 2020.

RESPONSES RECEIVED:-

No responses received.

REASON FOR REPORTING TO COMMITTEE:-

Application called in by Councillor Guidera and also because the proposal needs to be considered in the context of the two related applications (CR/2019/0602/ARM and CR/2019/0660/FUL) on the agenda for Overline House, Crawley Station and the wider site.

THE APPLICATION SITE:-

- 1.1 The application site contains part of the existing public footbridge over the railway to the west of Crawley railway station. The site includes part of the access from East Park, the southern staircase, the bridge where it crosses the railway and an area of railway land to the west of the existing bridge.

The site does not include the existing section of bridge over the surface car park to the north of the railway. The existing bridge provides a public link between East Park and Station Way and is well used. This link forms both a public right of way and adopted public highway.

- 1.2 To the north of the railway, the existing bridge crosses the surface car park before a staircase descends down to pavement level. The surface car park forms part of the application site for the Reserved Matters application (CR/2019/0602/ARM) considered elsewhere on this agenda. Overline House and Crawley railway station are approximately 130 metres to the east of the footbridge. To the south of the bridge, adjacent to the existing southern staircase, is a small block of flats (42A-42D East Park). The surrounding area to the south is generally residential.
- 1.3 The footbridge lies within the defined railway buffer and the site is identified on Council records as potentially contaminated. The area to the north of the railway lies within the town centre and forms part of a Key Opportunity Site identified in the Local Plan and the Town Centre SPD.

THE PROPOSED DEVELOPMENT:-

- 2.1 Full planning permission is sought for the realignment of the existing footbridge, following repair and remedial works. The existing bridge would be dismantled, removed from the site for repair and refurbishment and then reinstated in a slightly different position. The reinstatement would involve alterations/extension to the top landing of the southern staircase and realignment so that the bridge crosses the railway at an angle moving slightly west of the existing bridge. This is to enable the bridge to connect to the first floor space between two residential buildings proposed to the north of the railway within the Reserved Matters application. A terraced space between these proposed buildings would lead to a staircase down to pavement level on Station Way.
- 2.2 The refurbishment of the bridge did form part of the outline application proposals for the Overline House and Station Way wider site. However, due to the proposed realignment, the bridge now extends further along the railway and outside the original outline application site. It could not therefore be considered as part of the Reserved Matters application CR/2019/0602/ARM and instead is covered by this freestanding full planning application.

PLANNING HISTORY:-

- 3.1 Overline House and the wider site have been subject to recent planning applications for comprehensive redevelopment, of which the current application forms part. The following three applications are particularly relevant:

CR/2019/0660/FUL – Change of use and 2 storey roof extension to provide 81 residential apartments, remodelled station including projecting canopy and minor extensions, flexible use retail/coffee shop/business centre (A1/A3/B1 use classes). Current undetermined application considered elsewhere on this agenda.

CR/2019/0602/ARM – Approval of reserved matters pursuant to CR/2016/0294/OUT for residential led mixed use redevelopment (multi-deck car park removed from scheme). Current undetermined application considered elsewhere on this agenda.

CR/2016/0294/OUT – Outline application (all matters reserved) for demolition of existing office building and integrated railway station building, footbridges and ancillary structures. Erection of 308 studio, 1, 2 and 3 bedroom residential apartments and associated parking (C3 use class); integrated railway station building, footbridges and ancillary structures; flexible use retail/coffee shop/business centre (A1/A3/B1 use classes); 120 space multi-deck station car park, vehicle drop-off lay-by and associated highway works and public realm enhancements. Approved 16 August 2016 following completion of a S106 agreement.

PLANNING POLICY:-

National Planning Policy Framework (NPPF)

4.1 The updated National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.

- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
- Section 4 – ‘Decision making’ seeks a positive and creative approach to decisions and supports the use of pre-application discussions.
- Section 8 – ‘Promoting healthy and safe communities’ seeks to ensure planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible so that crime and disorder and fear of crime do not undermine quality of life and enable and support healthy lifestyles. Planning policies and decisions should promote public safety and take into account wider security (and defence) requirements.
- Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrian, cycle and public transport movements, address the need of people with disabilities in relation to all transport, create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
- Section 12 - ‘Well designed places’ states that good design is a key aspect of sustainable development and that the planning and development process should achieve the creation of high quality buildings and places. Paragraph 127 states:

“Planning policies and decisions should ensure that developments:

 - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

Crawley Borough Local Plan 2015-2030

4.2 The following policies from the Crawley Borough Local Plan (adopted December 2015) are most relevant to the proposal:

