

REFERENCE NO: CR/2017/0910/RG3

LOCATION: [QUEENSWAY AND THE PAVEMENT, NORTHGATE, CRAWLEY](#)
WARD: Northgate
PROPOSAL: REGENERATION OF QUEENSWAY AND THE PAVEMENT INVOLVING REPAVING, INSTALLATION OF NEW SOFT LANDSCAPING, INSTALLATION OF NEW STREET LIGHTING, INSTALLATION OF NEW STREET FURNITURE AND REPOSITIONING OF DISABLED PARKING BAYS ALONG QUEENSWAY

TARGET DECISION DATE: 25 December 2017

CASE OFFICER: Miss D. Angelopoulou

APPLICANTS NAME: Crawley Borough Council
AGENTS NAME: Project Centre

PLANS & DRAWINGS CONSIDERED:

15/12/2017, 1000003869-2-000-01 RevA Location Plan
1000003869-2-000-02 Land Ownership Plan
1000003869-2-000-03 Site Plan
1000003869-2-000-04 Existing Layout Sheet 1 of 2
1000003869-2-000-05 Existing Layout Sheet 2 of 2
15/12/2017, 1000003869-2-010-01 RevA General Arrangement Sheet 1 of 2
15/12/2017, 1000003869-2-010-02 RevA General Arrangement Sheet 2 of 2
15/12/2017, 1000003869-2-010-03 RevA Illustrative General Arrangement
15/12/2017, 1000003869-3-010-04 Core Pedestrian Area Plan
15/12/2017, 1000003869-2-120-01 Road Markings and Signs Sheet 1 of 2
15/12/2017, 1000003869-2-120-02 Road Markings and Signs Sheet 2 of 2
15/12/2017, 1000003869-2-015-02 Typical Detail - Granite Paving Around Mosaic Columns

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. WSCC - Highways | Following clarification over matters for consideration prior to determination; no objection is raised subject to condition and informatives. |
| 2. CBC - Property Division | No objection. |
| 3. CBC - Planning Arboricultural Officer | No objection; comments that the proposed sweetgum trees adjacent to Memorial Gardens would need to be regularly pruned to avoid dysfunctional branches etc. |
| 4. Cycle Forum | Following clarification over issues for cycle access to Queensway and surrounding areas, and cycle parking; no objection is raised. |
| 5. CBC - FP - Retail & Employment | No objection; proposal is consistent with the relevant Local Plan economic policies. |
| 6. CBC - FP - Urban Design | No objection, but some verbal comments regarding orientation/position of cycle stands (The Pavement), suggestions for area between Queensway and Memorial Gardens (which allows |

7. CBC - Sustainability Team

pedestrian movement), signage etc.
Comments regarding shared surface, boundary marking, cycle access, bike stands.

8. Sussex Gardens Trust

Objection; The Trust has reservations about removal of shrubs, hedges and mature trees and planting plans.

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised by several site notices displayed within the application site on 6th November 2017.

RESPONSES RECEIVED:-

Two letters of representation have been received raising objections to the proposal on the following grounds:

- There are a lot of residents around Queens Square and The Pavement, and the regeneration of Queensway and The Pavement would cause a lot of disruption and noise. This was the case with Queens Square regeneration that caused disruption to residents given that a lot of people work in shifts and the construction noise makes the environment unhealthy.
- The loss of a lay-by with 4 disabled bays and the loss of on street parking comprising of two lay-bys that can take five blue badged cars each. Additional kerbside parking on both sides of the road further east that can take approximately 12 cars will be lost, also available for legal disabled parking resulting in the loss of approximately 26 car spaces. Consideration should be given to replace some of this provision by the siting of additional disabled bays in the eastern part of the proposed paved area.

REASON FOR REPORTING TO COMMITTEE:-

Crawley Borough Council is the applicant.

