

Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held **virtually - Microsoft Teams Live**, on **Monday, 26 April 2021 at 7.00 pm**

Nightline Telephone No. 07881 500 227



Chief Executive

Membership:

Councillors

J Purdy (Chair), J Hart (Vice-Chair), L M Ascough, A Belben, I T Irvine, K L Jaggard, M Mwangale, M W Pickett, T Rana and P C Smith

Please note: in accordance with Regulations in response to the COVID-19 Public Health Emergency, from April 2020 committee meetings are being held **virtually** via online video conferencing with committee members **in remote attendance only**. Any member of the public or press may observe a committee meeting (except where exempt information is to be discussed) via a link published on the Council's website **24 hours** before the scheduled start time. Written statements submitted **in advance** of the meeting by supporters of or objectors to the planning applications on the agenda will be read to the committee.

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Published 16 April 2021



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The order of business may change at the Chair's discretion

Part A Business (Open to the Public)

	Ward	Pages
1. Apologies for Absence		
2. Disclosures of Interest		
In accordance with the Council's Code of Conduct, councillors are reminded that it is a requirement to declare interests where appropriate.		
3. Lobbying Declarations		
The Planning Code of Conduct requires that councillors who have been lobbied, received correspondence, or been approached by an interested party regarding any planning matter should declare this at the meeting which discusses the matter. Councillors should declare if they have been lobbied at this point in the meeting.		
4. Minutes		5 - 10
To approve as a correct record the minutes of the Planning Committee held on 6 April 2021.		
5. Planning Application CR/2019/0602/ARM - Overline House, Crawley Station and Adjacent Highway, Station Way, Northgate, Crawley	Three Bridges	11 - 38
To consider report PES/362a of the Head of Economy and Planning.		
RECOMMENDATION to PERMIT.		
6. Planning Application CR/2019/0660/FUL - Overline House, Station Way, Northgate, Crawley	Three Bridges	39 - 68

			Pages
	To consider report PES/362b of the Head of Economy and Planning.		
	RECOMMENDATION to PERMIT.		
7.	Planning Application CR/2019/0661/FUL - Railway Footbridge, Station Way/East Park, Crawley	Three Bridges	69 - 78
	To consider report PES/362c of the Head of Economy and Planning.		
	RECOMMENDATION to PERMIT.		
8.	Planning Application CR/2020/0155/FUL - Easistore, Maidenbower Office Park, Balcombe Road, Maidenbower, Crawley	Pound Hill South & Worth	79 - 92
	To consider report PES/362d of the Head of Economy and Planning.		
	RECOMMENDATION to delegate the decision to PERMIT.		
9.	Planning Application CR/2020/0274/FUL - Ambulance Station, Ifield Avenue, West Green, Crawley	Northgate & West Green	93 - 116
	To consider report PES/362e of the Head of Economy and Planning.		
	RECOMMENDATION to PERMIT.		
10.	Planning Application CR/2020/0313/FUL - T and N MOTs Ltd, Ground Floor, 9 Reynolds Road, West Green, Crawley	Northgate & West Green	117 - 128
	To consider report PES/362f of the Head of Economy and Planning.		
	RECOMMENDATION to PERMIT.		
11.	Supplemental Agenda		

Any urgent item(s) complying with
Section 100(B) of the Local Government
Act 1972.

With reference to planning applications, PLEASE NOTE:
Background Paper:- Crawley Borough Local Plan 2015-2030

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Crawley Borough Council

Minutes of Planning Committee

Tuesday, 6 April 2021 at 7.00 pm

Councillors Present:

J Purdy (Chair)

J Hart (Vice-Chair)

L M Ascough, A Belben, I T Irvine, K L Jaggard, M Mwangale, M W Pickett, T Rana and P C Smith

Officers Present:

Valerie Cheesman	Principal Planning Officer
Mez Matthews	Democratic Services Officer
Jean McPherson	Group Manager (Development Management)
Linda Saunders	Planning Solicitor
Clem Smith	Head of Economy and Planning
Jess Tamplin	Democratic Services Support Officer

Also in Attendance:

Councillor R D Burrett

1. Disclosures of Interest

The following disclosures of interests were made:

Councillor	Item and Minute	Type and Nature of Disclosure
Councillor Irvine	Planning application CR/2020/0548/ARM – Steers Lane, Pound Hill, Crawley (Minute 4)	Personal Interest – Cabinet Member for Housing
Councillor Irvine	Planning application CR/2020/0548/ARM – Steers Lane, Pound Hill, Crawley (Minute 4)	Personal Interest – a member of Crawley Cycle and Walking Forum, a consultee on the application
Councillor P Smith	Planning application CR/2020/0548/ARM – Steers Lane, Pound Hill, Crawley (Minute 4)	Personal Interest – a member of Crawley Cycle and Walking Forum, a consultee on the application

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Councillor Irvine	Planning application CR/2020/0548/ARM – Steers Lane, Pound Hill, Crawley (Minute 5)	Personal Interest – a member of Crawley Cycle and Walking Forum, a consultee on the application
Councillor Purdy	Planning application CR/2020/0719/FUL – Vanguard House & Victory House Churchill Court, Northgate, Crawley (Minute 5)	Personal interest – employed by UK Power Networks (a consultee on the application that did not provide a response)
Councillor P Smith	Planning application CR/2020/0719/FUL – Vanguard House & Victory House Churchill Court, Northgate, Crawley (Minute 5)	Personal Interest – a member of Crawley Cycle and Walking Forum, a consultee on the application
Councillor P Smith	Planning application CR/2020/0719/FUL – Vanguard House & Victory House Churchill Court, Northgate, Crawley (Minute 5)	Personal Interest – a Local Authority Director of the Manor Royal Business Improvement District

2. Lobbying Declarations

No lobbying declarations were made.

3. Minutes

The minutes of the meeting of the Planning Committee held on 9 March 2021 were approved as a correct record and signed by the Chair.

4. Planning Application CR/2020/0548/ARM - Steers Lane, Pound Hill, Crawley

The Committee considered report [PES/361a](#) of the Head of Economy and Planning which proposed as follows:

Approval of reserved matters pursuant to outline application CR/2018/0894/OUT to consider landscaping, layout and scale in respect of the erection of 185 dwellings and associated car parking and infrastructure.

Councillors Ascough, A Belben, Jaggard, Mwangale, Purdy, and P Smith declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application, which sought approval of the reserved matters for the application sited between Steers Lane and Balcombe Road, of which the principle of development for 185 units and the access had been previously established by the granting of outline planning permission on appeal. The Officer summarised the site's planning history. The design and layout of the scheme had been significantly revised and was of higher quality than prior proposals at the site due to revisions to the housing mix, improved locations for the affordable and low cost units across the site, improved noise mitigation measures from both road and air traffic, and improved landscaping, amenity green space, and children's play space proposals.

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The Officer then updated the Committee that, since the publication of the report, conditions 3 and 5 and informative 3 had been amended, and a new condition 7 had been added. The amendments provided minor clarifications.