- 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 Principle) states that the neighbourhood principle will 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 in order to assist in the creation, retention or enhancement of successful places. In particular development proposals will be required to:
 - “(a) respond to and reinforce locally distinctive patterns of development and landscape character and to protect and/or enhance heritage assets,*
 - (b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas,*
 - (c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society including disabled and elderly people,*
 - (d) make places that connect with each other and are easy to move through,*
 - (e) provide recognisable routes, intersections and landmarks to help people find their way around,*
 - (f) consider flexible development forms that can respond to changing social, technological and economic conditions,*
 - (g) provide diversity and choice through a mix of compatible development and uses that work together to create viable places that respond to local needs.”*
- 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 their own operational requirements necessary for the safe and proper use of the site.
- Policy CH11 (Rights of Way and Access to the Countryside) requires that proposals resulting in the loss of a public right of way must ensure re-provision of equal or better value.
- Policy EC6 (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.
- Policy ENV10 (Pollution Management and Land Contamination) states that where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed, and ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.
- 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 existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN3 (Development and Requirements for Sustainable Transport) 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. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.

Draft Crawley Borough Local Plan 2020-2035

4.3 The Local Plan Review 2020-2035 was published for Regulation 19 consultation on 6 January 2021, with a consultation period running until 30 April. Limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy SD2: Enabling Healthy Lifestyles and Wellbeing
- Policy CL1: Neighbourhood Principle
- Policy CL2: Making Successful Places: Principle of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL7: Important and Valued Views

- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy OS3: Rights of Way and Access to the Countryside
- Policy IN1: Infrastructure Provision
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise
- Policy ST1: Development Requirements for Sustainable Transport

Supplementary Planning Guidance and Documents

4.4 The Council's following Supplementary Planning Documents and Guidance Notes are also relevant to this application:

- Urban Design (adopted October 2016) – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.
- Town Centre (adopted October 2016) – Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development. The Crawley Station and Car Parks (Station Gateway) site is specifically allocated for redevelopment. The Vision for the site states that it aims to *“Regenerate Crawley Station and establish the site as a major gateway to the town centre with a dynamic landmark building, providing high quality contemporary apartment living, and new commercial space. Transform Station Way into a welcoming public realm that guides people to and from the Station entrance safely.”* The station should be enhanced, as a public transport interchange and in terms of links to the town centre and bus station. Complementary ground floor commercial uses are sought, stronger links to the south and improvements at the level crossing end of the site to form a gateway. Public realm, including pedestrian and cyclist, improvements are sought. Related improvements to the bus station and County Mall to increase ground level activity are also sought.

PLANNING CONSIDERATIONS:-

5.1 The main issues for consideration in determining this application are:

- Highways, railway, pedestrian and phasing issues
- Design and visual appearance
- Impact upon neighbouring properties
- Other matters

Highways, railway, pedestrian and phasing issues

5.2 The pedestrian footbridge forms both a public right of way and part of the public highway. It is an important and well used link for pedestrians between East Park and the surrounding area south of the railway and the town centre. The railway forms a significant barrier to pedestrians here. Although the station has a new bridge with lift, it is not freely accessible to the public. The only alternative for pedestrians is to cross at the level crossing.

5.3 The outline application for the wider Station Gateway improvements included the retention of the pedestrian bridge, with a condition imposed requiring further details to be submitted. It is still proposed to retain the footbridge. However, the locations of the proposed residential buildings (Reserved Matters application CR/2019/0602/ARM) to the north of the railway have altered slightly. The location of the pedestrian link through them has shifted slightly west as a result. This has resulted in a need to amend the alignment of the bridge, by also moving its northern end to the west. As a result, the proposed reinstated bridge would have an angled crossing over the railway line.

5.4 The existing bridge has stepped access. It is not therefore available to wheelchair users and creates difficulties for people with buggies or mobility difficulties. The Local Highway Authority raised the possibility of providing ramped access in its comments, although recognised the existing situation with stepped access. Clearly a ramped access would be a beneficial improvement, but the required

ramps would be considerable in length. The applicant estimates that they would be at least 52 metres long. At the southern end, this would require the ramp to wrap around Nos. 42A-42D East Park causing overlooking and loss of privacy issues. To the north, a ramp's gradient would impact upon the car park below the residential blocks proposed in the associated Reserved Matters application. Whilst access for wheelchair users and others unable to use the existing bridge would represent a significant improvement, it is not considered realistic given the site constraints to the south and development proposals as designed to the north.