THE APPLICATION SITE:-

- 1.1 The application site relates to Queensway and The Pavement, including the northern boundary and entry to Memorial Gardens. Queensway and The Pavement are two key routes connecting to Queens Square and Memorial Gardens. They are both surrounded by 3 storey purpose built retail units with ground level use being mainly retail. The site is within the defined town centre boundary in the primary shopping area with a primary shopping frontage along Queensway and a secondary shopping frontage along The Pavement.
- 1.2 Queensway is a major pedestrian thoroughfare linking Queens Square to the Memorial Gardens to the east and the Boulevard to the north via The Pavement. Queensway is also used as an emergency vehicular access into the Queens Square, which can occur through dropping down the bollards outside M&S. The eastern section of Queensway is different in character and provides vehicular access to the public car park at Parkside and servicing to the rear of shops on the south side of Queensway and The Martlets. Much of its carriageway length is taken up with 17No parking spaces for Blue Badge holders (12No are set at 90 degree angle and 5No are parallel oriented). A taxi rank (currently suspended) is located on the southern side of the road in a bay adjacent to Memorial Gardens, which is used for informal parking. Many people also park up on the double yellow lines for quick visits to the shops. The extreme eastern end of the road is vehicle dominated due to the junction with the dual carriageway of College Road and the entrance/exit for Kingsgate car park.
- 1.3 There are a number of landscape features comprising several raised planters with existing semi-mature and young trees throughout the pedestrianised western part of Queensway and along The Pavement. The north-eastern section of Queensway has a number of red maple (*Acer rubrum*) trees that have damaged the adjacent pavements. The surface area is covered with outdated paving, street furniture and lighting.

- 1.4 The Memorial Gardens has a fine selection of mature trees, shrubs and flowers. The gardens are bounded on almost all sides by a hedge of mixed native species of approximately 1m width and between 2m and 2.5m in height. The northern section of Memorial Gardens, which is within the application site, has some mature lime trees.
- 1.5 The Memorial Gardens is designated as an Historic Park and Garden and identified as Structural Landscaping as set out in Policy CH7 of the Crawley Borough Local Plan 2015-2030. The site is also within the Long Distance View Splay from Tilgate Park as identified by the Local Policy CH8.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for improvements to Queensway and The Pavement, including the northern boundary and entry to Memorial Gardens. The proposal includes the removal of all the existing raised planters, trees, existing street furniture and lighting, and the repaving of the entire area, installation of new seating/street furniture, new lighting, new soft/tree landscaping and repositioning of the disabled parking bays along Queensway. The proposal would also include new cycle racks, litter bins and upgraded lighting.
- 2.2 The proposal is Phase 2 of Crawley's Town Centre Regeneration Programme, which identifies a number of areas within the town centre as priorities for investment in the public realm. Phase 1 of the regeneration of Queens Square is recently completed. Phase 2 is intended to extend the Queens Square to other parts of the town centre to the north and east including the Memorial Gardens, the Town Hall, Library and Central Sussex College. Queensway has also been identified as the preferred future location for a new and improved quality town centre market. The scheme would therefore ensure that the necessary infrastructure required to support a new market is delivered, although the market itself would need to be considered as a separate planning permission given that the stall layout is based on the current street furniture pattern.
- 2.3 The repaving of the Queensway pedestrianised section would comprise granite slab paving to match the existing Queens Square alleyways. There would be some minor variations from the Queens Square paving: the percentage mix of lighter shades of stone would be increased to counter criticism that the Queens Square paving was "too grey" and the design would introduce stripped granite slab banding at 6m intervals to correspond to the spacing of the mosaic columns of the buildings. 'Shuffle lights' would be used, as within Queens Square, and there would also be some benches to align with the replacement trees on the long axis along the whole length of Queensway at 90 degrees to the bands.
- 2.4 The repaving of The Pavement and Queensway by Memorial Gardens would predominantly comprise exposed aggregate concrete slabs in white and mixed grey colours. Granite effect concrete banding would be used within The Pavement to create a 'furniture strip'. There would be no soft landscaping within The Pavement and the standard columns would be no more than 4m in height. Their lanterns would have fittings to direct light away from the windows of residential flats above the shops. To the north of The Pavement and the middle and east of Queensway there would be 'sheffield hoop' cycle stands.
- 2.5 The existing trees within Queensway by Memorial Gardens would be replaced with Sweetgum trees that would have less spreading area. The carriageway and bays would remain unchanged in this area. The number of disabled parking bays would also remain the same and would be orientated at 90 degrees to the carriageway. On the vehicular section of Queensway, a taller 8m high lamp columns are proposed to be installed. The columns and fittings would be standard in order for WSCC Highways to be able to maintain them.
- 2.6 The entrances to Memorial Gardens would have raised tables of granite effect paving to keep pedestrian access. The existing hedge and shrubs to the north entrance and north-eastern section of Memorial Gardens would all be replaced with high quality ornamental planting of a mix of low-maintenance evergreen and semi evergreen herbaceous plants, grass verge and spring bulbs along the perimeter. The existing separated grass verge in front of the hedges of the north-western section of Memorial Gardens would be removed, but they would be replaced with grass verge and spring bulbs and would also include three benches.