In line with the Council's Virtual Committee Procedure Rules, a statement submitted in regard to the application was read to the Committee.

The statement from the applicant, Bellway Homes, highlighted matters including:

- A need for housing in the Crawley area.
- The proposed scheme's mix of 1, 2, 3, and 4 bedroom houses and apartments, which included provision of 74 affordable homes.
- The positive outcomes of discussions between the applicant and the Local Planning Authority, particularly regarding pedestrian connections with the site, urban design, housing mix and access to green spaces.

The Committee then considered the application. The following matters were discussed:

- Clarification that the application had been submitted by a different developer to the earlier outline application at the site, following the sale of the land.
- Concerns regarding noise levels across the site. It was confirmed that the Council's Environmental Health Officer originally had concerns regarding the combined road and air traffic noise, but that the tailored design of the amended plans for the proposed development had addressed these concerns as the mitigation measures aimed to protect habitable rooms from noise. Four rooms across the site were projected to experience noise exceedance; this was deemed an acceptable number on balance.
- Climate impact; concerns were raised regarding the proposed use of gas boilers within the dwellings. The Officer confirmed that there was not currently a requirement for newly built dwellings to desist from using gas boilers, nor was there a requirement for all dwellings to include solar panels. These elements were considered as part of the overall sustainability measures and as such were policy compliant and considered satisfactory.
- The separation distances and potential for overlooking. The Officer confirmed that there were a small number of instances where the minimum standard for separation distances between dwellings were not met, however compliance with this was a guideline, not a requirement, as per the Urban Design Supplementary Planning Document. Any potential overlooking was between non-habitable rooms only or had been addressed by the use of obscured glazing where relevant. The proposals were therefore considered acceptable on balance.
- Garden sizes of the houses at the site – of which all but five gardens met the minimum standard size guideline. The final details of the balconies of the flats were to be secured by condition.
- The delivery of the amenity green spaces, which was secured by the Section 106 agreement. Also secured by the agreement (and the application conditions) were the children's play facilities; due to be a trim trail or similar. The agreement secured a financial contribution toward allotments, which would not be provided at the site.

The Committee recognised the decision by the Planning Inspectorate to grant permission for the principle of 185 units at the site. Committee members considered it important that, while the number of units could not be adjusted, the development be of a high quality design and build.

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A recorded vote was taken on the recommendation in accordance with the Council's Virtual Committee Procedure Rules. The names of the councillors voting for and against the recommendation, along with any abstentions, were recorded as follows:

For the recommendation:

Councillors A Belben, Hart, Irvine, Jaggard, Pickett, Purdy, Rana, and P Smith (8).

Against the recommendation:

Councillors Ascough and Mwangale (2).

Abstentions:

None.

RESOLVED

Permit subject to the conditions and informatives set out in report PES/361a, with conditions 3 and 5 and informative 3 amended as follows, and the addition of new condition 7 as follows:

Amended conditions

3. *No solar panels or renewables which may be required pursuant to the discharge of condition 27 on outline permission CR/2018/0894/OUT shall be installed on the dwelling to which they relate unless and until full details of their design, appearance and location have been submitted to and agreed by the Local Planning Authority in writing. No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the agreed details prior to the first occupation of the unit which they are intended to serve and thereafter retained.*
REASON: To control the design of the development and to ensure it does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015 - 2030
5. *Prior to first occupation of the dwelling to which they relate, the following windows shall be glazed with obscured glass as shown on the approved plans:*
HOUSES
Plots 101 – 104: rear (west) elevation windows to dressing room/wardrobe area.
FLATS
Block 2 Plots 170 and 175: rear (west) elevation windows to living room and kitchen.
Block 5 Plots 141, 144, 148, 149 and 153: side (south) elevation) windows to dining room and living room.
These windows shall thereafter be permanently maintained in accordance with the agreed details.
REASON: To protect the amenities and privacy of future occupiers in accordance with policy CH3 of the Crawley Borough Local Plan 2015 -2030.
7. *Notwithstanding any boundary details shown on other plans hereby approved, the alignment of the garden boundaries of the dwellings hereby permitted shall be in strict accordance with plan number 06181-BEL-SL-02 Rev D.*
REASON: For the avoidance of doubt and to ensure a satisfactory layout in the interests of amenity and in accordance with policy CH3 of the Crawley Borough Local Plan 2015 – 2030.

Amended informative

3. *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: lqwcranes@gatwickairport.com. For further details relating to the crane process please refer to CAP1096 'Guidance to Crane Operators on Aviation Lighting and Notification' available at www.caa.co.uk. The applicant is also referred to the requirements of condition 17 Construction Management Plan on outline permission CR/2018/0894/OUT in respect of cranes.*

5. Planning Application CR/2020/0719/FUL - Vanguard House & Victory House Churchill Court, Northgate, Crawley

The Committee considered report [PES/361b](#) of the Head of Economy and Planning which proposed as follows:

Erection of 2 no. commercial buildings; 1 no. commercial building (unit 100) for class B8 and 1 no. commercial building (unit 200) for flexible class B2, B8 and E(g)(iii); along with access and servicing arrangements, car parking, landscaping, relocation of substation and associated works (amended description).

Councillors Ascough, A Belben, Jaggard, Mwagale, Purdy, and P Smith declared they had visited the site.

The Group Manager (Development Management) provided a verbal summation of the application regarding the construction of two buildings for commercial use in Churchill Court in the Manor Royal business district. One building was proposed to have a use class of B8 (storage or distribution) and the second building was proposed to have a flexible use class of either B8, B2 (general industrial), or E(g)(iii) (industrial processes) which was to be decided by the building's occupier. Three scenarios for car parking provision were outlined, of which one would be employed dependent on the chosen use class. The Committee was updated that the wording of condition nine had been amended since the publication of the report.

In line with the Council's Virtual Committee Procedure Rules, a statement submitted in regard to the application was read to the Committee.

The statement from the agent, Quod, on behalf of the applicant highlighted matters including:

- The sought-after use classes and high quality design of the buildings.
- The economic benefits of the proposed development, such as the creation of jobs throughout the construction period and beyond, and the generation of local spending.
- The environmental benefits of the proposed development, such as the buildings' receipt of BREEAM 'excellent' ratings, the installation of solar panels, and the planting of trees at the site.

The Committee then considered the application. Committee members expressed general support for the proposal, which was hoped would encourage regeneration in the area in the wake of the Coronavirus pandemic. A query was raised regarding the

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adequacy of cycle links to the site. It was confirmed that there was a break in the cycle network path that ran adjacent to the site but that this application did not include proposals to join up or upgrade the path – these requests had not been made in consultations with West Sussex County Council's Highways department or the Crawley Cycle and Walking Forum. The Officer stated that this may be able to be considered as part of the Travel Plan which formed one of the application conditions.

Also discussed was the manoeuvring space for large heavy goods vehicles (HGVs) at the roundabout leading to the site. The Officer confirmed that WSCC's Highways department had been consulted and confirmed the space was sufficient, and swept path analysis drawings had demonstrated this.

