

REFERENCE NO: CR/2017/0180/FUL

LOCATION: [ZURICH HOUSE, EAST PARK, SOUTHGATE, CRAWLEY](#)

PROPOSAL: DEMOLITION OF EXISTING BUILDING AND ERECTION OF A NEW PART 3, PART 4, PART 5 AND PART 6 STOREY BUILDING COMPRISING 41 X TWO BEDROOM AND 34 X ONE BEROOM APARTMENTS TOGETHER WITH 48 CAR PARKING SPACES AND LANDSCAPING. (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 31 May 2017

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: East Street Homes (South East) Ltd

AGENTS NAME: Boyer Planning

PLANS & DRAWINGS CONSIDERED:

051603-ESH-04 Site Location Plan, 051603-ESH-01-A Presentation Layout, 051603-ESH-02-A Supporting Layout, 051603-ESH-03-A Storey Heights Layout, 051603-ESH-PER01-A Perspective 01, 051603-ESH-PER02-A Perspective 02, 051603-ESH-PER02-A, 051603-ESH-CSC01 Cross Section Comparison 01, 051603-ESH-E1-A Proposed Elevations Sheet 1, 051603-ESH-E2-A Proposed Elevations Sheet 2, 051603-ESH-P1-A Proposed Ground Floor Plan, 051603-ESH-P2 - A Proposed First & Second Floor Plans, 051603-ESH-P3-A Proposed Third Floor Plan, 051603-ESH-P4-A Proposed Fourth Floor Plan, 051603-ESH-P5-A Proposed Fifth Floor Plan, 6155/LM Landscape Master Plan, 051603-ESH-SS01 - A Street Scene 01

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|----|------------------------------|--|
| 1. | GAL - Aerodrome Safeguarding | No objection - The proposal could conflict with aerodrome safeguarding unless a condition requiring a Bird Hazard Management Plan is imposed. There also needs to be a cranes informative. |
| 2. | Network Rail | No objection. Advice for the applicant is provided. |
| 3. | Environment Agency | No comments. |
| 4. | WSCC - Highways | No objection subject to conditions. |

“Trip Generation

A Transport Statement (TS) has been submitted in support of the application. In transport sustainability terms, it is acknowledged that there can be fewer better located sites as it lies opposite Crawley station and within a short walk of the main bus station and the town centre with its wide range of shopping and community facilities. Indeed, there is a footpath along the western boundary of the site which provides direct access to the station via a footbridge with a second footbridge further to the west providing access to the town centre. The site therefore offers a number of alternative transport choices which should result in much less dependence on the private car.

The TS details a predicted reduction in vehicle trips over the extant permission of a reduction of 34 vehicle trips in the AM peak, 16 in the PM peak and 145 between 7am and 7pm.

Parking

Parking provision for the revised scheme has been assessed using the WSCC Parking Demand Calculator. The outputs from this indicate that the onsite parking provision would be insufficient (by 22 spaces) to meet all forecast demands. This proposal consequently has the potential to result in further demands for off-site parking, either on-street or within local car parks.

The highway network immediately surrounding the proposed development is included within the Crawley Controlled Parking Zone (CPZ). As such, there are extensive controls in place to determine where and when parking can take place. The controls on the parking bays are time limited and are in force between 0900 and 1700 Monday to Saturday. Between these times, vehicles would require a permit to park within the marked bays. The information submitted focuses primarily upon nearby areas that are included within the Crawley CPZ and that have overnight parking capacity. This information indicates that there is adequate overnight capacity to accommodate any additional overflow parking demands. The application also highlights that the applicant is also willing to enter into a legal agreement to make the development permit free, i.e. future residents of the scheme will not be able to apply for a permit to park in the Controlled Parking Zone.

The site is located in a highly accessible location with a wide range of services, including frequent passenger transport, within short walking distance. Residents would have realistic alternative transport choices for all day to day requirements, and would not be reliant upon the use of the private car. This may result in a lower car ownership amongst residents. The LHA are satisfied that parking demands associated with this proposal can be accommodated without result in any detriment to highway safety. In line with the WSCC Guidance for Parking in New Residential Developments provision should be made for disabled parking consistent with guidance in manual for streets levels of 5% this would total a minimum of 3 spaces.

Cycle provision for the site is to be provided in accordance with the LPA standards (124 spaces) which are in excess of the LHA standards.

Proposed Vehicular Access Arrangements

Vehicle access to the site is proposed via the existing site access off East Park located to the south-west of the development plot. The other site access to the south-east of the site would be stopped-up, this would appear to be acceptable. There will be a need to carry out works to the frontage to close the existing western access. WSCC would require that the footway is completely resurfaced across the site frontage to avoid a visually poor patchwork effect.”

- | | | |
|-----|---|---|
| 5. | National Air Traffic Services (NATS) | No safeguarding objection. |
| 6. | Thames Water | No objection subject to a condition to control piling. |
| 7. | Police | No objection – Advice on security measures given. |
| 8. | CBC - Drainage Officer | No objection. |
| 9. | West Sussex Fire Brigade | No comment received. |
| 10. | CBC - Housing Enabling & Development Manager | No objection to the provision of 11 shared ownership units, after consideration of the Viability Assessment. |
| 11. | CBC - Planning Arboricultural Officer | No objection provided the works are carried out in accordance with the Arboricultural Management Statement. |
| 12. | UK Power Networks | No objection. |
| 13. | CBC - Environment Team | No comment received. |
| 14. | CBC - Contaminated Land | No objection with a condition to ensure remediation of any contamination. |
| 15. | CBC - Environmental Health | No objection provided the noise insulation works are undertaken in accordance with the Sharps Radmore report. |
| 16. | Cycle Forum | No objection - Cycle parking is adequate, but there is no visible short term parking for visitors etc. |
| 17. | CBC - Refuse & Recycling Team | No objection. |
| 18. | Southern Water | No objection. |
| 19. | CBC - FP - Energy Efficiency & Sustainability | No objection |
| 20. | CBC - FP - Retail & Employment | No objection |
| 22. | Archaeology Officer - Alex Egginton | No objection. |
| 23. | WSCC - Surface Water Drainage (SWD) | No objection but a SUDs (Sustainable Drainage system) is required and a condition is recommended. |
| 24. | NHS Crawley Clinical Commissioning Group | Additional monies are sought through a S106 agreement. |
| 26. | CBC - Economic Development | No objection |
| 27. | Sussex Building Control Partnership | No comments received. |
| 28. | Southgate Conservation Area Advisory Committee | Objection- On the following grounds: |
| | <ul style="list-style-type: none"> • With 75 flats and 42 parking places there are not enough parking spaces. The Council’s own Urban Design SPD requires 1 spaces per 1 or 2 bedroom flat. The development should therefore have 75 | |

spaces not 42. This will cause a deterioration in parking in the area and will not preserve or enhance the nearby conservation area. There should be no less parking than set out in the Councils' Standards.