- 2.7 Kingsgate Car Park and the College Road junction would include materials and kerb heights that are more oriented towards vehicles to ensure that the transition to the pedestrian priority character of the rest of Queensway is strongly marked. The carriageway junction would be split by a pedestrian island to create a gateway feature to the road entrance.
- 2.8 During the course of the application, revised and new plans have been received relating to the following:
- The furniture at the end of The Pavement has adjusted.
 - The banding outside M&S has been removed.
 - Signage has been shown on the layout and on an additional drawing.
 - A blue line has been added around Memorial Gardens (owned by Crawley Borough Council).
 - Error in graphics showing road surfacing type on Parkside has been corrected.
 - A new plan has been submitted to illustrate cycling restrictions within core pedestrian area.
 - A new drawing has been submitted to show detailed design of paving banding around the mosaic columns.
 - The materials and design and access statement have been updated.
- 2.9 The following documents have been submitted in support of the application:
- Design and Access Statement with Heritage Statement for Memorial Gardens.
 - Queensway Materials Specification.
 - Queensway Environmental Improvements Planting Palette.
 - Arboricultural Impact Assessment
 - Arboricultural Method Statement.
 - Arboricultural Survey

PLANNING HISTORY:-

- 3.1 In 2008 planning permission was granted for the change the use of highway land to market to be held twice a month (excluding Fridays & Saturdays) and continental market to be held 5 times a year in the western section of Queensway and Queens Square. Ref. CR/2008/0105/COU.
- 3.2 In 2010 planning permission was granted to change the use of highway land to use for market purposes on Wednesdays and proposed siting of stalls in the western section of Queensway and Queens Square within Queens Square. Ref. CR/2010/0394/RG3.

PLANNING POLICY:-

National Planning Policy Framework (2012) (NPPF)

- 4.1 The NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:
- Paragraph 14 – Presumption in favour of sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
 - Paragraph 17 – Core planning principles. Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.
 - Section 2 – Ensuring the vitality of town centres. Local planning authorities should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality, and plan positively for their future to encourage economic activity.
 - Section 7 – Requiring good design. 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 Borough Local Plan (2015-2030) (adopted December 2015)

- 4.2 The relevant policies include:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a new town and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places. Development proposals will be required to create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people; make places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport networks; and to provide recognisable routes, intersections and landmarks to help people find their way around.
- Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context; be of a high quality urban design in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings; not cause unreasonable harm to the amenity of the surrounding area; retain existing individual or groups of trees that contribute positively to the area and allow sufficient space for trees to reach maturity; and be able to meet its own operational requirements necessary for the safe and proper use of the site. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- Policy CH6: Tree Planting and Replacement Standards. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies.
- Policy CH7: Structural Landscaping requires that development proposals should protect and/or enhance structural landscaping, which is within the application site. Where limited or weak structural landscaping can be identified as a negative factor in the attractiveness of an area, opportunities will be sought to deliver enhancements as part of development proposals.
- Policy CH12: Heritage Assets. All development should ensure that Crawley's designated and non-designated heritage assets are treated as a finite resource, and that their key features or significance are not lost as a result of development.
- Policy CH17: Historic Parks and Gardens. Memorial Gardens is designated as an Historic Park and Garden and the council will support development, unless it will have a negative impact upon the historic setting and character of the designated Historic Park or Garden. All development proposals within the boundaries of the Historic Parks and Gardens as identified on the Local Plan Map will be required to demonstrate, through a Heritage Impact Assessment, that the proposals have regard to the designation, its character, key features and the setting of the area and that proposals respect or enhance the area.
- Policy EC5: Primary Shopping Area. Development that promotes Crawley's vitality and viability as a sub-regional retail centre will be encouraged in town centre locations.
- Policy ENV1: Green Infrastructure. Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including: (i). development that protects and enhances green infrastructure will be supported, and (v). proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling.
- Policy IN3: Development and Requirements for Sustainable Transport. Developments should not cause an unacceptable impact in terms of increased traffic congestion or highway safety.