A recorded vote was taken on the recommendation in accordance with the Council's Virtual Committee Procedure Rules. The names of the councillors voting for and against the recommendation, along with any abstentions, were recorded as follows:

For the recommendation:

Councillors Ascough, A Belben, Hart, Irvine, Jaggard, Mwagale, Pickett, Purdy, Rana, and P Smith (10).

Against the recommendation:

None.

Abstentions:

None.

RESOLVED

Permit subject to the conclusion of a Section 106 agreement and the conditions and informatives set out in report PES/361b, including amended condition 9 as follows:

The development hereby permitted shall be implemented and thereafter maintained in accordance with the Drainage Maintenance and Management Plan dated October 2020 contained within Appendix I of the Flood Risk Assessment submitted with the application.

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 9.09 pm

J Purdy (Chair)

Agenda Item 5

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 26 April 2021
REPORT NO: PES/362(a)

REFERENCE NO: CR/2019/0602/ARM

LOCATION: [OVERLINE HOUSE, CRAWLEY STATION AND ADJACENT HIGHWAY, STATION WAY, NORTHGATE, CRAWLEY](#)

WARD: Three Bridges

PROPOSAL: APPROVAL OF RESERVED MATTERS PURSUANT TO CR/2016/0294/OUT FOR RESIDENTIAL LED MIXED USE REDEVELOPMENT (MULTI DECK CAR PARK REMOVED FROM SCHEME) (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 14 November 2019

CASE OFFICER: Mr H. Walke

APPLICANT'S NAME: Rockspring UK Value (Jersey) Ltd C/O Arora Manage

AGENT'S NAME:

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
116 L(10) 100	P1	Site Location Plan
116 L(10) 103	P1	Existing Parking Within Railway Demise Ground Floor Level
116 L(20) 200	P11	Site Plan as Proposed
116 L(20) 300	P33	Development Masterplan - Ground Floor Plan as Proposed - Ramp Access option
116 L(20) 300 1	P10	Building 1 Core A Ground Floor Plan as Proposed
116 L(20) 300 2	P9	Building 2 Core B/C Ground Floor Plan as Proposed
116 L(20) 300 3	P9	Building 3 Core D/E Ground Floor Plan as Proposed
116 L(20) 301	P17	Development Masterplan 1st Floor Plan as Proposed
116 L(20) 301 1	P8	Building 1 Core A 1st Floor Plan as Proposed
116 L(20) 301 2	P7	Building 2 Core B/C 1st Floor Plan as Proposed
116 L(20) 301 3	P8	Building 3 Core D/E 1st Floor Plan as Proposed
116 L(20) 302	P8	Development Masterplan 2nd Floor Plan as Proposed
116 L(20) 302 1	P7	Building 1 Core A 2nd Floor Plan as Proposed
116 L(20) 302 2	P8	Building 2 Core B/C 2nd Floor Plan as Proposed
116 L(20) 302 3	P7	Building 3 Core D/E 2nd Floor Plan as Proposed
116 L(20) 303	P8	Development Masterplan 3rd Floor Plan as Proposed
116 L(20) 303 1	P7	Building 1 Core A 3rd Floor Plan as Proposed
116 L(20) 303 2	P6	Building 2 Core B/C 3rd Floor Plan as Proposed

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116 L(20) 303 3	P6	Building 3 Core D/E 3rd Floor Plan as Proposed
116 L(20) 304	P8	Development masterplan 4th Floor Plan as Proposed
116 L(20) 304 1	P6	Building 1 Core A 4th Floor Plan as Proposed
116 L(20) 304 2	P5	Building 2 Core B/C 4th Floor Plan as Proposed
116 L(20) 304 3	P5	Building 3 Core D/E 4th Floor Plan as Proposed
116 L(20) 305	P7	Development masterplan 5th Floor Plan as Proposed
116 L(20) 305 1	P6	Building 1 Core A 5th Floor Plan as Proposed
116 L(20) 305 2	P5	Building 2 Core B/C 5th Floor Plan as Proposed
116 L(20) 305 3	P5	Building 3 Core D/E 5th Floor Plan as Proposed
116 L(20) 306	P8	Development masterplan 6th Floor Plan as Proposed
116 L(20) 306 1	P6	Building 1 Core A 6th Floor Plan as Proposed
116 L(20) 306 2	P5	Building 2 Core B/C 6th Floor Plan as Proposed
116 L(20) 306 3	P5	Building 3 Core D/E 6th Floor Plan as Proposed
116 L(20) 307	P7	Development masterplan 7th Floor Plan as Proposed
116 L(20) 307 2	P5	Building 2 Core B/C 7th Floor Plan as Proposed
116 L(20) 307 3	P5	Building 3 Core D/E 7th Floor Plan as Proposed
116 L(20) 308	P7	Development masterplan 8th Floor Plan as Proposed
116 L(20) 308 2	P5	Building 2 Core B/C 8th Floor Plan as Proposed
116 L(20) 308 3	P5	Building 3 Core D/E 8th Floor Plan as Proposed
116 L(20) 309	P7	Development masterplan 9th Floor Plan as Proposed
116 L(20) 309 3	P5	Building 3 Core D/E 9th Floor Plan as Proposed
116 L(20) 401	P5	Section A-A As Proposed
116 L(20) 402	P5	Section B-B As Proposed
116 L(20) 403	P5	Section C-C As Proposed
116 L(20) 404	P5	Section D-D As Proposed
116 L(20) 405	P5	Section E-E As Proposed
116 L(20) 406	P4	Section F-F As Proposed
116 L(20) 500	P11	Contextual Elevations as Proposed
116 L(20) 501	P4	Building 1 Elevations as Proposed
116 L(20) 502	P4	Building 2 Elevations as Proposed
116 L(20) 503	P4	Building 3 Elevations as Proposed
116 L(20) 531	P4	Building 1 Plinth Study Building 1
116 L(20) 532	P3	Building 2 Plinth Study Building 2
116 L(20) 533	P3	Building 3 Plinth Study Building 3
2003 09	C	Landscape Layout
2003 10	D	Plaza Layout
2003 12	A	West Garden Layout
2003 11	B	Terraced Garden Layout

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2003 13 01		Planting Plan (1 of 3)
2003 13 02		Planting Plan (2 of 3)
2003 13 03		Planting Plan (3 of 3)
116 L(20) 510	P2	Elevation Extracts Typical Brick Bay
116 L(20) 511	P2	Elevation Extracts Residential Entrance
116 L(20) 512	P2	Elevation Extracts Corner-Gable
G017U-001	P1	Swept Path Analysis Sheet 1
G017U-002	P1	Swept Path Analysis Sheet 2

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory consultees

- | | |
|---|------------------------------------|
| 1. Network Rail | No objection and comments provided |
| 2. GAL Aerodrome Safeguarding | No objection |
| 3. National Air Traffic Services (NATS) | No safeguarding objection |
| 4. WSCC Highways | No objection subject to conditions |
| 5. WSCC Lead Local Flood Authority | No response received |

