

**LOCATION:** [CRAWLEY COLLEGE, COLLEGE ROAD, THREE BRIDGES, CRAWLEY](#)  
**WARD:** Three Bridges  
**PROPOSAL:** ERECTION OF A NEW 4 STOREY SUSSEX AND SURREY INSTITUTE OF TECHNOLOGY BUILDING, AND THE RECONFIGURATION OF THE CAR PARKING LAYOUT WITH ASSOCIATED HARD AND SOFT LANDSCAPING AND NEW SUBSTATION.

**TARGET DECISION DATE:** 19 March 2024

**CASE OFFICER:** Mrs A. Sanders

**APPLICANTS NAME:** Chichester College Group

**AGENTS NAME:** Vail Williams LLP

**PLANS & DRAWINGS CONSIDERED:**

Drawing Number	Revision	Drawing Title
SSIOT-BBA-ZZ-ZZ-D-A-1001	P01	Site Location Plan
SSIOT-BBA-ZZ-ZZ-D-A-1010	P01	Existing Site Layout Plan
SSIOT-BBA-ZZ-ZZ-D-A-1011	P06	Proposed Site Layout
SSIOT-BBA-ZZ-00-D-A-2001	P08	Proposed Ground Floor Plan
SSIOT-BBA-ZZ-01-D-A-2002	P04	Proposed First Floor Plan
SSIOT-BBA-ZZ-02-D-A-2003	P04	Proposed Second Floor Plan
SSIOT-BBA-ZZ-03-D-A-2004	P04	Proposed Third Floor Plan
SSIOT-BBA-ZZ-RF-D-A-2005	P03	Proposed Roof Plan
SSIOT-BBA-ZZ-ZZ-D-A-3301	P06	Proposed Elevation East
SSIOT-BBA-ZZ-ZZ-D-A-3304	P05	Proposed Elevation North
SSIOT-BBA-ZZ-ZZ-D-A-3302	P06	Proposed Elevation South
SSIOT-BBA-ZZ-ZZ-D-A-3303	P06	Proposed Elevation West
SSIOT-BBA-ZZ-ZZ-D-A-4001	P01	Proposed GA Section North South P01 Crawley College lot
SSIOT-BBA-ZZ-ZZ-D-A-4002	P01	Proposed GA Section East West P01 Crawley College lot
SSIOT BBA ZZ ZZ D A 1014	P02	Substation Layout
LLD2660-LAN-DWG-002	07	Landscape Masterplan
IOT-EDP-XX-GF-DR-ME-8000	P02	Electrical Services

<b>CRH-XX-XX-DR-C-5050</b>	<b>P3</b>	<b>Proposed Drainage</b>
<b>SSIOT-EDP-ZZ-03-D-M-5003</b>	<b>P01</b>	<b>Piped Services &amp; Ventilation Ground Floor</b>
<b>IOT-EDP-XX-GF-DR-ME-8000</b>	<b>P02</b>	<b>External Services Utilities Infrastructure</b>
<b>LLD2660-ARB-DWG-020</b>	<b>06</b>	<b>Tree Retention Protection Plan</b>

### **CONSULTEE NOTIFICATIONS & RESPONSES:-**

1.	GAL Aerodrome Safeguarding	No objection subject to conditions
2.	WSCC Highways	No objection subject to conditions
3.	National Air Traffic Services (NATS)	No objection
4.	Thames Water	No objection subject to conditions
5.	CBC Drainage Officer	No objection subject to conditions
6.	CBC Planning Arboricultural Officer	No objection subject to conditions
7.	CBC Sustainability Team	No objection subject to conditions
8.	CBC Contaminated Land Officer	No objection
9.	CBC Environmental Health Officer	No objection subject to conditions
10.	Crawley Cycle & Walking Forum	Suggest funding for improved walking and cycle paths to the east and south of the site, travel plan updated, cycle/e-cycle parking to south, cycle rack expansion prior to occupation
11.	CBC Energy Efficiency & Sustainability	No objection subject to conditions
12.	CBC Retail & Employment	No objection
13.	CBC Urban Design	No objection subject to suggested amendments
14.	NatureSpace	No objection
15.	Police	No objection
16.	UK Power Networks	No objection
17.	The Gatwick Diamond Initiative	No comments received
18.	WSCC Fire & Rescue	No objection subject to conditions
19.	Place Services - Ecology	No objection subject to conditions
20.	Town Centre BID	No comments received
21.	WSCC Lead Local Flood Authority (LLFA)	Awaiting final comments

### **NEIGHBOUR NOTIFICATIONS:-**

The application was publicised by the display of four site notices on 16<sup>th</sup> January 2024, with an expiry date of 6<sup>th</sup> February 2024.

### **RESPONSES RECEIVED:-**

One letter of representation from a local resident has been received, raising the following concerns:

- Support the proposal in principle but concerned regarding the impact on the large oak tree (T01) and its long term health.
- Is the Root Protection Area shown correctly?
- Tree retention and protection plan doesn't correspond with the Arboricultural Impact Assessment in terms of excavations.
- The building footprint/location should show a more sympathetic and improved relationship with the oak tree.
- Suggest tree is protected by a TPO.

A letter of support was received from Councillor Lamb advising the following:

- Crawley has the lowest social mobility in the South East and far too many of the highest paying jobs within the town are held by those commuting into Crawley for work. Addressing this and promoting local economic growth focused on the technologies of the future requires investment in the facilities

for training and retraining local workers. This application has a central role to play in ensuring that this happens.

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

This application is a major development.

### **THE APPLICATION SITE:-**

- 1.1 Crawley College lies at the eastern end of Crawley town centre. It forms a substantial site (approx. 3 hectares) containing a range of educational buildings, including the College's landmark tower. The campus predominantly fronts College Road, but also has a frontage onto Northgate Avenue and Haslett Avenue East/Three Bridges Road.
- 1.2 The current application site primarily lies towards the southern end of the campus, within the existing car park between the STEM and ATC buildings to the north and the Longleys building to the south. The site is located in relative proximity to the entrance of the site from the Haslett Avenue East and Three Bridges Road roundabout, but it is also clearly visible from College Road. Vehicular access to the site is from the Haslett Avenue East/Three Bridges Road roundabout. There is a footpath to the east of the site with residential flats beyond. The eastern boundary comprises large mature trees and vegetation with metal railings. This area is defined as Structural Landscaping in the Local Plan.
- 1.3 There are metal railings along the majority of the boundary frontage to College Road. There are also mature trees and grass verges along the boundaries. Within the application site, there is a belt of mature trees which runs across the campus from the west to the east. A recent Tree Preservation Order (ref. 02/2024) protects three individual oak trees and a group containing four oak trees within this tree belt. The College's ATC building is to the immediate north of the application site, with other buildings, including a four storey College building (D Block) and the tower, further north. Most of the buildings in the northern part of the site are of a similar character and finished in concrete, with the exception of the recently built STEM building. There is a car park to the south of the application site and the College's newer Longley building beyond.
- 1.4 The wider College site lies within the Town Centre Boundary defined in the adopted and emerging Local Plans. It is defined as a Town Centre Key Opportunity Site within the Draft Crawley Borough Local Plan. It has few other recognised constraints, although Council records show 'filled ground,' possibly contaminated and forming the route of some pipework, entering the College site in its north-east corner, running in a south-westerly direction and exiting onto College Road. The site lies within the Sussex North Water Resource Zone and is served by Southern Water.