Supplementary Planning Documents (adopted October 2016)

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

Urban Design SPD 2016:

- 4.3 The SPD contains guidelines on the standards the Council expects for the public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. In particular, it states that:

- *'A good public realm should be human in its scale and respond to people's needs, while stimulating the senses. It should encourage a variety of activities and uses, whilst providing through routes and clear connections for pedestrians and cyclists alike.*
- *Important to note, however, the urban realm can become cluttered when little thought is placed on how all the structures and elements work together. For example, too much street furniture or too much signage can burden the public realm. When thinking about the urban realm it is important to consider how all the elements work together. It is worth considering consolidating elements, such as multiple signs in one place or rubbish bins and seating, in order to streamline the appearance of the public realm.*
- *Effective street layout and design should encourage walking and cycling and recognise that pedestrians should be prioritised, and should improve sustainability through the use of appropriate materials.*
- *Care should be taken when making improvements to streets and the public realm that elements such as 'shared space' will not have a negative impact on vulnerable users. 'Shared surface', where kerbs are removed from the street completely, can have a detrimental impact to visually impaired individuals navigating the street. Therefore, it is important to understand the difference between 'shared space' and 'shared surface' and make sure the design is considerate to all users.*
- *Streets are where most utilities run along and through. Drainage, lighting and other utilities should, therefore, be actively incorporated in the design of a street in order to minimise their impact on users. Similarly, trees and grass verges can be used along the street in order to help provide character and identity to a street, but this should be done with regards to the area.*
- *Street furniture should be designed to fit into the existing character of the town but should also be innovative. It should be placed carefully according to the users' needs, and care should be taken not to over clutter the public realm with unnecessary furniture.*
- *Lighting can help reduce night time crime and vandalism, reduce night time accidents and help make users feel secure. Lighting should be integrated within the design of a place and not just be an afterthought. Additionally, when looking at lighting options, the canopy of trees and projected tree growth should be taken into account, as well as national guidance and standards on lighting design.*
- *The positioning of lighting columns or bollards should consider users' needs, and, in particular, users with disabilities or people with pushchairs.*
- *Street signage should be used to help with the legibility of a place and with way-finding.'*

Green Infrastructure SPD 2016:

- 4.4 This SPD provides clear guidance on how to meet the requirements of Local Plan Policies in relation to Crawley's Green Infrastructure assets. It provides further guidance on Policy CH6: Tree Planting and Replacement Standards.

Town Centre SPD 2016:

- 4.5 The Town Centre SPD is a non-statutory document which explains in more detail policy EC5. It places strong focus on achieving good design, requiring well-planned development that creates a safe and comfortable living standard for residents and contributes positively to achieving successful places and encourages footfall and vitality and viability of these areas.

PLANNING CONSIDERATIONS:-

- 5.1 The main planning issues in the determination of this application are:
- The principle of development
 - The impact on the visual amenity and the character of Memorial Gardens
 - The impact on highway and pedestrian movement users of the pavement
 - The impact on existing trees and hedgerows & proposed replacement standards

The principle of development

- 5.2 The proposed development would deliver physical improvements to Queensway and The Pavement, including the northern boundary of Memorial Gardens, as an extension of the recently completed regeneration of Queens Square. The regeneration of Crawley Town Centre is a key priority for the council, with the ongoing improvement works seeking to deliver a high profile, distinctive and enjoyable public space.
- 5.3 Local Plan Policy EC5 supports development that promotes the overall vitality and viability of Crawley town centre as a sub-regional destination. It is recognised that Town Centres are facing challenges, and the proposed improvements would help to improve the aesthetic environment of Queensway and The Pavement, creating an improved public space, enhancing the visitor experience with the aim to help to attract increased footfall to the Town Centre. This is also set out in Local Plan Policy CH2 for the Principles of Good Urban Design.
- 5.4 Overall, the proposal is consistent with the relevant Local Plan economic policies and the overarching NPPF objective to support competitive town centres, and is supported in economic policy terms.