Other consultees

- | | |
|--|-----------------------------------|
| 6. Historic England | No comments |
| 7. Thames Water | Comments provided |
| 8. Sussex Building Control Partnership | No comments received |
| 9. Sussex Police | Comments provided |
| 10. CBC Drainage Officer | Comments provided |
| 11. CBC Property Division | No comments |
| 12. CBC Housing Enabling & Development Manager | No comments received |
| 13. CBC Planning Arboricultural Officer | No objection |
| 14. UK Power Networks | No comments received |
| 15. CBC Environment Team | No comments received |
| 16. CBC Contaminated Land | No comments received |
| 17. CBC Environmental Health | Comments provided |
| 18. Crawley Cycle & Walking Forum | Comments provided |
| 19. CBC Refuse & Recycling Team | No objection |
| 20. CBC Energy Efficiency & Sustainability | Comments provided |
| 21. CBC Retail & Employment | No response received |
| 22. CBC Urban Design | Comments provided |
| 23. Archaeology Officer | No objection |
| 24. CBC Housing | No response received |
| 25. NHS Crawley Clinical Commissioning Group | No response received |
| 26. Gatwick Diamond Grow Group | No response received |
| 27. CBC Economic Development | No response received |
| 28. Southgate CAAC | No response received |
| 29. WSCC Fire & Rescue | No objection subject to condition |
| 30. Southern Water Ltd | No objection |
| 31. British Transport Police | Comments provided |

NEIGHBOUR NOTIFICATIONS:-

The planning application was publicised by the display of site notices (expiry date 23/09/19) and by press notice (expiry date 18/09/19). Reconsultation, following the submission of additional and revised details, was carried out in September 2020, with an expiry date of 9 October.

Consultation and reconsultation letters were also sent to the occupants of Overline House and to a number of adjoining buildings in East Park (Longley House, Zurich House and Nos. 44, 46, 48 and 50).

RESPONSES RECEIVED:-

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Three responses have been received, including one from East Park. One objection is made on the basis that the proposed development's size, depth, width, height and massing would have an unacceptable impact on properties immediately adjacent on East Park and the surrounding area by reason of overlooking, loss of privacy and visually overbearing impact. The density means that the properties directly south would be overlooked by up to 136 units, causing a total loss of privacy to the gardens and rear windows to East Park. The 'Daylight and Sunlight assessment – May 2016' refers to an earlier planning application for the site. It has not been updated and is invalid. The comments also state that the report incorrectly gives a 'Pass' to windows that should fail the test set out in the BRE guidelines. Another respondent states that Overline House blights Crawley and needs to be pulled down. Improvements need to be made to substance and style of the town.

One response expresses support for the redevelopment, which will improve the appearance of Overline House. Concern is expressed though that only five electric vehicle charging points are proposed for the 304 dwellings with an additional 6 in the station car park. The application falls short on its green credentials. More charging points should be provided to accommodate growth in electric vehicle ownership in Crawley.

REASON FOR REPORTING TO COMMITTEE:-

This is a major development.

THE APPLICATION SITE:-

- 1.1 The site contains land, excluding Overline House, running north of and parallel to the railway line. The majority of the land is currently in use for surface level public car parking and taxi parking to the east, north and west of the railway station. The application site includes the Station Way public highway from the roundabout to the south of County Mall to the junction with the gyratory and Station Road. The site includes the small area east of the level crossing and south of the Taj Mahal car park. It also includes the existing footbridge to East Park and the older footbridge at the western end of Crawley Station's platforms. There is limited vegetation along the boundary with Station Way and in the parcel of land adjacent to the level crossing.
- 1.2 Overline House is outside, but surrounded by, the application site and is covered by a concurrent full planning application considered elsewhere on this agenda. Overline House is a six storey building built in the late 1960s. It originally contained Crawley railway station with separate offices on the upper floors. The building is now largely vacant, but the railway station and ancillary facilities remain in operation. The building is of concrete construction, with regular fenestration and projecting concrete fins. There is a projecting canopy at ground floor level, with stairs and a ramp leading down to pavement level on the north elevation of the building.
- 1.3 The application site contains the main station vehicular access opposite Friary Way and the pedestrian crossing leading across Station Way. It also has another vehicular access to the surface car park further west along Station Way.
- 1.4 To the south of the site is the Arun Valley railway line. Beyond that are commercial units and residential properties along East Park, Zurich House, Longley House and the Arora Hotel. The Moka nightclub site is situated to the east of the site and County Mall, Belgrave House and the Pinnacle building lie to the north.
- 1.5 The application site lies within the town centre and, along with Overline House itself, forms part of a Key Opportunity Site identified in the Local Plan and the Town Centre SPD. Station Way forms adopted public highway and parts of it appear to be in Crawley Borough Council ownership. The pedestrian footbridge to East Park forms a public right of way across the application site. The bridge also forms adopted public highway. The site also lies within a Priority Area for a District Energy Network. The site lies within the Long Distance View Splay from Tilgate Park and the Linear Contained View from Brighton Road defined by Policy CH8 of the Local Plan. The western part of the surface car park and the railway line are shown on Council records as potentially contaminated. This western part, together with land to the north, west and south, are within an Archaeological Notification Area. The railway signal box to the west of the level crossing is a listed building. Some land south of the railway, including the signal box, lies within the Brighton Road conservation area. Zurich House and Longley House are both identified as key housing sites under Policy H2 of the Local Plan.

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THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks Approval of Reserved Matters following the grant of outline planning permission (CR/2016/0294/OUT) in 2016. The outline application was approved with all matters reserved.
- 2.2 The Reserved Matters application site is different to the outline application site, as it excludes Overline House itself. Reserved Matters approval is now sought for access, appearance, landscaping, layout and scale within the current application site. The planning system allows the submission of Reserved Matters applications covering only part of a wider outline application site.
- 2.3 The Reserved Matters application proposes three linked residential blocks providing a total of 223 dwellings. The easternmost block (Building 3) would be adjacent to Overline House and would be a maximum of ten storeys in height. It would contain 97 flats and a ground level undercroft car park. The central block (Building 2) would be nine storeys in height and contain 88 flats. The eastern block (Building 1) would be a maximum of seven storeys in height and contain 38 flats. At the far eastern end of the site would be a communal garden area. Between Buildings 2 and 3 would be steps up from Station Way leading through to a refurbished pedestrian bridge over the railway to East Park. The bridge is the subject of a concurrent planning application elsewhere on this agenda, with an adjustment to its alignment proposed.
- 2.4 The ground level car parking under Buildings 1-3 would provide a total of 75 car parking spaces (including 5 disabled spaces), eleven motorcycle spaces and 300 cycle parking spaces. This car parking area would run the length of Buildings 1-3 and would be accessed by a single point of access located centrally on the north elevation.
- 2.5 Externally, the station forecourt area would be redeveloped to form stepped and ramped access to the station and other facilities within Overline House, outdoor seating areas and a drop off area. The proposed canopy and the ground beneath it form part of the concurrent Overline House full planning application. The remainder of the station forecourt falls within the current Reserved Matters site.
- 2.6 The applicant has submitted the following documents in support of the application:
 - Design and Access Statement
 - Planning Statement
 - Schedule of Accommodation
 - Statement of Community Involvement
 - Transport Assessment
 - Stage 1 Road Safety Audit
 - Noise and Vibration Assessment
 - Daylight and Sunlight Assessment
 - Flood Risk Assessment
 - Energy Statement
 - Archaeological Desk Based Assessment and Evaluation Report
 - Utilities Statement
 - Viability Report
- 2.7 In support of the amendments and to address queries raised by officers since the application was submitted, the applicant has submitted written responses and updated plans, together with:
 - Design and Access Statement Addendum
 - Updated Schedule of Accommodation
 - Transport Statement Addendum
 - Stage 1 Road Safety Audit – Designer’s Response
 - Bird Hazard Management Plan
- 2.8 The interests of a number of commercial and public sector bodies in both the site and its immediate surroundings has added some complexity to the Reserved Matters application and to the two adjoining applications. The applicant is the leaseholder of Overline House. Network Rail is the