- The proposal will result in an increase in the level of traffic in nearby streets not designed for heavy traffic, creating congestion and pollution in the area, particularly for children and the elderly.
- Unallocated parking could lead to parking chaos. This could affect emergency vehicle access to the site. Two electric bays would reduce parking provision to 40 spaces
- Residents at the east end of East Park and in Clitherow gardens will be overlooked resulting in a harmful loss of privacy.
- Architecturally the building is not in harmony with existing late C19th/early C20th houses in East Park.

Comments

- Can nearby residents' park in the car-park when it is not full? What will happen to unauthorised parkers e.g. commuters using the railway station?
- None of the sites in the Transport statement is comparable as East Park is a primarily a cul-de-sac residential area.

NEIGHBOUR NOTIFICATIONS:-

In addition to a press advertisement and site notices the following neighbours were notified.

Longley House, East Park

Part Ground Floor Front Building 2; Suite B Part First Floor Rear Building 2; Ground Floor Part; Part Second Floor Building 1 and Second Floor Building 2; Third Floor Part; Part Third Floor Building 2 Pitman Training; Part Third Floor Building 2; Part First Floor Front Building 2; Part Third Floor Building 2; Part Ground Floor Rear Building 2; Suite A Part First Floor Rear Building 2; BMH Properties Ltds Part First Floor Building 1; Third Floor Building 1; Part Second Floor Building 1; Part Third Floor Building 2; Smiles; Scotia Aid Sierra Leone Ground and First and Part Second Floor Building 1

Rosemead Gardens

Nos 4 and 12

East Park

59 to 73 (odd nos.), Flat First Floor 50A and Ground Floor Flat 50

Clitherow Gardens

No 1

RESPONSES RECEIVED:-

Forty eight representations have been received.

Forty six are in objection to the proposals and 1 is in support. One both supports the development whilst raising a concern about parking:

Objections:

Parking

- Only 42 spaces for 75 flats is inadequate parking in an area with insufficient parking;
- No visitor parking;
- Having two electric car bays will restrict the number of spaces available;
- Those not living there could park on site and obstruct future residents leading to more on street parking in the area;
- Public transport in Crawley is not good enough to enable a development like this to not provide each flat with a car-parking space;

Highways

- Malthouse Road, East Park and Brewer Road will become a rat run particularly at peak times;
- Increased congestion on Clitherow Gardens, Malthouse Road and East Park.
- The former office use with 74 car parking spaces, was a problem, and the residential use 24 hours a day with a possible 120-200 extra cars would be worse.
- Disruption during construction as East Park is a narrow road.

- The narrow entrance onto Brighton Road and the nearby level crossing will cause delay and frustration
- Increased danger to road users and pedestrians (particularly children).
- Parking at night after parking restrictions are lifted could obstruct emergency vehicles;
- Increase in HGV movements will damage roads;

Character

- The building would increase in height from two storey neighbouring developments to 5/6 stories and a flat roof out of keeping with the area particularly the Victorian character of housing;
- The increased level of activity and the scale of the development will harm the nearby Conservation Area;
- The materials for the building would be stark and uncompromising;
- Impact on trees;
- The site is not large enough for the scale of development proposed;

Neighbour Impacts

- Increased pollution;
- Harm to quality of life;
- Loss of privacy due to overlooking of gardens and bedrooms;
- Overshadowing;
- Surveillance over East Park would be out of keeping with the area;
- Increased noise and disturbance;
- Increased light impact at night;

Crime

- Lack of security will encourage anti-social behaviour;
- The area has anti-social behaviour and this will make it worse;

Other

- More appropriate sites should be allocated for housing and re-developed ie empty shops at southern end of The Broadway;
- Loss of office space is not in the financial interests of the Local Authority reduces the availability of business space;
- There is no family accommodation, so the development discriminates against families;
- Greater pressure on existing services and infrastructure;
- Insufficient affordable housing which would therefore penalise other similar developments in the area providing affordable housing;
- Poor quality living accommodation for future residents;
- Adverse impact on house prices;
- Adverse impact upon sewage/drainage infrastructure;
- How will parking in the development be controlled?

Support:

- Will provide much needed housing;
- Will result in the loss of the derelict building which is an eyesore;
- New builds attract young professionals from outside the area allowing Crawley to prosper.

Comments:

- Converting the existing building or building houses with parking/garages would be more in keeping with the neighbourhood;
- There are existing issues with parking on yellow lines not being enforced;
- There should be at least 1 parking space per flat.
- There is no need for the development as other developments in the area including the Station Gateway site and office to residential conversions have provided hundreds of new units;
- The other examples of developments in the town centre are not relevant;
- Relying on public transport is not credible.
- Is it possible to access the new flats from Southgate Avenue rather than East Park?
- Council must increase number of parking spaces and prohibit residential parking permits to new residents.

Cllr Michael Jones in his capacity as a County Councillor has also written in objecting to the proposal for the following reasons:

- The scale and design would be out of keeping in the character of the area;
- Overbearing in the street scene;
- Loss of privacy;
- Loss of parking to existing residents;
- Over development of the site “town cramming”;
- Adverse impact upon the character and appearance of Malthouse Road conservation Area;
- Loss of light due to the height of the proposal;
- Future issues relating to access and the limited on street parking could result in inter-neighbourhood tensions and disputes between existing and future residents of the area;
- Increased traffic impact on local residents’ amenities.