The impact on the visual amenities and the character of Memorial Gardens

- 5.5 The regeneration of Queensway and The Pavement, including the northern boundary and entry to Memorial Gardens would create a high quality multifunctional public space which would improve the user experience of the space. The mixture of the new paving and seating, with new trees/landscaping and street lighting coupled with the repositioning of the disabled parking bays along the eastern section of Queensway is considered to be a significant improvement from the current underutilised space. The Council's Urban Design officer has been consulted and raised no objection to the proposal, but provided some detailed comments that are discussed below.
- 5.6 The link between the paving of the regenerated Queens Square and Queensway would be acceptable given that it would continue the design rationale. In addition, with the removal of the raised planters, the pedestrianised section of Queensway would become more open and could be used for markets and other events and spill out from cafes. This section is characterised by mosaic columns, which are a strong architectural feature and the design would be oriented around these columns. The proposals would also use them to connect the buildings, the street furniture and trees to the architecture with banding. The bands would be wider than the column bases so that they can be fully enclosed and located centrally with sufficient material on either side, both for the round mosaic columns to the south and the square ones to the north.
- 5.7 The applicant submitted detailed drawings to show how the proposed paving banding would be achieved around these mosaic columns, which are considered acceptable. The 6m spacing of the banding is also considered acceptable and would assist in the arrangement of a possible street market, along with in-ground power sockets within the bands. The replacement of the raised planters with trees and lighting columns within the band are considered acceptable.
- 5.8 Within the Pavement area the existing raised planters would be removed and there would be high quality paving with a band extending the whole length of the area. Whilst officers expressed concerns over the absence of soft landscaping within this section, the applicant clarified that the area is not suitable for planting due to lack of sunlight that inhibits the growth of anything that is planted within the area. Following comments from officers and the Council's Urban Design Officer, the cycle stands at the Pavement have been relocated further into The Pavement to avoid blocking pedestrian movement which is now considered acceptable.
- 5.9 The eastern section of Queensway would retain its current function as a pedestrian priority area with vehicular access and a disabled parking area, and its character would be improved with the use of high quality granite-effect concrete block paving and coloured carriageway surfacing. The existing overgrown trees would be replaced with a similar-coloured but less spreading species in approximately the same locations, which is considered acceptable. The new orientation of disabled parking spaces is considered to be more useable.
- 5.10 Policy CH17 designates Memorial Gardens as a Historic Park and Garden. It is also Structural Landscaping as set out in Policy CH7. As the regeneration works affect an area of land within

Memorial Gardens, a Heritage Impact Assessment has been provided and Sussex Gardens Trust has been consulted. Sussex Gardens Trust object to the proposal on the grounds that the shrubs and hedges on the boundary of Memorial Gardens and Queensway conceal from view the adjacent trafficked street and built up street scene, their removal will have an adverse impact. They are not convinced that the removal of the existing maple trees and their replacement with younger trees would be beneficial. They also commented that the new planting would require higher maintenance and like most local authorities, CBC would be likely to have limited financial resources in the following years to achieve that.

- 5.11 The proposal would include the removal of the hedge to the north entrance and north-eastern section of Memorial Gardens which visually contains the Gardens and screen it from the surrounding roads and buildings. According to the Design and Access Statement, this also means that views to the gardens are not possible, which with the poor levels of lighting contributes to the high levels of Anti-social Behaviour that frequently occur in the Gardens close to Queensway. These hedges are proposed to be replaced with high quality ornamental planting of a mix of low-maintenance evergreen and semi evergreen herbaceous plants. This is considered to provide a landscaped but more open edge to this side of the gardens which would create a better visual link to Queensway. The Sussex Gardens Trust did not acknowledge that there would be replacement planting to these areas. According to the Heritage Statement, the replacement high-quality ornamental planting, grass verge and spring bulbs along the perimeter bring some of the gardens' character to Queensway. It is therefore considered that the new high quality ornamental planting would help to offset the impact of the loss of the hedges on the visual amenity of the area and the Memorial Gardens.
- 5.12 The statement from Sussex Gardens Trust regarding the replacement of the maple trees along Queensway does not relate to the impact on the Memorial Gardens. It is considered that these maple trees have outgrown their environment, having lifted adjacent pavements and the Council's Arboriculture Officer does not raise any objection to their removal. The comments regarding the high maintenance of the new replacement trees are not planning matters.
- 5.13 To conclude, it is considered that the proposal would enhance the overall visual amenity of the locality and, given the replacement ornamental planting, it is not considered to have a detrimental adverse impact on the character of the Memorial Gardens. It would therefore comply with the relevant Local Plan Policies and the NPPF, however a condition is recommended to ensure implementation of the proposed planting of the new trees and soft landscaping.