- 5.5 The Local Highway Authority accepts the difficulties involved, although the issue may need to be considered further through related consents through highways legislation. The Local Highway Authority has also raised the need for a Section 278 highway agreement in relation to works on the public highway and for a temporary traffic regulation order in respect of temporary closure of the bridge. Subject to informatives, the Local Highway Authority raises no objection.
- 5.6 Network Rail is also supportive of the proposal and notes the links to the wider proposals. Their support is subject to the applicant entering into legal and commercial agreements, such as asset protection agreements. This will address the railway's interests and safety issues. It is understood that considerable discussions have taken place between Network Rail and the applicant, and that the required agreements are well advanced. They are the subject of other legislation though and, whilst these matters are clearly important, they are not planning matters and it is not appropriate to duplicate the requirements in any planning permission.
- 5.7 The phasing of the proposal, in conjunction with the wider Station Gateway development, would mean that the pedestrian link is unavailable for a considerable period of time. The actual works on site are estimated at two days to remove and two days to reinstate the bridge. Repair and refurbishment off site would take around 20 weeks. However, the applicant does not consider that the bridge would be able to be reinstated before the wider development is complete. This is likely to take around two years. This is clearly unfortunate, given the detour required for pedestrians. The bridge will continue to deteriorate if left in situ though and the wider scheme offers the opportunity to secure refurbishment of the southern part of the structure. The temporary lack of a pedestrian link at this point over the railway is therefore considered acceptable, given the longer term benefits.
- 5.8 Overall, the proposal would retain the existing important pedestrian link across the railway. Officers recommend though that a phasing and implementation plan for the wider scheme should include the footbridge in order that its reinstatement can be secured at the earliest possible opportunity.

Design and visual appearance

- 5.9 The Arun Valley line opened in 1848 as a single track with passing points and was widened to two tracks in 1862. There were originally sidings to the north of the railway, in the position of the current Crawley station surface car park. The existing footbridge appears to date from this time and was certainly in place by 1888. The section crossing the current surface car park was formed to cross both the railway and the sidings to the north. The footbridge has an attractive cast iron lattice design, with a series of braced cast iron supports below. There is a staircase at either end.
- 5.10 The proposal would re-orientate the bridge slightly in order to access the pedestrian link between Buildings 2 and 3 of the Reserved Matters application. Fortunately, although this would slightly lengthen the bridge over the railway, the length of the current bridge means this is still possible utilising the existing latticework structure. The general appearance of the existing bridge will therefore be retained for the visible part over the railway as far as the new development.
- 5.11 The bridge is in visible need of some refurbishment. Given that it crosses a railway, this would not be easy in situ. The proposal would also realign the bridge. Consequently, it is proposed to remove the bridge, take it off site for repair and restoration and then reinstall it. The Design and Access Statement confirms that the intention is to try to remove the bridge as a single structure. Repairs would be undertaken as necessary and a zinc coating applied to protect against future deterioration.
- 5.12 Considerable public support was expressed for the retention of the existing structure in consultation responses on the outline application. Whilst no comments have been received on the current application, it is welcomed that the existing bridge would be refurbished and reinstated. Subject to

further details of the physical removal, repair and reinstatement of the bridge, the proposal is considered acceptable in design and appearance terms.

Impact upon neighbouring properties

- 5.13 The closest residential properties to the bridge are Nos. 42A-42D East Park. There are other residential buildings along East Park and also the proposed residential buildings to the north covered by the current Reserved Matters application.
- 5.14 The existing footbridge's southern landing adjoins Nos. 42A-42D and is situated slightly to the west of that building. That building has two north facing windows, which serve bathrooms. The main windows to the flats face east and west. Limited views of the rear parking area to the west of the flats are possible from the footbridge. Despite its proximity, the existing bridge has little impact upon these flats.
- 5.15 The proposal would reinstate the bridge on a slightly different alignment, including the southern landing extending slightly further west. This could facilitate angled views towards west facing windows in the existing flats, and possible overlooking to a limited extent. This could be addressed by a suitable screen on this part of the footbridge landing to block views. This can be secured by condition.
- 5.16 Other houses in East Park are a minimum of 25 metres from the footbridge. The proposal would make a minimal change to the relationship and would not reduce the distance between the bridge and the houses. It is not considered that any significant overlooking would result.
- 5.17 The footbridge would link into a public pedestrian route between Buildings 2 and 3 in the Reserved Matters development. The impact of that ongoing route is assessed in the report on the Reserved Matters application. Views towards the proposed flats would be possible from the footbridge itself. Whilst some views into windows may be possible, these would be no different to normal urban views from public roads and footpaths, and would not cause significant impact upon residential amenity.
- 5.18 Environmental Health raise no objection to the proposal, but note that the works would need to be carried out when the railway is closed. This is likely to be overnight, so there is potential for disturbance from noise and vibration. Clearly this would be for a limited period of time, as the repair and refurbishment works will be carried out off site. However, some disturbance is likely as the bridge is removed and reinstated, and it is appropriate that measures to minimise the impact of residential amenity are put in place. Environmental Health recommend a condition requiring a Construction Management Plan so that the potential impact of the works upon nearby residents can be properly assessed and controlled.