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freeholder of the building and the surrounding car parking areas. Govia Thameslink/Southern is the train operator currently operating at Crawley railway station.

- 2.9 Station Way and Friary Way are the subject of proposed public realm improvements to be delivered through the Crawley Growth Programme by Crawley Borough Council and West Sussex County Council, as agreed with Coast to Capital LEP. These public realm improvements will link into the station forecourt along the northern boundary of the full and reserved matters applications considered on this agenda. The public realm improvements are designed to improve pedestrian and cycle access between the station and the town centre.

PLANNING HISTORY:-

Overline House and car park

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

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

CR/2019/0661/FUL – Proposed re-alignment of pedestrian bridge to include repair and remedial works. Current undetermined application considered elsewhere on this agenda.

CR/2016/0294/OUT – Outline application (all matters reserved) for demolition of existing office building and integrated railway station building, footbridges and ancillary structures. Erection of 308 studio, 1, 2 and 3 bedroom residential apartments and associated parking (C3 use class); integrated railway station building, footbridges and ancillary structures; flexible use retail/coffee shop/business centre (A1/A3/B1 use classes); 120 space multi-deck station car park, vehicle drop-off lay-by and associated highway works and public realm enhancements. Approved 16 August 2016. As part of the consideration of this outline application, a Screening Opinion was issued by the Local Planning Authority concluding that Environmental Impact Assessment was not required for the proposed development.

- 3.2 The original outline permission for a new railway station, five floors of office accommodation, car parking and other facilities (CR/346/1964) was approved on 14 August 1964. A subsequent reserved matters application (CR/181/1965) was approved on 10 September 1965. Since then there have been a number of minor applications affecting the site, none of which are relevant to the current planning application.

- 3.3 The following adjoining sites have also been the subject of recent applications:

Moka nightclub site, Station Way

CR/2019/0542/FUL – Demolition of existing nightclub and redevelopment of site providing 152 apartments, ground floor commercial/retail space (Class A1, A3, A4, B1 and/or D2 uses) split between 2 to 4 units, new publicly accessible public realm (including pocket park), new publicly accessible electric vehicle charging hub, car club and associated works. Resolution to grant planning permission subject to completion of a S106 agreement at Planning Committee on 17 December 2019.

Zurich House, East Park

CR/2019/0271/PA3 – Prior approval for change of use from office (B1) to residential (C3) for 44 residential units. Prior Approval approved 28 May 2019.

CR/2019/0681/FUL – Additional storey to provide a further 9 flats (6 x one bedroom & 3 x two bedrooms) with associated landscaping, refuse storage and parking (cars and cycles), and addition of render panels on front, rear and side/east elevations of existing building. Approved 6 August 2020.

Longley House, East Park

CR/2020/0024/FUL – Demolition of Longley House (offices) and erection of building ranging between 4 to 9 storeys to provide 121 x residential units (Class C3) with associated sub-station, car/cycle parking, tree

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works, public realm improvements and landscaping. Resolved to grant planning permission subject to completion of a S106 agreement at Planning Committee on 3 November 2020.

PLANNING POLICY:-

National Planning Policy Framework (NPPF)

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

- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
- Section 4 – ‘Decision making’ seeks a positive and creative approach to decisions and supports the use of pre-application discussions.
- Section 5 – ‘Delivering a sufficient supply of homes’ emphasises the need for the planning system to deliver a sufficient supply of homes including affordable housing and the need for LPA’s to maintain and monitor the supply of housing against its housing requirement.
- Section 6 – ‘Building a strong, competitive economy’ emphasises the need for the planning system to help create conditions where businesses can invest, expand and adapt in order to support the need for economic growth and productivity. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- Section 7 – ‘Ensuring the vitality of town centres’ seeks to support the role of town centres. It encourages development of town centre sites to meet retail, leisure, office and other main town centre uses and also recognises the role that residential uses can play in ensuring vitality.
- Section 8 – ‘Promoting healthy and safe communities’ seeks to ensure planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible so that crime and disorder and fear of crime do not undermine quality of life and enable and support healthy lifestyles. Planning policies and decisions should promote public safety and take into account wider security (and defence) requirements.
- Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrian, cycle and public transport movements, address the needs of people with disabilities in relation to all transport, create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
- Section 10 – ‘Supporting high quality communications’ stresses the need for development to incorporate advanced, high quality and reliable communications infrastructure, including full fibre broadband.
- Section 11 – ‘Making effective use of land’ states in paragraph 117 that ‘*Planning policies and decisions should promote 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*’. The redevelopment of underutilised land and buildings is encouraged, and LPA’s should take a positive approach to alternative uses of currently developed land which is not allocated for a specific purpose to meet identified development needs. Paragraphs 122 and 123 seek to ensure efficient use though achieving appropriate densities on each site.
- Section 12 - ‘Well designed places’ states that good design is a key aspect of sustainable development and that the planning and development process should achieve the creation of high quality buildings and places. Paragraph 127 states:

“Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but

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over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- Section 14 – ‘Meeting the challenge of climate change, flooding and coastal change’ seeks to ensure that the planning system supports the transition to a low carbon economy to address climate change, radically reduce greenhouse gas emissions and address flood risk and resilience. Renewable and low carbon energy, including decentralised local energy sources, should be supported. Major developments should generally incorporate sustainable drainage systems.
- Section 15 – Conserving and Enhancing the Natural Environment. Paragraph 180 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Crawley Borough Local Plan 2015-2030

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

- Policy SD1 (Presumption in favour of Sustainable Development) in line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principle) states that the neighbourhood principle will be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) states that in order to assist in the creation, retention or enhancement of successful places. In particular development proposals will be required to:

“(a) respond to and reinforce locally distinctive patterns of development and landscape character and to protect and/or enhance heritage assets,

(b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas,

(c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society including disabled and elderly people,

(d) make places that connect with each other and are easy to move through,

(e) provide recognisable routes, intersections and landmarks to help people find their way around,

(f) consider flexible development forms that can respond to changing social, technological and economic conditions,

(g) provide diversity and choice through a mix of compatible development and uses that work

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together to create viable places that respond to local needs.”

- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet their own operational requirements necessary for the safe and proper use of the site.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) confirms that development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings. Residential developments should be designed to include amenity space standards adequate to meet basic privacy, amenity and usability requirements.
- 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 although, where this is not feasible, commuted sums will be sought in lieu.
- 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 site lies within the Long Distance View Splay from Tilgate Park and the Linear Contained View from Brighton Road.
- Policy EC6 (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs, ensuring that town-cramming or unacceptable impact on the planned character or neighbourhoods or residential amenity do not result.
- Policy H2 (Key Housing Sites) this policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030. This Policy encourages residential uses in the town centre, identifying the area as a broad location for housing.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley.
- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent or Social rent where other forms of subsidy exist, and up to 30% intermediate rent. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. These targets apply unless evidence is provided to show that they cannot be supported from a viability perspective and where the development meets a demonstrable need.
- Policy ENV2 (Biodiversity) states that all development proposals will be expected to incorporate features to encourage biodiversity where appropriate.
- Policy ENV5 (Provision of Open Space and Recreational Facilities) confirms that the impact of the increased population from residential development on open space and recreational facilities across the Borough will be mitigated by enhancement to existing areas of open space. This Policy requires development to make provision for open space and recreational facilities.

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- Policy ENV6 (Sustainable Design and Construction) requires all homes to address carbon efficiency and meet the strengthened on-site energy performance standards of Building Regulations. New homes should actively reduce the need to consume energy, seek to utilise renewable and low carbon energy technologies, minimise the amount of carbon emitted throughout the implementation and construction process and ensure any existing embedded carbon onsite is retained and also specifically 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) advises 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) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV10 (Pollution Management and Land Contamination) states that where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed, and ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.
- Policy ENV11 (Development and Noise) advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure, both on and off site, and if mitigation can be provided to avoid any significant cumulative effects on existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed and 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. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.
- 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 IN6 (Improving Rail Stations) expects developments at or within the vicinity of railway stations to enhance the role of the station. For Crawley station, the policy seeks to support the role as a major gateway to the town centre and to improve integration with the shopping area and bus station.

Draft Crawley Borough Local Plan 2021-2037

The Local Plan Review 2021-2037 was published for Regulation 19 consultation on 6 January 2021, with a consultation period running until at least 30 April 2021. Limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy SD2: Enabling Healthy Lifestyles and Wellbeing
- Policy CL1: Neighbourhood Principle

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- Policy CL2: Making Successful Places: Principle of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact Development - Layout, Scale and Appearance
- Policy CL7: Important and Valued Views
- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings (including conversions)
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy HA1: Heritage Assets
- Policy HA2: Conservation Areas
- Policy HA4: Listed Buildings and Structures
- Policy HA7: Heritage Assets of Archaeological Value
- Policy OS2: Provision of Open Space and Recreational Facilities
- Policy OS3: Rights of Way and Access to the Countryside
- Policy IN1: Infrastructure Provision
- Policy IN2: The Location and Provision of New Infrastructure
- Policy IN3: Supporting High Quality Communications
- Policy EC11: Employment Development and Residential Amenity
- Policy TC3: Town Centre Key Opportunity Sites
- Policy TC4: Active and Engaging Frontages
- Policy H1: Housing Provision
- Policy H2: Key Housing Sites
- Policy H3: Housing Typologies
- Policy H3b: Densification, Infill Opportunities and Small Sites
- Policy H3c: Town Centre Sites
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- 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 EP1: Development and Flood Risk
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise
- Policy EP6: External Lighting
- Policy ST1: Development Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards
- Policy ST3: Improving Rail Stations

Supplementary Planning Guidance and Documents

4.3 The following Supplementary Planning Documents and Guidance Notes are also relevant to this application:

- Planning and Climate Change (adopted October 2016) – 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 (adopted October 2016) – With specific reference to Crawley’s character, the SPD addresses in more detail the seven key principles of good urban design identified in Local

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Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.

- Green Infrastructure (adopted October 2016) – Sets out the Council’s approach to trees, open space and biodiversity. It also includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling and to cover net tree loss.
- Town Centre (adopted October 2016) – Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development. The Crawley Station and Car Parks (Station Gateway) site is specifically allocated for redevelopment. The Vision for the site states that it aims to *“Regenerate Crawley Station and establish the site as a major gateway to the town centre with a dynamic landmark building, providing high quality contemporary apartment living, and new commercial space. Transform Station Way into a welcoming public realm that guides people to and from the Station entrance safely.”* The station should be enhanced, as a public transport interchange and in terms of links to the town centre and bus station. Complementary ground floor commercial uses are sought, stronger links to the south and improvements at the level crossing end of the site to form a gateway. Public realm, including pedestrian and cyclist, improvements are sought. Related improvements to the bus station and County Mall to increase ground level activity are also sought.
- Developer Contributions Guidance Note (adopted July 2016) Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council’s approach to securing contributions towards infrastructure provision.
- Affordable Housing (adopted November 2017) – This SPD includes further guidance on affordable housing policies within the Local Plan.

Community Infrastructure Levy

4.4 The Crawley CIL Charging Schedule has been in effect since 17 August 2016. The outline permission was granted prior to the implementation of CIL though, so it would not be applicable to the development proposed within this Reserved Matters application.

PLANNING CONSIDERATIONS:-

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

- Principle of the proposal
- Design and visual appearance
- Residential amenity for future occupiers and housing mix
- Impact upon neighbouring properties and the surrounding area
- Transport, parking and servicing
- Aviation
- Sustainability
- Heritage and archaeology
- Ecology, trees and landscaping
- Affordable housing, infrastructure contributions and Community Infrastructure Levy
- Other matters
- Comprehensive development and links to phasing and implementation of the wider scheme.

Principle of the proposal

5.2 Outline planning permission was granted in 2016 for the clearance and redevelopment of the wider site, including Overline House, to form 308 flats, an integrated railway station building with footbridges and ancillary structures, flexible use retail/coffee shop/business centre (A1/A3/B1 use classes), a multi-storey station car park, residential parking and related highway works and public realm enhancements. This Reserved Matters application follows on from the outline permission, although only covers part of the original outline application site. The non-residential elements are considered in the Overline House full application report.

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- 5.3 Policy H2 identifies the town centre as a broad location for new housing development. The policy seeks the delivery of 499 net dwellings across four town centre sites, including Crawley Station and its car parks. Residential use of town centre sites such as this is encouraged by the NPPF and local policies are generally supportive provided that no harm to other main town centre uses results.
- 5.4 The outline permission has already established the principle of residential development across the whole site, including Overline House. The development is also specifically supported by local planning policies. Given these two factors, the proposed residential development contained within this Reserved Matters application is clearly acceptable in principle.