REASON FOR REPORTING TO COMMITTEE:-

This is a “Major” application.

THE APPLICATION SITE:-

- 1.1 Comprising an area of 0.3ha to the north of and accessed from East Park, the site is generally level. There is a three storey late 1970s early 1980s office building finished in a facing brick in the centre of the site with a “T Shaped layout. There are parking areas to the east, north and west of the building, and the adjacent to East Park frontage is landscaped with a line of protected trees.
- 1.2 To the south and east of the site the area is generally two storey late C19th/early C20th semi-detached brick and (historically) slate roofed villas. To the east is Longley House a three storey office building surrounded by car-parking and to the south east is a late C20th mixed housing development of predominantly two storey buildings arranged around cul-de-sacs.
- 1.3 To the north of the site is the Arun Valley railway line and the southbound platform of Crawley railway station. The pedestrian footbridge for the station is also to the north of the site. On the north side of the railway line is the north bound platform and Overline House a six storey office block incorporating the railway station on part of the ground floor.
- 1.4 To the west is a pedestrian access to the railway station that rises from East Park to meet the platform, beyond this is a late C19th/Early C20th semi-detached house that has been split into two one bedroom flats, with shared garden space to the rear and east side. To the north of these flats is an open car-park.

THE PROPOSED DEVELOPMENT:-

- 2.1 The development proposed is a part 3, part 4, part 5 and part 6 storey block of flats providing a total of 75 flats. The building would have a “T” shaped layout with the main frontage facing East Park to the north and the base of the “T” facing the railway station and Overline House to the north.
- 2.2 Forty one x 2 bedroom and thirty four x 1 bedroom flats are proposed. Forth eight parking spaces on site and also one new layby space for a potential car-club to operate from adjacent to East Park, are to be provided in the layout. Vehicle access would be from the western end of the site and the existing access to the east adjacent to Longley House would be blocked up. Parking would be to the rear/north of the site, including 4 spaces in the under-croft, and towards the west boundary of the site. Eleven of the units have been offered as affordable shared ownership units.
- 2.3 Internal bin storage is proposed in the centre of the building and parking for 134 cycles would be provide at the rear of the building.
- 2.4 Overall the building would have a total length when viewed from East Park of 59m, a maximum width of 34m including the rear wing and a more general width of 17.2m for the main bulk of the building.

- 2.5 The building at its closest points would be 14.8m from the boundary with 50 East Park to the west, 2m from the boundary with the railway line to the north, 3.4m from the side boundary with Longley House the east and 5.8m from the front boundary with East Park to the south. The closest facing house to the south (No.73 East Park) would be 18m from the proposed building
- 2.6 When viewed from west to the east along East Park the building would be 3 storey (9.4m in height) for 2.6m in length, then it would rise to 5 storeys (14.6m in height) for a length of 22m, before reaching its maximum height at six storeys (18.2m in height) for a length of 28m. (The top floor would be set back 6.7m at its closest point from the main building frontage facing south. The building would then drop again to 5 storeys (14.6m in height) for 2.5m in length and finally there would be a further drop to 4 storeys at its most eastern end for a length of 3.2m.
- 2.7 In terms of materials, it is proposed to finish the building in a yellow brick with brickwork detail panels, white render around the balcony bays, smooth white fairfaced block work to provide some detailing and light weight cladding to the top floor/upper storey. Balconies are to feature glass panel surrounds and windows are illustrated as being provided in dark grey frames. The protected trees along the frontage of the site with East Park would be retained and some landscaping is proposed amongst the parking areas.
- 2.8 The site is identified as an allocated and deliverable key housing site in policy H2 of the Local Plan and is outside of but adjacent to the Town Centre Boundary. Both Longley House to the east and Overline House to the north are within the Town Centre Boundary.

PLANNING HISTORY:-

- 3.1 In 2012 planning permission was granted for the erection of an up to five storey block of 59 flats, including 70 car-parking spaces, 74 cycle parking spaces, refuse storage and landscaping. It would have comprised 21x one bedroom and 38x two bedroom units. Ref. CR/2012/0223/FUL.
- 3.2 CR/2011/0171/FUL for a scheme comprising 69 flats over a T-shaped block of 5, 6 and 7 storeys was refused for the following reason:
- “The proposed building by virtue of its height, bulk and massing would result in a dominant and overbearing form of development in the street scene and in particular when viewed from surrounding residential properties contrary to Policy EN5 in the Local Development Framework Core Strategy and ‘saved’ policies GD1 and GD2 of the Crawley Borough Local Plan.”*
- 3.3 CR/54/79 granted outline planning permission for the erection of a three storey office block with 2500sqm and CR/230/79 subsequently discharged the reserved matters. This building is still in situ on site.

PLANNING POLICY:-

The National Planning Policy Framework (2012):

- 4.1 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 4.2 Part 4 applies to promoting sustainable transport and emphasises that development should only be refused on transport grounds where the residual cumulative impacts of development are severe. It also supports the use of travel plans, balancing land uses to minimise journey lengths and sets out considerations to take into account in relation to parking standards.
- 4.3 Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

- 4.4 Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development.