Comprehensive development and links to phasing and implementation of the wider scheme

- 5.19 There are very strong links between the three applications (CR/2019/0602/ARM, CR/2019/0660/FUL and CR/2019/0661/FUL) considered on this agenda for the refurbishment and conversion of Overline House, the construction of new residential blocks to the west of Overline House, the refurbishment and reinstatement of the footbridge. There are also very strong links to the public realm improvements proposed to the station forecourt and along Station Way and Friary Way. The phasing and implementation of the various elements of the comprehensive scheme and public realm improvements need to be carefully managed. The comprehensive scheme involves key planning policy requirements (such as the delivery of a new/refurbished railway station and a significant amount of new housing), implementation challenges (due to the proximity to the railway and Station Way and the dimensions of the site) and also involves a number of different interested parties including Network Rail. Trigger points will be required to ensure delivery of key elements, such as the completion of the refurbished railway station and the reinstatement of the footbridge link, at appropriate points in the development period. Integration with the Station Way public realm improvements, for which LEP funding has been secured by Crawley Borough Council and West Sussex County Council, will also be critical. With these issues in mind, the recommendation for all three applications on this agenda includes securing a Phasing and Implementation Plan through a legal agreement to link the three developments together formally, secure an integrated and comprehensive approach to the construction works and to secure prompt and expedient delivery of key elements.

CONCLUSIONS:-

- 6.1 The proposal would refurbish and reinstate the southern part of the existing footbridge across the railway. The pedestrian link to the town centre would be retained, albeit after the construction period. The design and appearance of the existing structure would be retained where it would be visible from the railway station and East Park (before the route goes between the new blocks of flats). The proposal raises no significant amenity issues, subject to appropriate mitigation of noise and vibration during removal and reinstatement and measures to screen against possible overlooking. The application is recommended for approval, subject to a legal agreement to link it to the phasing and delivery plan for the other two applications considered on this agenda to ensure a coordinated development.

RECOMMENDATION RE: CR/2019/0661/FUL

PERMIT, subject to a S106 agreement to link the planning permission to planning permissions CR/2016/0294/OUT and CR/2019/0660/FUL and to secure a Phasing and Implementation Plan for the wider Overline House/Station Gateway development as well as trigger points for delivery of key elements of the scheme and also 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. Notwithstanding the details shown on the drawings hereby approved, no physical works to the bridge shall take place until a full structural survey and a method statement detailing how the structure will be removed, repaired and refurbished and reinstated have been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the agreed method statement unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure a high quality restoration of the bridge in the interests of visual amenity in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
4. No development approved by this permission shall be commenced until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall specifically address the following:
 - The proposed methodology of removing the existing bridge and reinstalling the bridge;
 - Operating hours, noise and vibration controls.REASON: To address noise and vibration issues in the interests of residential amenity in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
REASON WHY PRE-COMMENCEMENT: A Construction Management Plan is required pre-commencement because the potential impacts upon highway safety and local residents that the Plan would mitigate could occur from the beginning of on-site activity and preparatory work.
5. Notwithstanding the details shown on the plans hereby approved, full details of proposed lighting for the reinstated bridge shall be submitted to and agreed in writing by the Local Planning Authority. The agreed lighting shall be fully installed as approved and made operational before the bridge is brought back into use unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure a high quality restoration of the bridge and a safe environment for pedestrians and the railway operator in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
6. Within two months of the bridge being removed from the site, details of measures to address potential overlooking at the southern end of the realigned bridge shall be submitted to and approved in writing by the Local Planning Authority. The agreed measures shall be implemented in full before the bridge is brought back into use.

REASON: To address possible overlooking and loss of privacy for occupants of Nos. 42A-42D East Park in the interests of residential amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

1. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Highways Agreement Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
2. The applicant is advised that the proposed structures are required to be subject to the Technical Approval process as specified within CG 300 of the Design Manual for Roads and Bridges. The applicant should contact the WSCC Structures team to commence this process. The applicant should note that the failure to obtain Technical Approval may prevent the future adoption of the structure as public highway or incur additional works to bring the works up to a suitable standard.
3. The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works include a temporary traffic regulation order for the closure of public right of way 1539 during construction of the replacement bridge.
4. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at www.aoa.org.uk/policy-campaigns/operations-safety/

1. NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with consultees and the applicant and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking 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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