Design and visual appearance

- 5.5 The design and appearance of the Reserved Matters proposal has been amended through pre-application discussions and during the course of the current application. Changes include revised siting of Building 3, which now projects forward of Overline House, amendments to materials, fenestration and balconies, revisions to the residential entrances, landscaping and treatment of the public space outside Overline House.
- 5.6 The Reserved Matters application is for 223 flats in three buildings varying from five storeys in height at the western end of Building 1 up to ten storeys at the highest point of Building 3. The number of flats approved at outline stage and the shape of the site largely dictate the height and massing of the buildings. The report on the outline application stated:
“Given the shape of the site the development would be primarily linear in nature, adjacent to the back edge of the footpath at the western end of the site and set back at the junction with Friary Way to create a public square in front of the station entrance ...”
- 5.7 The Reserved Matters proposal reflects this. The three buildings would extend in an east-west line along Station Way. The scheme would increase in height from its western end, reaching a peak of ten storeys in Building 3 before dropping back down to a height equivalent to Overline House. There would be gaps between the three buildings above first floor level. The gap between Buildings 1 and 2 (above the ground floor refuse/recycling store) would be approximately five metres. The gap between Buildings 2 and 3 (above the staircase leading to the public footbridge) would be around seven metres. These gaps are limited and would not be visible in longer distance views along Station Way. This would give the effect of a solid line of built form along the south side of Station Way. Given their height too, the buildings would be imposing and dominate the streetscene. They would cause significant overshadowing of Station Way. The applicant has considered alterations to the size and positions of the gaps, but this would either lead to the loss of further units or potentially close the gap between Buildings 1 and 2. The upper floors are slightly recessed from the main elevations, which helps to reduce the bulk. Whilst there remain urban design concerns about the form, massing and dominance of the buildings, the outline permission established the principle of this scale of development and there is no real alternative form that could deliver the same number of flats within the site.
- 5.8 The elevations feature substantial panels of brickwork from second floor level upwards. These panels vary in height from four to seven storeys, adding some variation along the row of buildings. They would feature three different brick colours (red, buff and brown). The brick panels would be broken up horizontally by a Portland Stone coloured band at each floor level. The stair cores would have curtain walling with glazed coloured spandrel panels. The fenestration glazing would be mid grey and dark grey and the balconies would be glazed. The lower two floors would form a plinth to the buildings, with Portland Stone effect cladding and recessed entrances to the flats. Perforated decorative metal cladding is proposed on parts of the ground floor, which would also serve to ventilate the car park. The upper floors would be recessed from the brickwork and have mid grey toned curtain walling panels set within large frames. The proposed range of materials is considered broadly acceptable and full details are required to be submitted for approval under condition 16 of the outline permission.
- 5.9 The illustrative scheme for the outline scheme showed a green wall along the lower level of the north elevation to soften the appearance to Station Way. Unfortunately this does not form part of the Reserved Matters application. Through pre-application discussions and the course of the application though the architect has worked instead to improve the appearance of the plinth to these buildings. The plinth would be punctuated by various openings, including the five entrances to the residential

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stair cores, the car park entrance and the doors to bin and bike stores. The residential entrances have been significantly redesigned and are recessed. They would be highlighted by angled timber effect cladding, proposed to be in a “warm colour.” These recessed entrances would be two storey in height, giving them more prominence. There would also be limited low level planting of shade tolerant plants, such as ferns and hellebores, adjacent to the north elevation of the buildings.

- 5.10 The outline application considered photomontages showing the visual impact of the proposal’s height. It was considered that the scheme “*would not adversely detract from either the linear Brighton Road contained view or the long distance view from Tilgate Park*” and that it was “*not considered the proposal has an adverse impact on wider views or setting of the Malthouse Road or Brighton Road Conservation Areas.*” The revisions to the scheme have not significantly altered the relationship to either the long distance views or the nearby conservation areas.
- 5.11 Looking more widely, the Reserved Matters proposals reflect a similar design approach to those proposed within the Overline House application. The use of varied brick panels would be repeated throughout the elevations of wider Reserved Matters scheme. Overline House would have its own distinctive appearance though, with more extensive glazing to the lower two floors, a single different brick and a stronger horizontal roofline. In this context, it is considered that the buildings would share some visual links, but that key elements, such as the station, will have appropriate distinctiveness and prominence.
- 5.12 The outline application report stated:
“*Given the number of units proposed, the development would result in a much more intensive use of the site with almost the entire site being covered by substantial buildings rising from the back edge of the footpath which would dramatically change the character of this section of the south side of Station Way. However, notwithstanding this, in general terms the bulk and massing are considered acceptable in this town centre location where the urban form can be a greater scale ...*”
The Reserved Matters scheme follows the parameters established by the outline permission in terms of building height and massing. Overall, the detailed scheme design is considered satisfactory.

Residential environment for future occupiers and housing mix

- 5.13 Policies CH3, CH5 and H3 of the Local Plan set out the Council’s approach to residential amenity, internal space, private amenity space and achieving a mix of dwelling types and sizes to meet the town’s needs.
- 5.14 The proposed scheme would create 223 flats across three buildings. The following table provides a breakdown of the proposed unit sizes:

Size of flat	Quantity
Studio	9
1 bed	132
2 bed	81
3 bed	1
Total	223

- 5.15 Whilst a higher number of larger flats would be preferable to meet Crawley’s identified needs, it must also be recognised that this is a town centre location. The development does have a focus on one bedroom units, but a significant number of family sized two bedroom units would be available too. Given the town centre location, the outline permission and the flatted nature of the development without private gardens, the proposed mix of unit sizes is considered adequate.
- 5.16 Policy CH5 of the Local Plan sets out the minimum space standards required for individual flats. The applicant’s Design and Access Statement Addendum states that all the flats meet the required space standards. The majority do and, in a number of cases, they exceed them. There are three 2 person studio flat types proposed though which have floor areas below the required 50sqm. The floor areas of the three studio flat types are 48.3 sqm, 46.6sqm and 40.5sqm. There are a total of ten of these studio flats within the overall scheme of 223 units. One would be a south facing flat within Building 1 with a large (22sqm) balcony, with three more vertically stacked above it. Four would be south facing units on the eighth and ninth floors of Building 3, one of which would have an outdoor terrace. The

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remaining two 40.5sqm units would be at first floor level, south facing with a 9sqm terrace and access onto the communal first floor amenity space. This shortfall in their internal floorspace is unfortunate. However, these flats would have good levels of natural light, a southerly outlook and, in several cases, significant outdoor amenity space. The shortfall in these ten flats only affects a small proportion of the overall scheme. On balance, in terms of internal floorspace, the Reserved Matters scheme is considered acceptable.