The Crawley Borough Local Plan 2015-2030

- 4.5 The plan was adopted in December 2015 and the following policies are of relevance:-
- 4.6 Policy SD1 states that there will be a presumption in favour of sustainable development
- 4.7 Policy CH2 'Principles of Good Urban Design' seeks to assist in the creation, retention or enhancement of successful places in Crawley. In particular it seeks to reinforce locally distinctive patterns of development, create continuous frontages onto streets, and create public spaces and routes that are attractive whilst integrating land uses and transport networks.
- 4.8 Policy CH3 'Normal Requirements of All New Development' states that all proposals should be based on a thorough understanding of the significance and distinctiveness of the site, be of a high quality in terms of its design, sympathetic to its surroundings, provide a good standard for of amenity for future occupants, retain trees which contribute positively to the area, meets its own operational requirements and demonstrate that it addresses the principles included within both 'Secure by Design' and 'Building for Life' criteria.
- 4.9 Policy CH5 'Standards for All New Dwellings' requires development to accord with the Nationally Described Space Standards.
- 4.10 Policy CH6 'Tree Planting and Replacement Standards' requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site however, where this is not feasible commuted sums will be sought in lieu on a per tree basis.
- 4.11 Policy CH8 identifies important views which should be protected. These views are divided into two categories, linear contained and long distance views. Of particular relevance to this site are the linear views north along Brighton Road from A23/A264 junction and the long distance view from Tilgate Park.
- 4.12 Policies EC1 seeks to promote economic growth by ensuring there is no net loss of employment space within the Main Employment Areas.
- 4.13 Policy EC4 requires that where residential development is proposed within or adjacent to the Main Employment Areas, the principle concern will be to ensure that the economic function of the area is not constrained.
- 4.14 Policy H2 identifies key housing sites including Zurich House as a deliverable site housing site providing an indicative minimum of 59 dwellings.
- 4.15 Policy H3 states that all housing development should provide a mix of dwelling types and sizes to address local housing needs and market demand.
- 4.16 Policy H4 requires 40% affordable housing from all residential developments. In addition 10% low cost housing is required on developments for 15 or more dwellings. These targets will apply unless evidence can be provided to show that the site cannot support those requirements from a viability perspective and that the development clearly meets a demonstrable need.
- 4.17 Policy IN2 requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.

- 4.18 Policy IN3 requires development to be concentrated in locations where sustainable travel patterns can be achieved.
- 4.19 Policy IN4 sets out that the appropriate amount of car and cycle parking to meet the needs of a development is assessed against the Council's car and cycle parking standards.
- 4.20 Policy IN6 states that any improvements or development at or within the vicinity of the railway stations will be expected to enhance the specific roles of the individual stations. At Crawley Station it should support its role as a major gateway to the Town Centre and improve its integration with the main shopping area and bus station.
- 4.21 Policy ENV5 requires development to make provision for open space and recreational facilities.
- 4.22 Policy ENV6 requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes.
- 4.23 The site is within a priority area for District Energy Networks, Policy ENV7 encourages the delivery of district energy networks and associated infrastructure or low carbon energy approach for new development.
- 4.24 Policy ENV9 requires development to minimise its impact on water resources and promote water efficiency.
- 4.25 Policy ENV10 deals with pollution management and land contamination.
- 4.26 Policy ENV11 requires applications to be accompanied by a noise impact assessment where there is likely to be exposure to significant or unacceptable noise exposure.

Other Material Considerations:

- 4.27 'Green Infrastructure' – this document includes a costing of £700 per tree in lieu of on-site planting.
 'Planning and Climate Change' – which provides guidance and justification for the sustainability policies in the Local Plan.
 'Urban Design' – includes further guidance and examples on public realm design and sets out guidance on outdoor amenity space standards and the parking standards.

PLANNING CONSIDERATIONS:-

- 5.1 The key planning considerations in respect of the application are as follows:-
- The principle of site redevelopment (including loss of employment floor-space);
 - Design and appearance of the development and the impact on the street scene / townscape;
 - Impact on neighbouring properties;
 - Adequacy of the accommodation provided (size layout, noise issues);
 - Impact on highways / access / parking / access;
 - Sustainability and Sustainable Urban Drainage;
 - Scheme viability - Affordable housing;
 - Community Infrastructure Levy and other infrastructure contributions;
 - Trees
 - Crime and anti-social behaviour;
 - Other.

The principle of site redevelopment (including loss of employment floor-space):

- 5.2 The site has previously been granted permission for 59 flats under ref. CR/2012/0223/FUL and is allocated within the Local Plan 2015-2030 under policy H2 as a deliverable housing site. The recent planning history for the site and recent policy therefore accepts the loss of employment floor-space at this site and its replacement by residential development is acceptable in principle. The development would also provide a mix of different sized one and two bedroom units and this is considered to accord with policy H3 that seeks an appropriate mix of house types and sizes depending on the size and characteristics of the site.

Design and appearance of the development and the impact on the street scene / townscape:

- 5.3 The existing building on site comprises an office block granted permission in 1979. It is three stories in height and differs significantly in terms of its use and appearance from the character of the predominantly two storey semi-detached late C19th and early C20th housing to the immediate south and west of the site. The site, unlike the houses to the south and west is also landscaped to the front with trees that help screen the office from the street. To the immediate east is another purpose built office block (Longley House) and to east of this is the Arora Hotel. To the south east of the site is the modern housing development accessed from the eastern end of East Park. To the north is Crawley railway station and Overline House a 6 storey C1960s office building. In terms of context therefore, this site does not form a part of the more historic character of the street to the south and west, but forms a part of the modern commercial developments along both sides of the railway line and further to the east.
- 5.4 The proposed building would be predominantly 5 storeys in height when viewed from East Park, with the upper floor (6th storey) set back from the frontage and constructed in a metal panel type material to differentiate it from the brick, render and fairfaced stone finish of the main bulk of the building. Brick detail panels and glass panelled balconies within the render bays would provide features on all elevations of the building. The trees along the frontage with East Park would also be retained and additional landscaping would be provided.
- 5.5 The building would be of a similar overall layout to the permission granted in 2012 for the 59 flats, but would be sited closer to the eastern boundary with the highest elements towards the eastern end of the building and the rear (north). This would provide greater separation between the building and the two storey houses to the west. The overall bulk and massing of the building is therefore considered acceptable in the street scene taking into account its position towards the east and north (rear) of the site and its wider context of the neighbouring commercial buildings to the north and east.
- 5.6 The context of the variation in architectural character of the immediate surroundings to this site, as well as the character of the existing building, allow scope for a new building that can utilise contemporary design and materials, as there is currently no consistency in nearby design. The modern design of the building using contemporary features such as brick detail panels, extensive glazing and rendered bays punctuated by the balconies is therefore considered to be an improvement to the character of the area when compared to the appearance of the existing office and it would create a more attractive feature behind the retained trees at the east end of East Park and when viewed from Clitherow Gardens.
- 5.7 In addition to the immediate views from East Park and Clitherow Gardens there would also be extensive views from the railway station, the footbridge over the railway line and Station Way to the north with longer views from between buildings to the east and south. It is considered that the overall design would provide interest when seen from different viewpoints and would enhance the wider character of the area when taking into account the current character of Overline House to the north, which currently provides a back drop to the site when viewed from the south. It is not therefore considered that there would be a harmful impact upon the setting of Malthouse Road Conservation Area the boundary for which is 142 m to the south east.
- 5.8 The applicant has also provided a photo-montage of the building in context taken from the long distance view point at Tilgate Park and as noted above, with the existing back drop of the taller Overline House to the north, and other developments such as County Mall it is not considered that this building would have a harmful impact on this view as the level of projection caused by its height and length would not be visually prominent in the landscape. The proposal will therefore comply with policies CH2, CH3 and CH8 in regard to its impact on the character of the visual amenities of the street scene and the area.