### **THE PROPOSED DEVELOPMENT:-**

- 2.1 Planning permission is sought for a new four storey Sussex and Surrey Institute of Technology building, the reconfiguration of the car parking layout with associated hard and soft landscaping and a new substation. The proposal forms the second phase, following the STEM building, of the wider redevelopment of the Crawley College site.
- 2.2 The proposed building would be located on an area of existing car parking to the north of Longleys and to the south of the STEM and ATC buildings. The building would be rectangular with a flat roof. The building would have a maximum width of 25m and a maximum length of 33m with a height of 17.8m to the top of the building and a further 2m to the top of the lift overrun/plant enclosure. The building would total 2,692 sqm (GIA). Internally the ground floor of the building would incorporate a glazed café/social area, innovation space, a reception/check in office and a large circulation/lobby reception which provides access to the lift and central stair core. An engineering workshop accommodating large and heavy specialist equipment, toilet facilities and support areas would also be located on the ground floor. A Construction Hub workshop would be located to the southeast corner with an independent access for users. There would be roller shutter doors which would open onto an external fenced building yard outside the Construction Hub.
- 2.3 The sustainability technologies workshop and construction technologies space would be located on the first floor, in addition to a staff suite. The second floor would be organised as a series of flexible

teaching spaces and seminar rooms, including an independent / group study room, a second engineering workshop with dedicated lab space, plus tutorial spaces. The third floor would accommodate further labs for robotics, networks and two computing studies. Access to the roof would be via the secondary external stair positioned on the northern elevation of the proposed building. PV panels are proposed on the roof as well as the lift overrun, an air handling unit, air source heat pumps and vents which form part of the assisted natural ventilation system.

- 2.4 The elevations of the proposed building would be clad primarily with metal panels laid vertically, creating an overall metallic look. The panels would be both wide and narrow. There would be a brick plinth around the entire ground floor of the building which would also continue through to the construction hub to the south. Branded graphics would be located on the building recess at ground floor. On the west elevation there would be a colour feature element comprising vertical aluminium fins in a satin amber colour which would be encased in grey rainscreen cement panels. Below this would be feature aluminium glazing to the ground floor in grey. On the south-east corner of the building there would also be a glazing feature as well as a coloured element also in satin amber. Signage is proposed on this corner of the building.
- 2.5 The proposals would provide for 50 additional staff members (35 FTE) and 644 additional students. The total number of staff at the Crawley Campus would increase to 332 (18% increase) and the proposal would facilitate an increase to 4,710 students (16% increase). The proposed development would result in a loss of 87 car parking spaces. Currently there are 209 car parking spaces within the application site, which would reduce to 122.
- 2.6 In support of the application, the College has submitted:
- Design and Access Statement
  - Planning Statement
  - Renewable Energy and Low Carbon Systems Feasibility Report
  - Transport Statement
  - Travel Plan
  - Construction Management Plan
  - Noise Impact Assessment
  - Arboricultural Impact Assessment and Method Statement
  - Tree Constraints Plan
  - Tree Protection Retention Plan
  - Existing Tree Schedule
  - Flood Risk Assessment and Drainage Strategy
  - Utilities Infrastructure Report
  - Geotechnical Desktop Study
  - Air Quality Assessment
  - Ecological Impact Assessment
  - Landscape Master Plan and Landscape Design Strategy Water Neutrality Statement
  - External Lighting Report
- 2.7 The proposal has been amended during the course of the application, following requests from officers and consultees. The building has been moved 2m further to the south, the elevations have been amended and the location of the substation moved slightly. Further information has also been submitted including:
- Biodiversity Net Gain (BNG) Assessment
  - BNG Metric Calculations
  - BREEAM Pre-assessment
  - Sustainability Report
  - Combined Services Plan
  - Bird Hazard Management Plan
  - Fire Hydrant Location
  - Dust Management Plan
  - Tree Protection and Retention Plan
  - Arboricultural Impact Assessment and Method Statement

- Proposed Drainage Layout and Rainwater System
- Substation Installation Noise Report
- Water Neutrality Statement Supplementary Report

## **PLANNING HISTORY:-**

3.1 The College campus has a long planning history and most applications are not relevant to the current proposal. Construction work on the College began in 1956, with the first students arriving in 1958. A second stage of development, including the tower, was approved in 1961 and opened in 1967. The relevant previous applications are:

CR/2022/0815 - CONSTRUCTION OF CANOPY AND SECURITY HUT, ASSOCIATED WORKS INCLUDING ERECTION OF NEW SECURITY GATES AND FENCING AND WIDENING FOOTPATH AT THE APPLICATION SITE. Yet to be determined.

CR/2020/0741/FUL - FORMATION OF NEW EXTERNAL ACCESS PATH TO MAIN ENTRANCE OF STEM FACILITY, INCLUDING NEW DOUBLE GATE IN THE EXISTING FENCE. Permitted.

CR/2019/0403/FUL – ERECTION OF A THREE STOREY BUILDING TO PROVIDE TEACHING FACILITIES, CLASSROOMS AND PRACTICAL SPACE FOR SCIENCE TECHNOLOGY ENGINEERING AND MATHS (STEM) PROVISION. Approved following completion of a S106 agreement 12 December 2019. The S106 agreement secured the preparation and agreement of a masterplan for the wider College site. The masterplan was subsequently agreed.

CR/2018/0341/FUL - ERECTION OF A PART 8/PART 6 STOREY BUILDING TO PROVIDE A TOTAL OF 98 FLATS, WITH ASSOCIATED PARKING, LANDSCAPING AND FRONTAGE SERVICE BAY. Approved following completion of a S106 agreement 16 August 2018.

## **PLANNING POLICY:-**

### **National Planning Policy Framework (NPPF) 2023**

- 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:
- 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) – This section states that Local Planning Authorities should approach decisions in a positive and creative way, seeking to approve applications for sustainable development where possible. It encourages pre-application engagement and states that decisions should be made as quickly as possible. Weight should be given to emerging policies, depending on the stage of preparation of the emerging plan, the extent of unresolved objections and the degree of consistency with the NPPF.
  - Section 6 (Building a strong, competitive economy) – This states that decisions should help create conditions that enable businesses to invest, expand and adapt and to enable the economy to address challenges of the future.
  - Section 7 (Ensuring the vitality of town centres) – This states that decisions should support the role that town centres play within their communities and take a positive approach to growth and adaptation.
  - Section 8 (Promoting health and safe communities) – Planning decisions should positively address provision of community facilities. Paragraph 100 states that to ensure faster delivery of

other public service infrastructure such as further education colleges, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

- Section 9 (Promoting sustainable transport) – This section states that the potential impact upon transport networks should be addressed and that opportunities to promote walking, cycling and public transport use should be pursued. Adverse impacts should be mitigated. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. All developments that will generate significant amounts of movement should be required to provide a travel plan.
- Section 11 (Making effective use of land) – This section promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use of possible of previously-developed or ‘brownfield’ land.
- Section 12 (Achieving well-designed places) - The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Development that is not well designed should be refused.
- Section 14 (Meeting the challenge of climate change, flooding and coastal change) – This states that, in addition to supporting the increased use of renewable and low carbon energy and reducing greenhouse gas emissions, including complying with local sustainability requirements, flood risk should not be increased elsewhere and sustainable drainage systems should be incorporated in major developments.
- Section 15 – Conserving and enhancing the natural environment. Planning policies and decisions should contribute to and enhance the natural and local environment, including minimising impacts on and providing measurable net gains for biodiversity, including by establishing coherent ecological networks, and enhanced public access. Development should not add to or be at risk from pollution.