The impact on highway, access and pedestrian movement

- 5.14 The Highway Authority were consulted and have no objection to the application. They initially raised some questions which have now been addressed by the applicant. WSCC Highways commented that the scheme is seemingly quite dependent upon all TROs being successful which cannot be guaranteed because of the statutory requirement for consultation. The outcome of all the TRO's would need to be known prior to development commencing. They requested conditions to secure a palette of materials and finished general arrangement plans as these works are in the public highway. They have also requested informatives for the Section 278 Agreement and Traffic Regulation Orders.
- 5.15 The proposal has been designed to allow free and unobstructed movement for all users. New paving to the pedestrianised area would result in a continuous smooth and even surface, contiguous with Queens Square. All areas are designed to be convenient and welcoming with no disabling barriers, in order to enable their independent use without undue effort, separation or special treatment. Key pedestrian crossing points from Queensway into Memorial Gardens are flush with the footway level rather than at carriageway grade. Flush kerbs are also provided adjacent to the disabled parking bays. The improvements have taken into consideration that suitable access needs to be provided for people with disabilities or restricted personal mobility which is considered acceptable.
- 5.16 The proposal would improve connectivity for pedestrians moving through the pedestrian areas with safe and legible paths. Pedestrian flow along the building frontages to access the shops would be

maintained. The proposal does not seek to alter access arrangements or permissions, but looks to enhance the existing public realm. The number of disabled parking spaces would be unchanged.

- 5.17 The application site is principally designated for pedestrians and within it cycling is not permitted. Cycle stands would be provided at the entry points to this area so that cyclists can dismount, park and proceed on foot. The number of available cycle parking hoops within the scheme area has increased from 16 to 28.
- 5.18 The Cycle Forum commented that more cycle racks could be provided, along with sufficient signposts. As previously stated, there would be an increase in the provision of cycle space and the comments for signposts have been addressed on the revised plans. They also commented that balance would need to be found between effectively preventing footway parking and maintaining the desired seamless appearance. This is planned to be dealt with a Restricted Parking Zone for Queensway to stop anyone from parking (other than in permitted bays). Some comments regarding the wider town centre cycle network do not relate to the application boundary.
- 5.19 The Council's Sustainability Team raised some of the issues stated above from the Cycle Forum regarding the number and visibility of cycle stands, and also stated that a continuous shared surface for the vehicular section of Queensway would be preferable and suggested additional cycle parking within the middle of the scheme. The applicant responded to these issues that they did consider a shared surface but it does not provide a safe environment for the type of traffic in this area. Additional cycle parking in the middle of the area would not be preferable as cycling along the pedestrianised Queensway needs to be discouraged. Some comments regarding material of the cycle stands (to be powder coated and not simply painted black) and black bollards have been integrated within the revised documents/details.
- 5.20 It is anticipated some disruption to existing occupiers and pedestrian movement would occur during the site clearance and construction stage however this would be on a temporary basis and would be controlled by means of a Construction Management Plan (CMP) via condition.
- 5.21 Within The Pavement there is a small outdoor seating area shown for Love Bean Café at 2 The Pavement. This has been incorporated into the layout which would mean coffee shops would still maintain an element of dedicated seating. The proposed layout of Queensway and The Pavement would allow other areas for potential outdoor seating subject to separate applications for planning permission.
- 5.22 Overall, the proposal is therefore considered acceptable from a highway and access/pedestrian movement perspective subject to conditions and would accord with the relevant Local Plan Policies.