Impact on neighbouring properties:

- 5.9 The main properties that would be impacted upon by this development are 59-73 East Park the houses immediately to the south facing the site, 50 East Park to the immediate west and 1

Clitherow Gardens to the south-east. The potential development of Overline House granted outline permission under ref. CR/2016/0294/OUT for 9 storey residential development which is extant also needs to be considered. It is also considered that the previously permitted residential development of 59 flats on this site from 2012 is relevant in this case as it was considered to have an acceptable impact on neighbour amenity, although this permission has now expired.

- 5.10 Firstly in regard to the houses facing the site from East Park to the south. The closest of these no. 73 would be 18m from the front elevation of the development at its closest point across the intervening road, East Park, and the other houses to the west would not be a materially greater distance away. These facing houses have ground floor living and 1st floor bedrooms facing the proposal. Their private amenity areas are to the south of the houses and screened from the proposal by the buildings. The relationship of the development to these facing houses would not therefore be dissimilar to the impact that would have resulted from the building that could have been erected under the permission granted in 2012, ref. CR/2012/0223/FUL, even though there is a difference in the overall layout and maximum heights of the two respective schemes. Overall it is not considered that the proposed development north of these houses would have a significant different adverse impact on the amenity of these occupiers in terms of privacy/outlook/light compared to the previous permission and it is therefore considered that this relationship would be acceptable.
- 5.11 With regard 1 Clitherow Gardens to the south-east, notwithstanding the proposal would be closer to this property and taller at its eastern end, there would still be a distance of 25m between the proposed building and the front elevation of this house, and its rear garden would be screened by both the existing house and retained protected trees. It is not therefore considered there would be a harmful impact in terms of overlooking, loss of outlook or loss of light.
- 5.12 To the west no.50 East Park, has been subdivided into 2 x one bedroom flats. The proposal would be over 16m from the side elevation of this building compared to 8m of the previous permission. In addition the proposal would now be only 16m wide compared to the width of previous permission and this would result in a reduction in impact compared to the previous permission granted in 2012. Notwithstanding the building would be 3 storeys high at it closest point to this neighbour rising to 5 storeys towards the rear, it is considered that the development would improve the relationship between the neighbouring occupiers and the application site compared to the previous permission.
- 5.13 With regard to the proposed flats to the north permitted at outline under ref CR/2016/0294/OUT. At the closest point these would be 21m away, and separated from this site by the railway line. The closest of the applicant's balconies would be 26m away, with a side view and the majority of facing units would be approximately 38m away due to the layout of the site. The windows in the closest facing elevation do not serve as primary habitable room windows and could therefore be obscure glazed. Notwithstanding the reserved matters application for this site has not been submitted, it is considered that the proposal would not result in harmful overlooking of this potential development. The proposal would result in the loss of light to some of the flats to the north, but this is not considered to be significant enough to cause harm to the future occupiers given the level of separation between the prospective buildings.
- 5.14 With regard to noise and disturbance during the construction period, a construction management plan would control issues relating to the use of the roads and other regulatory powers would control noise issues and hours of working.
- 5.15 Objections have also been raised as regards increased pollution from vehicles. However as the proposed use for residential purposes would be likely to result in a reduction in vehicle movements when compared to the potential re-use of the existing building as an office, it is not considered that the proposal would result in increased levels of pollution compared to those that could result from the current office use.
- 5.16 Policy EC4 seeks to ensure that residential development adjacent to existing business users will not adversely impact upon the operation of the neighbouring site. The flats (as allocated within the Local Plan policy H2), would be adjacent to the existing office units, Overline House to the north and Longley House to the east. Both adjacent uses are currently offices (B1(a)), which are uses that are acceptable in residential areas as they do not create significant noise, pollution or disturbance. It is

not therefore considered that the erection of this block of flats at this location, although closer to the existing uses would constrain their economic function. Policy EC4 would therefore be complied with.

Adequacy of the accommodation provided (size layout, noise issues)

- 5.17 Every flat proposed would comply with the nationally described space standards for dwellings and each habitable room would have an adequate outlook. The internal layout is such that flats facing Longley House to the east would be at least 16m away and it is considered this would not result in harmful overlooking for future residents from these offices. As noted above, as Overline House and the potential flats to the north would be at least 38m from facing windows, (that are not secondary and can be obscure glazed), it is considered that there would not be significant overlooking from the existing building on this site now or in the future.
- 5.18 In terms of noise, the Environmental Health department note that the site is subject to elevated noise levels due to the location adjacent to the railway line. However, the noise mitigation measures proposed are acceptable and provided these are implemented the impact from noise would be acceptable for future residents.
- 5.19 Whilst no outdoor amenity space is provided, most flats have access to a balcony. The site is also immediately adjacent to the town centre in a high density urban context. There is easy access to Southgate Park and town centre facilities. In this context it is not considered that the lack of external amenity space provided would be harmful to future residents. It is therefore considered that the development would comply with policies CH3 and CH5 in this regard.