### Crawley Borough Local Plan 2015-2030

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

- Policy SD1 (Presumption in favour of Sustainable Development) In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals, the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principles) States that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) States that all proposals for development in Crawley will be required to respond to and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.

- Policy CH4 (Comprehensive Development and Efficient Use of Land) requires proposals to use land efficiently, not unduly restrict the potential of adjoining land nor prejudice planning and phasing of development over a wider area.
- Policy CH6 (Tree Planting and Replacement Standards) requires any trees lost as a result of development to be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH7 (Structural Landscaping) requires that development proposals should protect and/or enhance structural landscaping, which runs along the footpath to the east of the site.
- Policy CH8 (Important views) requires that the important views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The Crawley College site lies within the Long Distance View Splay from Tilgate Park. The College's Tower building is specifically mentioned with reference to the Linear Contained View along The Boulevard, which it terminates looking eastwards.
- Policy CH17 (Historic Parks and Gardens) states that 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.
- Policy EC1 (Sustainable Economic Growth) states that the council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper.
- Policy EC6 (Development Sites within the Town Centre Boundary) does not specifically identify the Crawley College site (except for the former car park site), but states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.
- Policy ENV1 (Green Infrastructure) advises that Crawley's multi-functional green infrastructure network will be conserved and enhanced through the following measures: i. development which protects and enhances Green Infrastructure; ii. Development proposals should take a positive approach to designing green infrastructure; and iii. Proposals which reduce, block or harm the functions of green infrastructure will be required to be adequately justified.
- Policy ENV2 (Biodiversity) requires proposals to incorporate features to encourage biodiversity where appropriate and to enhance existing nature conservation features.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7 (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8 (Development and Flood Risk) the policy states that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9 (Tackling Water Stress) seeks that all new non-residential development achieves BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- Policy ENV10 (Pollution Management and Land Contamination) seeks to address land contamination and to mitigate its impacts.
- Policy ENV11 (Development and Noise) addresses noise impact. It states that noise generating development will only be permitted where it is demonstrated that nearby noise sensitive use will not be adversely affected. A Noise Impact Assessment will be required where developments are likely to be exposed to significant noise levels.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 (Strategic Development of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.

- Policy IN3 (Development and Requirements for Sustainable Transport): Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.
- Policy IN5 (The Location and Provision of New Infrastructure) supports the provision of new or improved infrastructure and states that major facilities serving a wider area should be in a sustainable location accessible by a variety of means of transport.

#### Draft Crawley Borough Local Plan 2023 – 2040

4.3 Following the close of the Local Plan Examination Hearings, receipt of the Inspectors' Post-Hearing letter (dated 31 January 2024) and the publication of the Main Modifications for formal public consultation, the emerging Crawley Borough Local Plan 2023-2040 has reached a very advanced stage. Due to this advanced stage, the up-to-date evidence supporting the emerging Local Plan and the clear indications provided in the Inspectors' Post-Hearing letter, the policies in the emerging Local Plan should be given substantial weight. This should only differ where there is a Main Modification proposed to the policy element being applied. The following policies are relevant:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy CL2: Making Successful Places: Principles of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL5: Significant Development, Masterplanning and Design Success
- Policy CL6: Structural Landscaping
- Policy CL7: Important and Valued Landscape and Views
- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy DD4: Tree Replacement Standards
- Policy HA6: Historic Parks and Gardens
- Policy IN1: Infrastructure Provision
- Policy IN2: The Location and Provision of New Infrastructure
- Policy IN3: Supporting High Quality Communications
- Policy EC1: Sustainable Economic Growth
- Policy EC5: Employment and Skills Development
- Policy TC2: Town Centre Neighbourhood Facilities
- Policy TC3: Town Centre and Key Opportunity Sites
- Policy TC4: Active and Engaging Frontages
- Policy GI1: Green Infrastructure
- Policy GI3: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC2: District Energy Networks
- Policy SDC3: Tackling Water Stress
- Policy SDC4: Water Neutrality
- Policy EP1: Development and Flood Risk
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise
- Policy ST1 Development and Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards

#### Supplementary Planning Guidance and Documents

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



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

In respect of non-residential development, para 3.62 states: *“The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start”*.

For commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and use of landscaping.

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

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

## **PLANNING CONSIDERATIONS:-**

5.1 The main issues for consideration are:

- Principle of development
- Design considerations
- Highways and parking
- Trees
- Impact upon amenity
- Ecology and biodiversity
- Sustainability
- Gatwick Airport
- Drainage and contamination
- Water neutrality

### Principle of development

5.2 The application site is located within the Town Centre Boundary and adopted Local Plan Policy EC6 (Development Sites within the Town Centre Boundary) applies. The policy recognises that several sites within the Town Centre are currently under-utilised, with their improvement presenting an opportunity to accommodate identified needs, enhance the role of the town centre and provide facilities for new and existing residents in sustainable and accessible locations. In relation to the Crawley College site, Policy EC6 refers specifically to Land East of the Tower, which has since been built out for residential use as part of the education-led redevelopment of the wider college site. The supporting Reasoned Justification (Para 5.59) recognises that other sites not explicitly identified in Policy EC6 may also come forward over time.

5.3 More broadly, the application responds to the College Masterplan objectives to support the overall improvement of the site, through development of a high-quality educational facility on the south of

the college site and residential uses on the northern part of the site, whilst overall ensuring that the principal educational function of the site is retained.

- 5.4 The application is supported by adopted Local Plan Policy IN5 (Location and Provision of New Infrastructure), which supports new/improved infrastructure (including education) in appropriate locations where they add to the range and quality of facilities in the town. The application would also create additional jobs and college places, supporting the wider economic function of Crawley (Policies EC1 and EC2).
- 5.5 Following the close of the Local Plan Examination Hearings, receipt of the Inspectors' Post-Hearing letter (dated 31 January 2024) and publication of the Main Modifications for formal public consultation, the overall weight of the emerging Crawley Borough Local Plan 2023-2040 in Development Management decisions has significantly increased.
- 5.6 The Council's Development Plan remains the adopted Crawley Borough Local Plan 2015-2030. This is the borough's Development Plan against which Development Management decisions should be taken, unless material considerations indicate otherwise. However, the emerging Crawley Borough Local Plan 2023-2040 is also an important material consideration. Due to its advanced stage, the up-to-date evidence supporting it and the clear indications provided in the Inspectors' Post-Hearing letter, where there is conflict between the adopted Local Plan Policies and the emerging Policies, the latter should be awarded substantial weight. This should only differ where there is a Main Modification proposed to the Policy element being applied. More detail is provided below in relation to these scenarios. For clarity, reference to 'substantial' reflects greater weight than 'significant'.
- 5.7 Policy TC3 (Key Town Centre Opportunity Sites) of the Draft Local Plan applies. This identifies the whole Crawley College site for mixed use development with priority for education. The policy stipulates that any development must accord with the Crawley College Masterplan or an appropriate amended masterplan agreed with the Local Planning Authority. It should cover the whole campus and will be required to demonstrate that it can be achieved in a manner that prioritises the ongoing viability and function of Crawley College as a Further Education facility. As the policy is subject only to additional (i.e. not Main) modifications, it may be afforded substantial strong weight.
- 5.8 A new Paragraph 11.27 in the Draft Local Plan is proposed as a Main Modification. This clarifies the position in relation to the existing and agreed College Campus Masterplan and the requirement that redevelopment of the site retains its principal education function. Whilst that text represents a Main Modification, it is reflecting an established position that is secured through the existing Crawley College Masterplan (which was secured and subsequently agreed through the recent STEM building planning permission) and may therefore be afforded substantial strong weight. Overall, in improving the education facilities on-site, the application is consistent with emerging Policy TC3.
- 5.9 Turning to other relevant policies in the emerging Local Plan, in providing educational facilities within the town centre, the application is consistent with Policy TC2 (Town Centre Neighbourhood Facilities). This policy is not subject to any modifications and may be given substantial strong weight.
- 5.10 Policy IN2 (Location and Provision of New Infrastructure) supports new/improved infrastructure in appropriate locations. The Main Modification does not alter this position, and this element of the policy may be afforded substantial strong weight.
- 5.11 More broadly, the application aligns with Policy EC1 objectives to maintain and enhance Crawley's economy and support the intensification of under-utilised sites in Main Employment Areas for employment use. Again, the Main Modifications do not relate to this element of the policy, and substantial strong weight may be applied.
- 5.12 Overall, the proposal is consistent with the relevant economic policies of the adopted and emerging Local Plans and is supported in principle.