The impact on existing trees and hedgerows & proposed replacement standards

- 5.23 There are currently 12 Hawthorn trees planted within raised planters throughout the pedestrianised section of Queensway, all of which appear to be in good condition as outlined in the Arboricultural survey. The trees provide some visual amenity to the immediate area, but do not contribute to the wider urban landscape. The extent of the raised planters also poses constraints to the potential use of the area as a market and the trees also drop fruits. They would be replaced with seven new pear trees, which are considered a more suitable species as they tolerate pollution and drought and require less pruning. The Council's Arboricultural Officer raised no objection to these removals.
- 5.24 Four Red Maple trees along the section of Queensway would be removed to allow the existing paving to be resurfaced flush with the disabled parking bays. These trees would be replaced by four new sweetgum trees which would have a minimum 2m clear stem height. They would thus help to offset the impact of the loss of the existing trees on the visual amenity of the area. The Council's Arboricultural Officer also raised no objection to these removals, but he commented that the proposed new trees could require regularly pruning to avoid dysfunctional branches.
- 5.25 The proposal would require the removal of some hedges, mixed ornamental shrubs and one Arizona cypress tree to the north entrance and north-eastern section of Memorial Gardens. This would be required to allow open views into/from Memorial Gardens, as currently the poor levels of lighting contribute to the high levels of Anti-social Behaviour in the Gardens close to Queensway. It

has been noted that the hedge also supports a colony of rats. The landscaping would be replaced with high quality ornamental planting. It is considered that the benefits that would be generated as a result of the regeneration would outweigh the loss of these existing hedges/shrubs. It should be noted that one lime tree within the north-eastern section of Memorial Gardens, which could technically be retained during the proposed construction works, is not healthy and it is recommended for removal as a matter of priority on safety grounds.

- 5.26 The applicant also submitted an Arboricultural Method Statement in support of the application, which states a series of measures to ensure the protection of all retained trees within the site. Some of these measures include: installing tree protection barriers, avoiding the storage and handling of harmful chemicals in proximity to trees, providing a suitable location for site cabins, contractor parking and site facilities for operatives in requiring with the project arboricultural supervision etc. It is also stated that some trees to the north-eastern section would require to be crown lifted and the branches overhanging the road to be thinned.
- 5.27 Policy CH6 requires that where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced, based on the trunk diameter of each tree, in order to mitigate for the visual impact resulting from the loss of the tree canopies.
- 5.28 As described, the proposal would require removal of 18 trees, this would require 24 new replacement trees under Policy CH6. The submitted layout shows 13 new trees and thus as set out in the Green Infrastructure SPD, 11 replacement trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. The applicant was made aware of this requirement and given the opportunity to provide trees within Memorial Gardens (blue line on the site plan), but wishes to make a commuted sum payment. On this basis, a formula for calculating the appropriate payment would need to be included in a S106 Agreement as the basis for the commuted sum (no. of trees to be lost on site (24 trees including replacement requirements) minus the number of trees to be provided on site (13) multiplied by £700). This would give a contribution of £7,700 and the proposal would therefore accord with Local Policy CH6.
- 5.29 Overall, it is considered that, given the replacement trees and new soft landscaping area, the works would not have a detrimental visual impact on the character of the area and are therefore acceptable in this regard.

CONCLUSIONS:-

- 6.1 In conclusion it is considered that the application supports the town centre regeneration and would help to encourage new investment in retail and other town centre uses, generating employment which would comply with the overarching local and national aims of supporting competitive and attractive town centres.
- 6.2 The regeneration of Queensway and The Pavement, including the northern boundary and entry to Memorial Gardens, would create a high quality multifunctional public space which would greatly improve the user experience of the space. The mixture of the new granite paving, seating, new trees/landscaping and street lighting coupled with the repositioning of the disabled parking bays along the eastern section of Queensway is considered to be a significant improvement aesthetically and more efficient use of space.
- 6.3 It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure:
- Tree mitigation (£7,700) infrastructure contributions.

RECOMMENDATION RE: CR/2017/0910/RG3

PERMIT - Subject to the conclusion of a S106 agreement and 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 commence until such time as a palette of materials and general arrangement plans have been submitted to and approved in writing by the Local Planning Authority. The palette and revised plans shall include details of all materials and street furniture proposed within the public highway. Once agreed, the development shall thereafter be constructed in accordance with the approved plans.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a public space of visual quality in accordance with Policies CH2 and 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 to be retained on the site have been protected in accordance with the Arboricultural Impact Assessment and Arboricultural Method Statement provided by PJC Consultancy dated 7th & 8th September 2017.
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 new trees and planting shall be carried out in accordance with Queensway Environmental Improvements-Planting Palette, provided by Project Centre dated September 2017, and approved drawings associated with this application.
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 the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
7. No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall thereafter 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 erection of site offices and ancillary buildings

- Lighting for construction and security
 - Any works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders)
 - Details of public engagement both prior to and during construction works.
- REASON: In the interests of highway safety and the amenities of the area in accordance with Policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

1. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation 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 to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with the amendments to existing and proposed Traffic Regulation Orders required by the proposed development. The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.