Impact on highways / access / parking.

- 5.20 The proposal would result in the closing up of the access at the eastern end of the site and the reconfiguration of the access at the western end of the site. The access point at the eastern end of the site would be reformed as a layby parking space for use by a potential car-club. Parking would be provided on site for 48 cars. Cycle parking would be provided for 136 cycles. Bin collections could be undertaken from either East Park to the south or from the rear via the access/parking area. A travel plan has also been submitted with the application.
- 5.21 A large number of the objections received have expressed concern regarding the provision of parking for the development, the impact on parking in the area and the adverse effect operation of the nearby highway network. This has included details of local car occupancy based on national figures and for the whole of Southgate Ward, (an area that includes a substantial number of family homes and extensive "New Town" housing areas), and issues with evening and weekend parking when there are no restrictions.
- 5.22 West Sussex County Council as the Highway Authority have been consulted on this application and have raised no objection to the proposals on highway safety, highway capacity or parking provision grounds. The access to the site is acceptable, although the applicant will have to renew the paving along the frontage with East Park. The Highways Officer acknowledges the Transport Statement and notes that the site being close to the town centre and adjacent to the railway station offers a number of alternative transport choices which should result in less dependence on the private car. In addition he considers that compared to the previous use of the site as an office there would be a likely reduction in the number of vehicle trips in the morning peak of 34 and in the afternoon/evening peak of 16 with an overall reduction of 145 trips between 7am and 7pm.
- 5.23 Policy IN4 of the Local Plan sets out that "development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs assessed against the borough council's car and cycle parking standards". The policy continues to set out that "*Car parking standards for residential development are based on the accessibility of the area, the levels of car ownership, and the size of any new dwellings*".
- 5.24 Crawley Borough Council have adopted car parking standards set out the Urban Design SPD and does not use the WSCC calculator for parking demand. This identifies the site as being in the Town Centre Residential area which sets an indicative minimum requirement for 1 space for both one and

two bedroom units. Based on the Council's standard the development should therefore provide a minimum of 75 spaces. In total and excluding the layby space for a potential car-club, the development would provide 48 car-parking spaces (0.64 spaces per dwelling). The Urban Design SPD also sets out that where a lower level of provision is proposed this will need to be justified on site specific grounds and that evidence should be provided to show where overflow parking demands can be accommodated, that there is sufficient capacity for these demands to be met and that mitigation can be provided to ensure overflow parking would not create a highway safety issue.

- 5.25 West Sussex County Council identify that the proposal would have an insufficient parking provision of 22 spaces (based on 42 parking spaces not the current 48 as proposed), when compared against their own parking standards. It acknowledges that this has the potential to result in further demands for off-site parking either on street or within local car-parks however, there are parking controls in the area in force between 0900 and 1700 Monday to Saturday and between these times vehicles would need a permit to park. WSCC also identifies that there would be sufficient overnight capacity to accommodate any additional parking demands, and that the applicant will enter in Legal Agreement to ensure future residents will not apply for permits.
- 5.26 He also comments that *"the site is in a highly accessible location with a wide range of services, including frequent passenger transport, within short walking distance. Residents would have realistic alternative transport choices for all day to day requirements and would not be reliant upon the use of the private car. This may result in lower car ownership amongst residents. The Local Highway Authority are satisfied that parking demands associated with this proposal can be accommodated without resulting in any detriment to highway safety"*.
- 5.27 It is considered that the outline permission granted at Overline House immediately to the north of the site should be compared to the proposal in regard to parking provision. This development was identified as being the most sustainable location in the town and is at its closest point no more than 20m from the application site. The 308 flats proposed in this development would be provided with 111 (0.36 spaces per dwelling) associated parking spaces.
- 5.28 Notwithstanding the shortfall in parking when compared to the indicative minimum standards in the Urban Design SPD, after taking into consideration the highly sustainable location of the site (adjacent to the railway station and the town centre), and that West Sussex County Council does not consider that the shortfall in car parking spaces from its standard would result in an increase in on street parking in the area that would be detrimental to the operation of the highway, it is considered that the provision of parking on site would be acceptable to meet the needs of future occupants.
- 5.29 Three spaces are required to provide for disabled parking to be consistent with guidance in the Manual for Streets and the Council's Urban Design SPD would be subject to control by condition. The cycle parking (134 spaces) meets the requirement set out in the Urban Design SPD of 1 space per 1 bed unit (34) and 2 spaces per two bed unit (82) with 1 space per 8 dwellings for visitors (8), 124 spaces needed. Visitor cycle parking can be provided on site near to the entrances to the building and would be subject to control by condition.
- 5.30 It is therefore considered that the impact from the proposal on the operation of the highway network and parking in the area would be acceptable, subject to conditions, and a S106 agreement to enable the provision of monies for a car-club and limitations on residents being able to apply for parking permits. The proposal would not therefore be contrary to either the Urban Design SPD or policy IN4 in this regard.

Sustainability and Sustainable Urban Drainage

- 5.31 The applicants have sought to address the requirements of policies ENV6, ENV7 and ENV9 providing a sustainability and energy statement. This includes a good standard of thermal efficiency for the residential units, aspirations of meeting the water efficiency target of 110 litres/person/day subject to viability. Further technical work is required as regards the feasibility of making the development "network ready" in the event of the Town Centre District Energy Scheme being delivered and a condition is therefore proposed to ensure that this option is available to the

development. Subject to conditions it is therefore considered that the development has adequately addressed the requirements in these policies.

- 5.32 WSCC as Lead Flood Authority have commented on the application, and have no objection to the proposals subject to conditions to ensure the surface water drainage designs meets the requirement for the a Sustainable Drainage System (SuDs). This is supported by the CBC Drainage Engineer who also comments that he has no objection to the proposals for dealing with surface water.