## Design considerations

- 5.13 The proposed building would be located on part of the existing car park to the south of the existing College site. The entrance and pedestrian gates from Haslett Avenue East to the south-east would be relocated slightly and a new substation is proposed to the front of this. A pedestrian footpath within the site would connect pedestrian movements between College Road and Haslett Avenue East past the proposed entrance to the new building. Disabled parking would be located to the immediate south of the building with an area of landscaping to the south and west. The parking layout to the west would be re-configured and there would be a small path around the building to provide access.
- 5.14 The building would be rectangular in shape, with an angled entrance feature at ground floor on the west elevation in grey bricks. The south-west corner of the building would be raised above this, providing a covered overhang above the main entrance to the proposed building. There would be a square feature projection on the west elevation comprising vertical aluminium fins in an amber colour encased in cement panels in grey. The materials on the remaining building would be metal panels with grey aluminium glazing. There would be an area for signage on the south-east corner, visible from the roundabout, also in the aluminium (amber in colour).
- 5.15 There is a masterplan for the entire Crawley College site. The purpose of the masterplan is to illustrate the opportunities for the cohesive and effective use of the whole site and the further ambitions for development on the site, particularly demonstrating how the educational requirements for the College will continue to be met in the future. The master plan also sets out the proposed phasing and potential layouts and concepts for the whole site, to ensure that the site enhances the ability of the College in the short, medium & long term, to meet the educational needs of the Town. The masterplan identifies important views and vistas across the college site and any new development should not result in an adverse impact or erosion of these views. The relevant vista to this application is looking across the site from College Road to the south east.
- 5.16 The Urban Design Officer was consulted on the application. He commented that, as there is an agreed Masterplan for the wider college site, it is important to understand how the proposal aligns with this. He advised that the proposal reflects a number of the key Masterplan parameters, including the retention of the existing band of trees, the siting of the building to allow for through routes and diagonal vistas across the site from College Road to the south-west and the 'college green' area of open space to the west of the proposal.
- 5.17 The Urban Design Officer advised that there were some masterplan requirements that were not addressed in terms of the elevational treatment of the building. He advised that the south-west corner of building projected too far west and suggested that this corner needed to be pulled back, chamfered or squared off as well as amendments to this elevation in terms of detailing and materials. He also advised that the south elevation did not adequately address the important position of the building in the wider urban structure as this would be the main public façade for the new college campus and town centre.
- 5.18 Amendments were sought to the workshop yard to improve this elevation by incorporating the workshop into the design of the building, in order to ground the building's volume. The south-west corner of the building was chamfered and a continuous brick element introduced that wrapped around from the entrance to the south and east elevations. The chamfering also provided a greater viewing corridor when viewed from across the site. Changes have also been made to the south and west elevations to introduce further glazing and panelling to provide more articulation. The Urban Design Officer advised that the changes were an improvement to the scheme and anchored the building whilst creating an improved façade when viewed from the wider area.
- 5.19 Queries were raised over the location of the substation and if this could be moved away from the southern boundary and also whether there was external access to the café. Access from the café has been provided within the north elevation to an external seating area. The substation has been moved further to the west and would now be screened by landscaping. Amendments were requested to improve the planting / landscaping along the eastern boundary however as there is a thick band of trees and vegetation to the immediate east of the boundary officers did not consider further landscaping was necessary.

- 5.20 The main matter which has not been addressed is the encroachment into the viewing corridor when viewed from Haslett Avenue East through to Queensway. The entire building has been moved 2m to the south to limit the impact on the Oak tree. As a result of this the north-west corner of the building encroaches further into this diagonal viewing corridor from College Road through to Haslett Avenue East. However, whilst there is an encroachment, views are still experienced across the site and there is a legible route around the building which provides a clear pathway across the college site to Queensway. The chamfered south-west corner of the building has also further opened up the ground floor of the building allowing for a diagonal vista across the site. Therefore, whilst there is an encroachment it is considered acceptable in this instance given that views are still afforded across the site and this would not compromise the wider masterplan for the site.
- 5.21 The scale and character of the building is considered acceptable, it is a comprehensive layout and design which would integrate well within the existing site. The scale and volume of the building can be comfortably accommodated on the site and works well with the existing college campus. Regarding the proposed materials for the building, the amber fins, concrete panels, proposed bricks and glazing are considered acceptable and provide variety and articulation. The metal panels are considered too stark and need further consideration, the details of which can be secured by condition.
- 5.22 Given the above and subject to conditions securing the materials for the building, the overall scheme has been improved since the planning application was submitted and officers consider that the building would be an acceptable addition to the college campus. It would integrate well with the existing buildings on the site and when viewed from the wider area. The building would form the next stage in redevelopment of the College campus. The proposal would therefore accord with development plan policy in this regard.

#### Highways and parking

- 5.23 In transport terms, the main issue for consideration is the reduction in on-site car parking required to accommodate the proposed new building. There are currently 209 spaces included within the application site boundary. There are also a further 79 parking spaces across with wider college campus site, 52 fronting College Road to the north-west and 27 spaces to the north-east of the application site. As such, the existing college site has a total of 288 spaces. The proposal would result in the loss of 87 on-site car parking spaces and these would not be re-provided elsewhere, reducing the number of spaces to 122 (within the application site red line boundary) and 201 (across the entire site). The remaining 122 spaces within the application site would be for staff, visitors and a limited number of students. The vehicle parking standards state that for higher and further education, 1 space per 2 staff is required and 1 space per 15 students. This would equate to a total of 68 spaces for the proposed building, but clearly the existing College buildings generate additional requirements.
- 5.24 The Transport Statement anticipates 130 staff (full time equivalent (FTE)) being on site at any one time, from a total of 185 FTE staff. Student numbers would increase from 4,066 to 4,710 with 644 students being accommodated within the proposed IOT building. Peak student numbers on site at any one time is estimated as 1,260. From the travel patterns and at peak demand times, it is anticipated that 71% of staff are likely to travel to the campus by private car, equating to approximately 92 vehicles. Within the application site, a total of 96 proposed spaces would be allocated for staff and, of the remaining 27 spaces, 10 could be provided for students with exceptional travel circumstances and a further 12 spaces should be allocated for car-pooling / lift-sharing amongst staff. A further 5 spaces would remain for minibus parking (2 no) and the College's three Electric Pool Cars for staff that travel between campuses. These calculations do not take into consideration the additional 79 spaces on the wider college campus.
- 5.25 Whilst the vehicle parking standards are not met across the entire college campus, based on existing staff/student numbers and the proposed increase, the predicted daily numbers imply that the college can meet the parking demand for the site. As previously mentioned, the site is in a very sustainable location within the town centre, on the Fastway bus route, cycle routes and close to two train stations. Further we would want to discourage private car use given this very sustainable location where there are numerous alternative sustainable travel options.