1. NPPF Statement

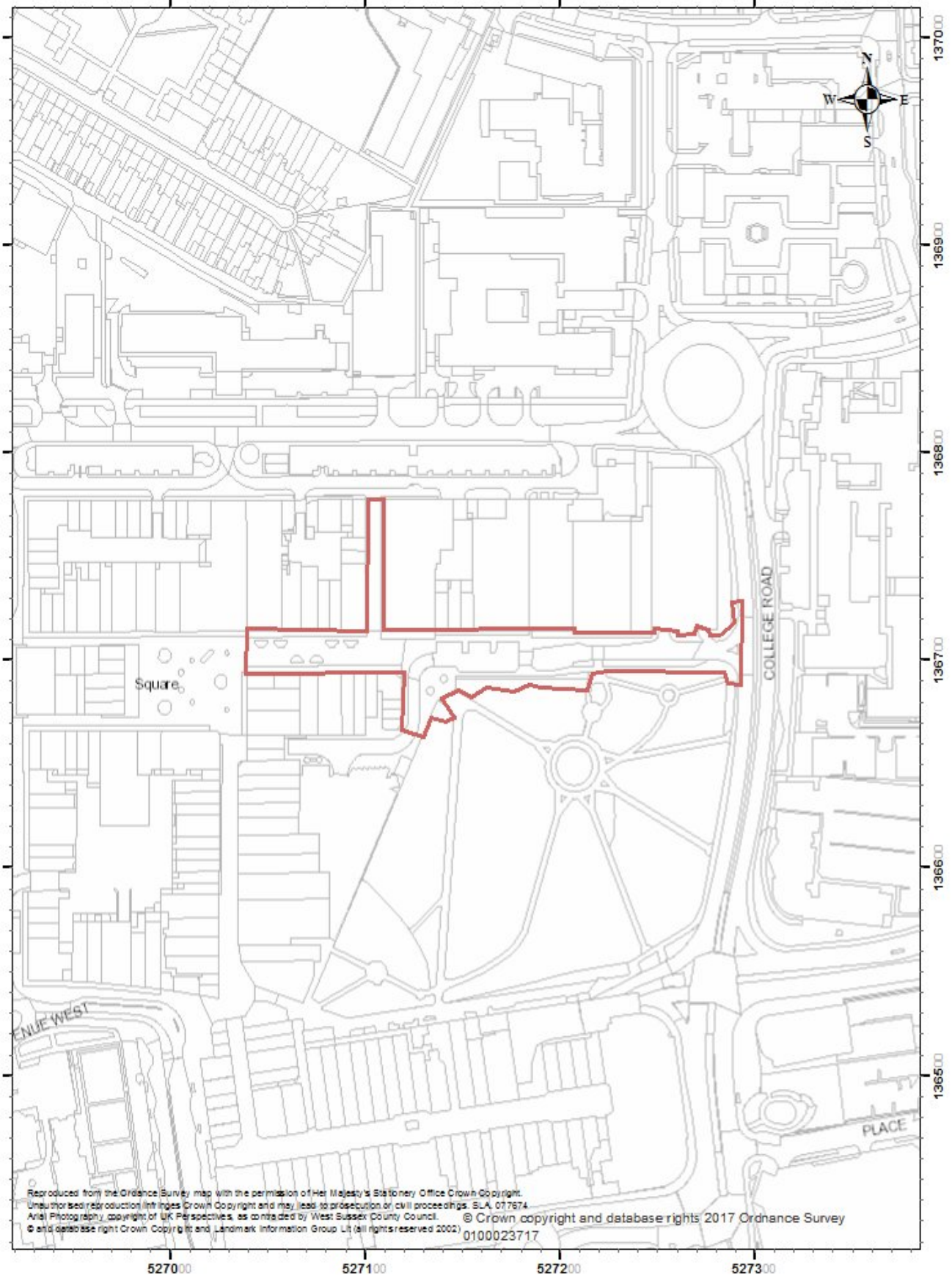
In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with applicant and 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 and 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
Town Hall, The Boulevard,
Crawley, West Sussex, RH10 1UZ
Tel: 01293 438000

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