Scheme Viability - Affordable housing

- 5.33 Policy H4 requires 40% affordable housing provision on all residential development unless it can be demonstrated that this would not be viable and that there is a proven need for the development. In this case, the applicants have provided a viability appraisal which has been independently scrutinised by Dixon Searle on behalf of Crawley Borough Council.
- 5.34 It has been demonstrated that the development is not viable with a 40% affordable housing provision. The applicants and the Dixon Searle (on behalf of CBC) have agreed that a viable scheme on this site cannot provide a full 40% affordable housing contribution. However, after negotiations with the applicant, it has been agreed that 11 flats can be made available as shared ownership units and this would be incorporated into any S106 agreement.
- 5.35 Due to the commercially sensitive nature of the viability report, should Members wish to scrutinise this conclusion in further detail, the meeting will need to move to Part B (Exempt item) where the report can be discussed.

Community Infrastructure Levy and Other Infrastructure Contributions

- 5.36 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016. The adopted Charging Schedule sets a rate of £100 per square metre of net additional floor-space. On the basis that the floor space increase would be 3528sqm the potential CIL would be £352800.
- 5.37 The Clinical Commissioning Group has sought a contribution of £30,447 towards NHS capital infrastructure improvements arising from the additional population. However, the CIL Regulation 123 list is clear that cumulative health infrastructure needs are covered by CIL rather than Section 106 and this contribution has not therefore been sought.
- 5.38 As set out in the Green Infrastructure SPD, trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. On this basis, a formula for calculating the appropriate payment will need to be included in the S106 Agreement as the basis for the commuted sum (75 units minus the number of trees to be provided on site x £700). This would give a maximum contribution of £52,500. The site also does not provide open space for future residents. Policy IN1 also specifically applies to open space, parks and play space and as no open space provision is made on site the impacts off-site need to be considered on a site by site basis. Based on the assessed level of occupation of the building the potential contribution towards Open Space could be £21330, although this will be updated at the meeting if required.

Trees

- 5.39 There are protected trees along the frontage of the site with East Park. The Council's Arboricultural Officer has commented that there is no objection to the development proposed provided it is undertaken in accordance with the arboricultural method statement (AMS). A condition is therefore recommended to require the trees are protected in accordance with the details in the AMS.

Crime and anti-social behaviour

- 5.40 Residential uses are not considered of themselves to be likely to result in increased anti-social behaviour/crime and the redevelopment of a semi-derelict site and the provision of more overlooking of the street adjacent to the footpath and car-park would increase natural surveillance in the area.

Detailed design comments in respect of security and other matters relating to the design of the building were received from Sussex Police although many of the items cannot be controlled via planning condition. Issues such as the use of security fencing would be subject to control via condition. It is not considered that the proposal would therefore result in an adverse impact in regard to crime, the fear of crime and anti-social behaviour in the area.

Other

- 5.41 In terms of infrastructure, Southern Water has confirmed that it can provide a water supply to the site and Thames Water have no objection as regards sewerage infrastructure capacity. A condition is however recommended to control piling on site to ensure existing sewerage infrastructure is not damaged.
- 5.42 Gatwick Airport have no objection to the proposal subject to ensuring a bird hazard management plan is operated. This would be subject to control by condition.
- 5.43 Network Rail have no objection and have provided the applicant with extensive guidance in relation to the restrictions they would place on constructing the building, future landscaping etc. and how it would thereafter need to be maintained. Its comments have been forwarded onto the applicant.
- 5.44 The site has been redeveloped many times in the recent past (C19th onwards), and the Council's Archaeology Officer is therefore satisfied that on balance the archaeological impact is likely to be minimal and therefore has no concerns regarding this proposal.
- 5.45 The site is potentially contaminated and Environmental Health have therefore recommended a condition to identify and remediate any contaminants found on site.

CONCLUSIONS:-

- 6.1 The application site has been identified for development as a deliverable Housing Site in the Crawley Borough Local Plan 2015-2030. The report sets out where policies allow for exceptions to be demonstrated and each proposal must be considered on its own individual merits. It is considered that the proposal accords with policy requirements and would provide a significant number of new residential units in a sustainable location on the southern edge of the town centre. The proposed building is considered to have a high quality design and could form an attractive addition to this area. It would make a contribution towards meeting the policy allocation for housing provision. Its operational needs would be met and neighbour amenities would be safeguarded. It would form development in a very sustainable location that would meet the general objectives of the NPPF and would not prejudice the delivery of the nearby extant planning permission at Overline House.
- 6.2 Having weighed up the social, environmental and economic impacts of the proposal, it is considered that the development would be acceptable. It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure
- tree mitigation (£52,500) infrastructure contribution;
 - open space mitigation (£21,330) infrastructure contribution;
 - the implementation of measures contained within the submitted Travel Plan, and the provision of Car Club provision;
 - a restriction on residents applying for parking permits;
 - re-surfacing of the footway across the site frontage to provide a consistent appearance;
 - eleven shared ownership affordable housing units;
 - the early review of the scheme's viability and related affordable housing provision after eighteen months if the physical building works have not been commenced on site.
- 6.3 However, in the event that the Section 106 Agreement is not completed by 29th October 2017 and unless there are exceptional reasons for the delay agreed in writing with the applicant, the Head of Economic and Environmental Services be authorised to refuse planning permission for the following reason:

- 1 An agreement is not in place to ensure that the appropriate infrastructure provisions to support the development. The development is therefore contrary Policies IN1, CH6 and H4 of the Crawley Borough Council Local Plan 2015-2030 and the Green Infrastructure SPD.

RECOMMENDATION RE: CR/2017/0180/FUL

TO PERMIT subject to the completion of the S106 legal agreement and the conditions below.