- 5.26 There would be a minimum of 9 disabled parking bays. Currently there are 6 EV active charging bays with a further 6 active and 8 passive proposed. The Draft Local Plan state that 45% of parking spaces should be active charging and ducting provided to all remaining spaces where appropriate to provide 'passive' provision. Based on the vehicle parking standards for the proposed building, 30 of the total 68 spaces required for the proposed development would need to be EV charging spaces. Currently there are 20 spaces resulting in a short fall of 10 spaces. It is suggested that additional EV spaces are provided to meet this shortfall and to provide further spaces for the wider college site. A condition is suggested in this regard. A further 10 motorcycle spaces are proposed.
- 5.27 In terms of cycle and scooter parking, a total of 82 spaces are to be provided as part of this phase of the masterplan. There are 42 existing spaces close to the eastern boundary and 40 new spaces proposed adjacent to the western boundary. There is also space to the immediate south of the proposed cycle rack for a further 40 cycle spaces which are intended to be safeguarded moving forward. The existing access to and from the College site from the public highway would remain unchanged and the proposed cycle parking is located in close proximity to the new College Road cycle path. There are no specific cycle parking standards for colleges, but the proposed level of provision and the capacity for expansion in future is considered acceptable.
- 5.28 The Local Highway Authority (LHA) were consulted on the application and advise that there are extensive existing waiting restrictions and parking controls on the surrounding highway network. They consider that the reduction in car parking would not result in displaced car parking taking place on-street around the site. The LHA also advise that the reduction in parking is not anticipated to result in any safety impacts. The site is otherwise in a highly accessible location close to the town centre, bus services, train services and footpaths/cyclepaths. These provide future staff, students and visitors with a realistic opportunity to travel by means other than the private car.
- 5.29 The College already has a Travel Plan covering the wider college campus. It is intended to update this to include the proposed development. The LHA advise that the measures and targets included within the TP are site specific and considered appropriate. The LHA raised queries regarding the monitoring of the TP and firmer targets to be set. Updated information was subsequently provided addressing these queries and the LHA now raise no objection to the proposal. Conditions and a S106 agreement can be used to secure the implementation of the Construction Management Plan and also the agreement, implementation and ongoing monitoring of the Travel Plan.
- 5.30 Officers consider that, whilst a significant number of parking spaces would be lost as a result of the proposed building, the College site is located centrally within Crawley. It has excellent access to numerous car parks, the train station, bus stops, cycle routes and footpaths. Further, as the LHA have advised, the waiting restrictions around the site would ensure that there would be no overspill parking on nearby roads. Given the specific characteristics of this site, the loss of on-site parking would be acceptable in this instance. A S106 agreement is proposed to secure the Travel Plan and its monitoring by the Local Highway Authority. Subject to this, the proposal would be acceptable in this regard.
- 5.31 A consultation response from Active Travel Crawley suggested cycle and footpath improvements. There is an extensive network of pedestrian routes which provide access to the surrounding areas. In terms of cycle infrastructure in and around the existing site, there are a number of on-road and off-road facilities. College Road itself was improved in August 2022 as part of the Eastern Gateway Scheme which has delivered connectivity improvements between the College, the Town Centre and the Rail Station. College Road has benefited from a dedicated 3m wide footway cycleway along Haslett Avenue East as well as cycle lanes north and south on College Road. Crossing facilities are located to the north, west and south. There is an opportunity to improve the cycle route along Hazlett Avenue East and advice is being sought from the LHA regarding this.
- 5.32 Given the above, officers consider that, whilst there is a significant loss of on-site parking, the sustainable location, alternative travel options, surrounding parking controls and the Travel Plan would ensure that there would be no adverse highways impacts. Therefore, the proposal would accord with development plan policy in this regard.

## Trees

- 5.33 There is a provisional Tree Preservation Order in force, which protects a number of trees on the College campus, including seven oak trees within the current application site. A total of 9no. trees fall within the site boundary with a further 18no. trees located adjacent to the site boundary. It is proposed to remove 7 small Category C Ash and Cherry trees currently situated in between the parking rows within the existing car park. An additional 9 trees will be provided to replace those that are to be removed. The tree replacement standards contained within policy CH6 of the Crawley Borough Local Plan and policy DD4 of the Draft Local Plan advise that the number of trees required to compensate for the loss of existing trees depends upon the size of the trees to be lost. Of the 7 trees to be removed, none of them have a trunk diameter over 19.9cm. As such, one tree replacement is required for each tree lost, equating to 7 trees. A total of 9 new trees are proposed which would meet the policy requirements. A condition is recommended to secure this.
- 5.34 The proposed building would be located within close proximity to a substantial mature Oak tree (T01) as well as three smaller oak trees (T02, T03 and T04). The significance of these trees warranted a Tree Preservation Order being served and these trees are now covered by a provisional TPO (ref 02/2024). During the assessment of the application, it was also considered that the proposed building would be located too close to T01. The tree's canopy was shown on the plans as touching the proposed building. The CBC Arboricultural Officer raised an objection. He was concerned regarding the long term health of the tree, due to the need for constant pruning as a result of the proximity of the new building. The Arboricultural Officer advised that the building needed to be moved 2m further away from this tree. As a result of this, the building was moved 2m to the south, creating a greater separation distance from the tree. The Tree Officer advised that this would be a sufficient distance and, as a result of the new location, the tree would only need to be pruned modestly every five years instead of aggressively pruned every three years (in the original location). As a result of this the tree officer removed his objection, subject to conditions requiring adherence to the Arboricultural Reports and for the tree protection fencing to be installed prior to the commencement of the development.
- 5.35 Numerous reports were submitted in the form of an Arboricultural Supervision Report, Root Investigation Report, Gro-injector Method Statement (to de-compact the ground as well as inject organic materials to promote future root growth). Subject to adhering to the submitted reports, it is not considered that the proposal would have an adverse impact upon the Oak trees. The proposal would therefore accord with development plan policy in this regard.

## Impact upon amenity

- 5.36 The nearest neighbouring properties to the proposed building would be the blocks of flats within Elm Croft Court to the east of the site. The nearest blocks would be 27m and 30m respectively from the proposed development. In the intervening space are large mature trees, which form the eastern boundary of the college site and are defined as Structural Landscaping. This area also contains a north-south footpath/cycleway. The flats stand at three storeys high, with some of the trees projecting far above these flats. There are side windows on some of the flats which face onto the College site and thus the proposed building would be visible from a small number of these properties. However, views would be partially obscured by the existing tree coverage. Given this, combined with the good separate distance between the existing flats and the proposed building and the positioning of these flats angled away from the development, the proposal is not considered to result in the loss of light, loss of privacy or overbearing impact to these neighbouring flats.
- 5.37 The building would be used as an Institute of Technology, with equipment and machinery in use. An external construction yard is also proposed to the south of the building, together with a new electricity substation to the south-east of the site. Consequently, there is potential for noise disturbance. As a result of this, the Environmental Health Officer requested further information regarding the noise emissions from the activities within the building as well as from the substation. A Noise Report has been submitted and the EHO advised that, based on the data provided, he is satisfied that nearby noise sensitive residents will not be adversely affected. He has no further comments to make and considers the proposal would be acceptable in terms of noise impacts.

- 5.38 There are no other residential properties within close proximity to the proposed building that would be impacted by the development. Given the above, the proposal would not result in an adverse impact on residential amenity and would accord with development plan policy in this regard.

#### Ecology and biodiversity

- 5.39 The application was supported by an Ecological Impact Assessment relating to the likely impacts upon designated sites, protected and Priority species and habitats and the identification of proportionate mitigation. The Ecological officer raised no objection to the proposal, subject to suggested conditions securing the mitigation measures identified in the Ecological Impact Assessment. Biodiversity enhancements are proposed, in the form of a bat box suitable for a range of species to be incorporated into the southern aspect of the new college building; nest boxes suitable for a range of species to be incorporated into the northern aspect of the new college building; planting of additional shrubs with wildlife value; and incorporation of an invertebrate box on the southern aspect of a tree on site.
- 5.40 Regarding Biodiversity Net Gain, the mandatory obligations of achieving 10% BNG are not a legal requirement for this planning application, as it predates the formal introduction of BNG. Nevertheless, during the course of the application, a Biodiversity Net Gain statement and metric calculations were submitted which demonstrate that the development can achieve 12.5% net gain across the college site. This can be secured by condition.
- 5.41 Given the above, the proposal would be acceptable in terms of ecology and biodiversity and would accord with development plan policy in this regard.

#### Sustainability

- 5.42 The applicant has submitted a Sustainability Statement and BRUKL output document. A BREEAM issue checker has been submitted, but not a full BREEAM pre-assessment. The Sustainability Officer requested further information during the course of the application to ensure compliance with the relevant sustainability policies. The indicated energy modelling provided shows the building as having net zero emissions in terms of regulated operational emissions. The Sustainability Officer advises that this exceeds the Local Plan BREEAM energy/emissions target.
- 5.43 Regarding the District Energy Network, a plan has been submitted which includes the proposed pipework and connection to the future district heating system. The Sustainability officer advises that this is acceptable for the purposes of demonstrating compliance with adopted policy ENV7 and draft policy SDC2. A condition is recommended to secure this. The submitted plans also show a PV solar array although the number of panels is still unclear. A condition is recommended for further information prior to installation. Regarding achieving formal BREEAM certification a condition is recommended to ensure this. Subject to conditions to secure the implementation of the above proposed measures, the scheme is considered acceptable in sustainability terms.

#### Gatwick Airport

- 5.44 GAL Safeguarding and NATS have been consulted on the proposal. Neither raises any objection, subject to conditions requiring the implementation of the Bird Hazard Management Plan and landscaping scheme. Conditions are also recommended regarding the submission of details of the PV solar panels prior to installation. Subject to the above, no concern is raised in this regard.

#### Drainage and contamination

- 5.45 The application was supported by a Flood Risk Assessment and Drainage Strategy. The site does not lie within an area of flood risk from watercourses. Given the site area of less than 1 hectare and flood zone classification (Flood Zone 1) the Environment Agency did not need to be consulted on this application. However, the Lead Local Flood Authority (LLFA) and the Council's Drainage Officer (DO) were consulted on the proposal.
- 5.46 It is proposed to discharge the surface water from the development into the existing sewers that serve the site. Roof water will be collected via a rainwater harvesting tank prior to discharge into the main

surface water system. It is also proposed that there would be a large attenuation tank under part of the building and the car park. The Strategic Flood Risk Assessment identifies that the location of the site is in an area of medium susceptibility to ground water flooding. As a result, it is proposed that the building would be 300mm above existing ground levels to ensure the floor levels are above current surface water flood levels.

- 5.47 The Drainage Officer raised no objection to the proposal but requested further information regarding the pollution indices. A letter was also requested from Thames Water for them to confirm that they have capacity and are willing to take the discharge from the proposed development. This information was provided and the drainage officer advised that subject to conditions requiring a surface water construction management plan and post construction certification prior to the occupation of the development, no objection is raised.
- 5.48 The LLFA originally raised objections to the proposal as information and calculations were not provided to demonstrate that there would not be an impact on surface water drainage. Calculations and further information has been submitted to address these concerns. Final comments from the LLFA have not been received, but officers consider that it should be possible to address their comments by suitably worded conditions. An update will be provided at the committee meeting.
- 5.49 Regarding contaminated land, the Contaminated Land Officer advised that the site is considered a low risk given the site history and nature of the development and has no further comment to make. The proposal would therefore be acceptable in this regard.

#### Water neutrality

- 5.50 New development tends to result in water consumption increasing and Crawley is situated in an area of serious water stress. Much of Crawley's water is sourced from abstraction points within the Sussex North Water Resource Zone (SNWRZ), which drains water from the Arun Valley Special Area of Conservation, Special Protection Area and Ramsar Site (all designated sites under the Habitats Regulations).
- 5.51 Natural England is raising a serious concern that such abstraction may be causing significant adverse impacts on the biodiversity of such areas, and is highlighting that developments must not add to these impacts. The Local Planning Authority received a Position Statement from Natural England on 14 September 2021. It raised significant concerns about the impact of water abstraction in the SNWRZ upon the protected sites. Consequently, new development within the Water Resource Zone is required to be water neutral in order to avoid further adverse impact upon the protected habitats and species.
- 5.52 The applicant has submitted a Water Neutrality Statement and a Water Neutrality Supplementary Report. The proposed development is located on an existing car park with no confirmed existing water consumption. As such the existing water use is nil. The existing site layout plans confirm that all land located within the red line boundary is currently car parking. The calculations provided indicate that the applicant will attempt to achieve neutrality through minimising use within the new building, reusing water where possible and retrofitting some of the College's existing buildings. Water Environment, the Council's independent consultants, have reviewed the applicant's proposals.
- 5.53 The proposed development would be a four-storey educational building, with internal areas detailed as follows based on available floor plans:
- Level 00 (engineering workshops, plant rooms, meeting areas, cafe, and social spaces) = 630m<sup>2</sup>
  - Level 01 (construction hub, lab, computer suite, staff rooms and offices) = 703 m<sup>2</sup>
  - Level 02 (engineering workshop, computer suite and classrooms) = 703 m<sup>2</sup>
  - Level 03 (labs and teaching rooms) = 654 m<sup>2</sup>
- The site plans confirm a total gross internal area of 2,690 m<sup>2</sup>. There would be toilets on all floors, showers in accessible WCs on two floors, a small staff room kitchenette / coffee area, a first aid room with sink, plus a café / canteen area within the social space on the ground floor.