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 unless and until a scheme to deal with the contamination of the land and/or ground water has been submitted to and approved by the Local Planning Authority and until the measures approved in that scheme have been fully implemented. The scheme shall include all the following measures, unless the Local Planning Authority dispenses with any such requirement specifically and in writing:
 - a) A desk-top study carried out by a competent person. The study shall detail the history of the site uses and identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. Two full copies of the desk-top study and the non-technical summary shall be submitted to the Local Planning Authority.
 - b) A site investigation shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology BS 10175:2011. The site investigation should fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications, including an assessment of risk to any potential receptors. A full report on the findings of the site investigation shall be submitted to the Local Planning Authority.
 - c) A written remediation statement, detailing the works necessary so as to render harmless the identified contamination given the proposed end use of the site and surrounding environment, including any controlled waters, shall be submitted to the LPA and agreed in writing with the LPA prior to any remediation commencing on site. Two copies of the remediation report shall be submitted to the LPA.
 - d) Approved remediation works shall be carried out in full on site, under a quality assured scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the remediation works contamination is encountered that had not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA in accordance with the process laid out at points 1 – 3 above.
 - e) Upon completion of the remediation works, this condition shall not be discharged until further validation report has been submitted to, and approved by the LPA. The validation report shall include quality assurance certificates to show that the works have been carried out in accordance with the approved methodology. Details of any post remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the validation report together with the necessary documentation detailing what waste materials have been removed from the site.
REASON: To safeguard occupiers of the site in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015-2030.
4. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;

- the storage of plant and materials used in construction of the development;
- the erection and maintenance of security hoarding;
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and
- details of public engagement both prior to and during construction works.

REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

5. 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 by a fence erected around each tree or group of vegetation in accordance with the details in the PJC Consultancy Arboricultural Method Statement(AMS). The works to implement the development shall be strictly carried out in accordance with the AMS, and within the areas so fenced off 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 25 mm 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 CH7 of the Crawley Borough Local Plan 2015 - 2030.
6. No development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.
REASON: In the interests of amenity and of the environment of the development in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
7. 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 CH7 of the Crawley Borough Local Plan 2015 - 2030.
8. No part of the development shall be occupied until boundary treatments have been implemented in accordance with details that have first been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity, security for future residents and for users of adjoining public footpaths in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
9. No works on the new building shall commence until detailed plans and particulars of the land levels and the finished floor levels of the dwellings have been submitted to and approved in writing by the Local Planning Authority, and the building shall be constructed in accordance with the approved levels.
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.
10. No works on the new building shall commence unless and until a schedule and samples of materials and finishes to be used for external walls, balconies, glazing and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.

11. No works on the new building above foundation level shall commence until a scheme to provide combined television reception facilities and superfast broadband for all dwellings within the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details prior to first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity, to help reduce social exclusion and to allow good access to services in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.
12. No works on the new building shall commence on site until details of a scheme to ensure that the development hereby approved is "network ready" for connection to a District Energy Network on construction or at some point after construction have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.
REASON: To ensure the development addresses energy efficiency and climate change and in accordance with Policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.
13. The burning of materials obtained by site clearance or from any other source shall not take place within six metres of the furthest extent of the canopy of any tree or group of trees to be retained on the site or on land adjoining.
REASON: To protect trees and vegetation from fire damage in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
14. No works except demolition shall commence until finalised detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event. The surface water drainage shall thereafter be implemented in accordance with the approved details.
REASON: To ensure the protection of groundwater and reduce the risk of flooding in accordance with policies ENV8 and ENV10 of the Crawley Borough Local Plan 2015-2030.
15. No works except demolition shall commence until full details of the maintenance and management of the SUDS system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.
REASON: To ensure the protection of groundwater and reduce the risk of flooding in accordance with policies ENV8 and ENV10 of the Crawley Borough Local Plan 2015-2030.
16. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
17. No part of the development shall be occupied until the vehicular access from the site to the adjoining carriageway has been laid out and constructed in accordance with the approved drawings.
REASON: In the interests of road safety in accordance with policies CH3 of the Crawley Borough Local Plan 2015-2030.
18. The building hereby permitted shall not be occupied until the eastern access to the site has been stopped up permanently and obliterated.
REASON: In the interests of road safety in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

19. No part of the development shall be occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents.
REASON: To encourage sustainable travel options and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
20. No part of the development shall be occupied until the bin storage shown on the approved drawings have been fully provided and made available for use by residents.
REASON: To ensure the operational requirements of the site can be met in accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
21. No part of the development shall be occupied until the parking spaces, manoeuvring and turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD.
22. No part of the development shall be occupied unless and until the pre-occupation elements of the Travel Plan have been fully implemented. The later and ongoing elements of the Travel Plan shall be implemented in full according to the programme contained within the Travel Plan unless otherwise agreed in writing by the Local Planning Authority.
REASON: To encourage and promote sustainable transport and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030.
23. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
The Bird Hazard Management Plan 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 roofs 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 in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
24. No part of the development shall be occupied until the measures have been implemented in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority, to achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption. The measures shall thereafter be retained.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.
25. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
26. The windows on the north elevation of the rear wing of the building facing the railway line and Overline House shall at all times be glazed with obscured glass and apart from any top-hung vent, be fixed to be permanently non-opening.
REASON: To protect the amenities and privacy of the future occupants of the property and those in the permitted development at Overline House in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

27. No part of the development shall be occupied until the noise mitigation measures in the Sharps Redmore Environmental Noise Assessment report dated 30 January 2017 have been implemented in full. The noise mitigation measures shall thereafter be retained.
REASON: To ensure the living conditions of future residents are protected from noise in accordance with policy ENV11 of the Crawley borough Local Plan 2015-2030.

INFORMATIVE(S)

1. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
2. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
3. Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
4. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
5. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks' notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from www.aoa.org.uk/policy-campaigns/operations-safety/)
6. The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover any 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.
7. The water efficiency standard required under condition 24 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
8. The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:
 - encroach onto Network Rail land affect the safety, operation or integrity of the company's railway and its infrastructure undermine its support zone damage the company's infrastructure
 - place additional load on cuttings
 - adversely affect any railway land or structure over-sail or encroach upon the air-space of any Network Rail land
 - cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

9. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted. The permitted hours for noisy construction work in the Borough of Crawley are as follows:
08:00 to 18:00 Monday to Friday and
08:00 to 13:00 on Saturday.
with no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.
The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.
Any exemptions to the above hours must be agreed with the Council's Environmental Health Team in advance.
10. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:
- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
 - A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
 - Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with consultees, the applicant and the 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.