- 5.54 The applicant proposes to minimise water consumption by installing low flow fittings in the proposed new building. The following fittings are specified:
- WC 4/2.6 litre dual flush;
  - Hand basin taps flow rate 2 litres/minute;
  - Kitchen taps flow rate 5 litres/minute; and
  - Shower head flow rate 5 litres/minute.
- The proposed fittings can be secured by legal agreement to ensure that water savings are provided for the development lifespan.
- 5.55 Calculations of the water use per person per day (litres / person / day) are included based on the specified fittings. The calculations presented in the WNS use the BREEAM 2018 WAT 01 Water calculator tool using the setting for new education buildings. The BREEAM calculation results in a default building occupancy of 355 people and 195 default annual days of operation. Based on an expected water consumption of 16.77 litres / person / day, the total water consumption is expected to be 5,953 litres / day or 1,160,903 litres / year (1,160 m<sup>3</sup>/ year). These occupancy figures are robust based on the proposed floor areas.
- 5.56 The application indicates that the entire building will be within Use Class F1 – Learning and Non-Residential Institutions. However, Class F1 allows a range of uses including; schools, museums, galleries, libraries, halls, places of worship, church halls, law courts and training centres and the ability to change within these uses without requiring planning permission. Therefore, to accord with the Habitats Regulations requirements, a condition is suggested to restrict the use to education only, rather than other potential uses with higher water consumption. A condition is also recommended to restrict the use of the cafe so that there is no provision for more intensive preparation of food.
- 5.57 The WNS excludes the 5 litres/person/day required allowance for external water use. A sensitivity test was undertaken by Water Environment to add the standard allowance of 5 litres/person/day to account for potential external water usage to water landscaped areas. This would require approximately 650 m<sup>3</sup> of additional water use per annum (based on the proposed occupancy of 355). Considering the fact the development would currently be water neutral by approximately 360 m<sup>3</sup>, this would no longer guarantee water neutrality. All potential rainwater yield is allocated to WC flushing and there is no additional rainwater available for irrigation. Discussions are on-going with the agent to find a solution to this and to allow for sufficient watering of the landscaped areas. An update will be provided at the committee meeting.
- 5.58 Since water neutrality cannot be reached through low consumption fittings within the proposed building and rainwater harvesting alone, it is proposed to retrofit low flow basin taps within the adjacent College building to offset the increased water use. Based on photographic evidence of the current standard of taps, the estimated high flow rates seem likely, and this is further reinforced with water bills showing high use. Assumptions appear sound, and this opportunity could help to reduce water use significantly on the wider site.
- 5.59 Water Environment conclude that the presented water budget indicates that the development would likely be water neutral as a result of low water use in the proposed development, incorporation of rainwater harvesting for WC flushing and through offsetting by retrofitting of low flow fittings in the neighbouring units. However, the margin presented is small (the development is neutral by 364 litres / day, approximately 6%). As such conditions should be applied regarding the café area and external water usage.
- 5.60 Given the above, it is considered that the development would be water neutral, subject to the matter on landscape watering being addressed. However, this is subject to a legal requirement to complete an Appropriate Assessment and consult with Natural England. It is therefore recommended that the proposals are permitted subject to the completion of the Habitats Regulations Appropriate Assessment and consultation with Natural England and securing the proposed mitigation via both conditions and legal agreement.

## **CONCLUSIONS:-**

- 6.1 The proposed building would provide a new teaching facility to enable Crawley College to deliver the IoT, enhancing the skills available within the local community and helping to meet local business needs. It would also continue to facilitate the redevelopment of the wider campus and help to make better use of the land. Officers had some concerns about the design and location of the proposed building, as well as the impact on the nearest oak tree. However, improvements have been made since the application was submitted, including relocating the building slightly. The scheme is considered acceptable in terms of transport, subject to measures to promote sustainable transport. Sustainability, drainage and aviation issues have all, subject to conditions, been resolved.
- 6.2 Subject to the satisfactory conclusion of the required Habitats Regulations consultation with Natural England and the completion of a S106 legal agreement, the proposal would then, subject to conditions, accord with the relevant sections of the NPPF, policies within the Crawley Borough Local Plan 2015–2030, the Draft Crawley Borough Local Plan 2023–2040, and the relevant Supplementary Planning Guidance. On this basis, it is recommended that planning permission be granted.

## **RECOMMENDATION RE: CR/2023/0734/FUL**

Delegate the decision to **PERMIT** to the Head of Economy and Planning, subject to:

1. The satisfactory conclusion of the required Habitats Regulations consultation with Natural England;
2. Subject to the conclusion of a Section 106 legal agreement to secure:
  - Travel Plan and monitoring fee of £3500
  - Water Neutrality Measures
3. 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 provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, including any future amendments, the proposed building hereby approved shall only be used for Provision of Education (F1(a)) and for no other purpose, without the prior written consent of the Local Planning Authority.  
REASON: To ensure that the development can achieve water neutrality and to protect the ongoing viability and function of Crawley College as a further education facility and in accordance with policy ENV2 of the Crawley Borough Local Plan 2015-2030 and Policies TC3 and SDC4 of the Draft Crawley Borough Local Plan 2023-2040.
4. Prior to the commencement of the development hereby permitted, a Construction Phase Surface Water Management Plan and Method Statement shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:
  - a) construction drawings of the surface water drainage network
  - b) associated sustainable drainage components
  - c) flow control mechanismsThe scheme shall then be constructed as per the agreed drawings, management plan and method statement, Flood Risk Assessment and Drainage Strategy and additional calculations and remaining for the lifetime of the development unless agreed in writing by the Local Planning Authority. No alteration to the agreed drainage scheme shall occur without prior written approval from the Local Authority.

REASON: The drainage strategy requires the remodification of existing SuDS and drainage features to accommodate the new development and it is important that the proposed details and design based on the surface water modelling report is carried out as detailed to avoid environmental problems and to ensure that the development achieves a high standard of sustainability in accordance with policy ENV8 of the Crawley Borough Local Plan 2015 - 2030 and EP1 of the Draft Crawley Borough Local Plan 2023 - 2040.

REASON why pre-commencement condition: As it relates to potential impact upon the surrounding area starting from the setting up for construction activities.

5. The development hereby permitted shall be carried out in accordance with the Construction Management Plan (Rev 0) dated 07/12/23 submitted with the application unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety and the amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030 and policy DD1 of the Draft Crawley Borough Local Plan 2023-2040.

6. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges around the site have been protected by the site boundary timber/ply hoarding shown on the Tree Retention Protection Plan drawing no. LLD2660-ARB-DWG-020 Rev 06 dated 10.04.24. Within the areas outside the site hoarding, the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.

REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030 and policy DD1 of the Draft Crawley Borough Local Plan 2023 - 2040.

7. Prior to the occupation of the development hereby permitted, details of additional EV charging spaces shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the location of at least ten further EV charging spaces. The agreed provision shall be implemented and made operational before the building hereby approved is brought into use.

REASON: In the interests of sustainable design and construction in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030, policy SDC1 of the Draft Crawley Borough Local Plan 2024-2040 and the Planning and Climate Change Supplementary Planning Document.

8. The development hereby permitted shall be carried out in accordance with Landscape Design Strategy ref: LLD2660-LAN-REP-001 Rev 03 dated 10/04/2024 and the Landscape Masterplan drawing number LLD2660-LAN-DWG-002 Rev 07 dated 10/04/24. No alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area and to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of London Gatwick through the attraction of birds in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030 and policy DD1 of the Draft Crawley Borough Local Plan 2023 - 2040.

9. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of amenity and of the environment of the development in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030 and policy DD1 of the Draft Crawley Borough Local Plan 2023 - 2040.

10. The development hereby approved shall be constructed in accordance with the levels shown on the approved drawings.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030, policy DD1 of

the Draft Crawley Borough Local Plan 2023 - 2040 and the Urban Design Supplementary Planning Document.

11. Prior to any above ground works, a schedule of materials and samples shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and Policy DDI of the Draft Crawley Borough Local Plan 2023 - 2030.
12. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the external elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030, Policy DD1 of the Draft Crawley Borough Local Plan 2023-2040 and the Urban Design Supplementary Planning Document.
13. If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.  
REASON: As there is potential for unexpected contamination to be identified during development groundworks and for the protection of groundwater in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030 and Policy EP3 of the Draft Crawley Borough Local Plan 2023-2040.
14. Prior to the occupation of the development hereby permitted, confirmation that the development has been fully implemented in accordance with the permitted SUDS scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall be completed by an appropriate third party. The SUDS shall thereafter be maintained in accordance with the details set out in the Flood Risk Assessment and Drainage Strategy dated December 2023 unless otherwise agreed in writing by the Local Planning Authority.  
REASON: To ensure sustainable treatment of surface water run-off in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030, policy EP1 of the Draft Crawley Borough Local Plan 2023 - 2040 and the Planning and Climate Change Supplementary Planning Document.
15. The Bird Hazard Management Plan dated March 2024 shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.  
REASON: It is necessary to manage the roof in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds and in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030 and policy IN1 of the Draft Crawley Borough Local Plan 2023 - 2040.
16. Within three months of the occupation of the development hereby approved, a full BREEAM Assessment shall be carried out and post construction BREEAM Certification confirming achievement of the minimum Energy and Water credits required for BREEAM "Excellent" shall be submitted to and approved in writing by the Local Planning Authority.  
REASON: In the interests of sustainable design and construction in accordance with Policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030, Policy SDC1 of the Draft Crawley Borough Local Plan 2023 - 2040 and the Planning and Climate Change Supplementary Planning Document.
17. Prior to the occupation of the development hereby permitted, the sustainability measures identified in the submitted Part L2 Compliance Report dated 8 March 2024 Ref: SSIOT-EDP-ZZ-ZZ-RP-MX-2000-P02 shall be implemented unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of sustainable design and construction in accordance with policy ENV6 of the 2015 Crawley Borough Local Plan, policy SDC1 of the 2023 Draft Crawley Borough Local Plan 2023 - 2040 and the Planning and Climate Change Supplementary Planning Document.

18. Prior to the occupation of the development hereby permitted, the measures to enable the development to be 'network ready' to connect to the District Energy Network which are identified in the submitted Sustainability Update for IoT Building, dated 11 March, Ref 4358/NW, and drawing IOT-EDP-XX-GF-DR-ME-8000 Rev P02, shall be implemented unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of environmental sustainability, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015-2030, Policy SDC2 of the 2023 Draft Crawley Borough Local Plan 2023 - 2040 and the Planning and Climate Change Supplementary Planning Document.

19. No solar panels shall be installed until full details of PV and solar thermal schemes have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved schemes are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved prior to the first occupation of the building hereby approved.

REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of London Gatwick through interference with communication, navigation and surveillance equipment or glint and glare issues in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030 and policy IN1 of the Draft Crawley Borough Local Plan 2023 - 2040.

20. No part of the development hereby approved shall be occupied until a minimum of 42 covered and secure cycle parking spaces have been provided as shown on approved drawing SSIOT BBA ZZ ZZ D A 1011 P06 dated 03/04/3034 and made available for use, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To encourage sustainable travel options and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030, policy ST2 of the Draft Crawley Borough Local Plan 2023-2040 and the parking standards set out in the Urban Design Supplementary Planning Document.

21. Prior to any works above slab level, a Biodiversity Enhancement Strategy for protected and Priority species shall be submitted to and approved in writing by the Local Planning Authority. This will include the provision of integral bird, bat and invertebrate boxes and wood habitat piles, in line with the Ecological Impact Assessment (Lizard Ltd, February 2023). The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;
- b) detailed designs or product descriptions to achieve stated objectives;
- c) locations, orientations and heights of proposed enhancement measures by appropriate maps and plans (where relevant);
- d) persons responsible for implementing the enhancement measures; and
- e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

REASON: To enhance protected and Priority species & habitats in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015 - 2030 and Policy GI3 the Draft Crawley Borough Local Plan 2023 - 2040.

22. The Ecological mitigation measures and/or works including timescales shall be carried out in accordance with the details contained in the Ecological Impact Assessment (Lizard Ltd, 07/12/2023) submitted with the application. Only these approved details shall be implemented.

REASON: To conserve and enhance the protected and Priority species in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015 - 2030 and policy GI3 of the Draft Crawley Borough Local Plan 2023 - 2040.

23. The development hereby permitted shall be carried out in accordance with the Dust Management Plan Rev 00 dated 19.3.24 submitted with the application. Reason: In the interests of amenity and in accordance with Policies CH3 and CH12 of the Crawley Borough Local Plan 2015 – 2030 and Policies DD1 and EP5 of the Draft Crawley Borough Local Plan 2023 - 2040.

24. The cafe on the ground floor of the building hereby permitted shall be limited to a small coffee shop selling prepackaged food, snacks and hot and cold beverages only. The café shall not include the provision of food preparation facilities and no commercial fittings or appliances for dishwashing or other associated uses shall be installed.

REASON: To ensure the development is water neutral in accordance with Policy ENV9 of the Crawley Borough Local Plan 2015 - 2030 and Policy SDC4 of the Draft Crawley Borough Local Plan 2023 - 2040.

25. Prior to the occupation of the building hereby permitted, the proposed fire hydrant as shown on External Services drawing IOT-EDP-XX-GF-DR-ME-8000 Rev P02 shall be installed in the approved location to BS750 Fire Standards for stored water supply and arrange for the connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of firefighting. Details and evidence of the installation shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building.

REASON: In the interests of amenity and in accordance with Policies IN1 and CH3 of the Crawley Borough Local Plan 2015–2030 and Policies DD1 and IN2 of the Draft Crawley Borough Local Plan 2023-2040.

## INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane or tall reaching construction equipment may be required during construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. London Gatwick requires a minimum of four weeks' notice. For crane queries/applications, please visit Crane Permits ([gatwickairport.com](http://gatwickairport.com)) or email [cranes@gatwickairport.com](mailto:cranes@gatwickairport.com).
2. The applicant is directed to the following website: [www.securedbydesign.com](http://www.securedbydesign.com) where the Secured by Design (SBD) Commercial Guide 2023 can be found. This guide incorporates the latest security standards, developed to address emerging criminal methods of attack, and includes references to the Building Regulations and other statutory requirements across the United Kingdom.
3. Within the boundaries of Crawley Borough Council, the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

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

The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.

Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

4. The developer is advised that a Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. The developer would need to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

## 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 members/consultees/respondents/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.



# ArcGIS Web Map



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