- 5.17 The Urban Design SPD seeks a minimum of 5 square metres of private amenity space, with a smallest dimension not less than 1.5 metres, for each 1-2 person flat. An additional square metre is sought for each additional occupant. Of the proposed flats, 65 would have a private balcony/terrace of sufficient area to meet the Urban Design SPD standards. A further 115 flats would have a smaller than standard balcony or terrace and 42 would have no private amenity space.
- 5.18 Noise was considered at the outline application stage, with an Acoustic Report submitted in support of that application. Conditions 24 and 25 of the outline permission require details of noise mitigation measures to be agreed and implemented in respect of railway noise, traffic noise, noise from customers of the nightclub and other late night venues and plant and equipment associated with the proposed buildings themselves.
- 5.19 Environmental Health has expressed concerns about the lack of additional information submitted with the Reserved Matters application to address noise. The application provides full details of layout, window and door openings and elevational appearance. Environmental Health are concerned that any scheme to address noise mitigation may include measures such as winter gardens, noise barriers on the facades and further consideration of the position and number of windows. The related subject of potential overheating, where opening windows may not be possible for noise reasons, may also require changes, such as brise soleil.
- 5.20 These concerns have been raised with the applicant. They are unwilling to provide further detail at this stage though and are content to rely upon the noise conditions on the outline permission. This is unfortunate as it does not allow the issues to be fully resolved and may lead to further applications to amend the scheme later. However, given that the outline permission was granted with noise conditions, the Local Planning Authority cannot push this issue further at this stage.

Impact upon neighbouring properties and the surrounding area

- 5.21 The main residential properties nearby lie to the south of the railway, although Belgrave House to the north is proposed to be converted to residential use. Most other neighbouring properties are in commercial use. The illustrative scheme submitted with the outline application showed proposed buildings in similar locations and of a similar scale and height to those currently proposed. The outline approval broadly established the relationship to adjoining buildings and it would not be appropriate to seek a significantly different form of development through the Reserved Matters application. A Daylight and Sunlight Assessment was also submitted with the outline application which confirmed that the proposed relationships were acceptable in light terms. The scale of development previously proposed and the site layout and dimensions largely dictate the form of the current proposals. However, the following paragraphs will assess in more detail the proposed relationships now that a fully detailed scheme has been submitted.
- 5.22 Policy CH3 of the Local Plan and guidance within the Urban Design SPD seeks a thirty metre window to window distance between three or more storey properties. The policy and guidance also seek to ensure satisfactory relationships between buildings in terms of other amenity matters, such as overshadowing and dominance.
- 5.23 The development proposed in the Reserved Matters application would extend for almost 200 metres in an east-west direction along Station Way. The committee report for the approved outline application considered the issue of neighbouring amenity. With regard to East Park, it concluded:
"... there would inevitably be a change in terms of the outlook for properties in East Park if a step change in built form (which is considered appropriate in the town centre location) is to be achieved. Some perceived overlooking is likely to occur given the proposed height of the buildings shown on the illustrative drawings and the cumulative extent and massing of the building form along the railway however, on balance, the relationship is considered acceptable given the separation

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distances, intervening railway line and urban context of the site within the Town Centre. Detailed design of the resultant buildings through the reserved matters should seek where possible to minimise any potential overlooking through appropriate window and balcony design and reconsideration of the massing/building/spaces between the buildings.”

- 5.24 The closest residential properties would be in The Courtyard and Nos. 20-50 East Park. The majority of these (Nos. 20-50 East Park excluding 42A-42D) are two storey traditional terraced houses. Their rear elevations face the application site. The window to window distances would be a minimum of 40 metres, complying with the Urban Design SPD guidance.
- 5.25 Nos. 42A-42D East Park are situated within a building constructed as offices following permission in 2002, but converted to four flats after a 2011 planning permission. The building is situated immediately to the south of the public footbridge over the railway from East Park to Station Way. The north elevation of the building would be located only 19 metres from the ground floor south wall of the proposed Building 3 and only 23 metres from its upper floors. This distance is less than the 30 metre distance sought in the SPD. However, the only two north facing windows in these flats both serve bathrooms and are obscure glazed. If clear glazed, these bathroom windows would face significant direct overlooking by people using the footbridge. The other windows in the flats face east or west. The west facing windows would have angled views towards windows in the proposed buildings, but no significant overlooking would result. Therefore, whilst the 30 metre distance is not achieved in relation to the bathrooms at Nos. 42A-42D, it is not considered that the proposal would significantly affect these flats in terms of overlooking.
- 5.26 Further west along East Park is The Courtyard. This was developed as live/work units. Most units now appear to be wholly in commercial use. A few appear to have been converted to solely residential use but, according to Council Tax records, these are not the units closest to the proposed development site. The buildings within The Courtyard are closer to those proposed than elsewhere, with a minimum distance of only 19 metres between them. This is less than would normally be expected, although does involve commercial units, was previously considered acceptable at outline stage and the proposed development lies to the north, so would not cause overshadowing or loss of light. The proposed building to the north of The Courtyard, Building 1, is also lower at seven storeys than Buildings 2-3 and there is a small gap between Buildings 1 and 2.
- 5.27 To the west of the site, the closest buildings are 2-4 High Street (Taj Mahal restaurant) and the Railway public house. These buildings would be 74m and 42 m away respectively from the closest part of Building 1.
- 5.28 To the north of the Station Way, Buildings 1-3 would face Nos. 1-7 Station Way (on the corner of Station Road), Belgrave House and the Pinnacle building. All these buildings would be separated from the proposed development by the Station Way dual carriageway and their front windows face onto a public highway. Nos. 1-7 is a two storey office development with its car park to the south. The building would be approximately 33 metres from Building 1. Belgrave House has prior approval for conversion to residential use. The distance between it and the proposed buildings is around 23m minimum which, given the relatively busy street and consequent limitations on privacy, was considered to be an acceptable relationship at outline stage. The outlook for any units in Belgrave House, if converted to residential, would be affected by the height (nine storeys) and massing of Building 2 immediately to the south. This could potentially overshadow the front of the building to some extent, but again, this relationship was considered acceptable at outline stage. The Pinnacle building is five storeys, with windows that would face the north elevation of Building 3. It is in commercial use. The distance between the windows would be around 39 metres at the closest point which would, despite the limited sensitivity of an employment use, avoid significant overlooking.
- 5.29 Immediately to the south of Overline House is Zurich House. Originally offices, the building now has permission for conversion and an additional floor on top to form a total of 53 flats. The closest part of Zurich House, its northward projection, is 28 metres away from the closest corner of Building 3. However, no windows are proposed in Zurich House's north elevation. The nearest residential windows in Zurich House would be around 37 metres from those proposed on the south elevation of Building 3. This distance exceeds the minimum 30 metre distance.

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- 5.30 Finally it is necessary to consider the relationship between Overline House and the adjoining Building 3 proposed in the Reserved Matters application elsewhere on this agenda. Building 3 would project around ten metres forward of the front elevation of Overline House. On its east elevation, Building 3 would have habitable room side windows and wrap around balconies on its north east corner and secondary habitable room windows further south. No residential windows are proposed in the side of Overline House. The flats on the front elevation of Overline House would have angled views towards the balconies and secondary windows in the east elevation of Building 3. Given the acute angle of the view and the main outlook to the north and south from the flats in both blocks, it is not considered that the relationship would cause significant overlooking or loss of privacy.
- 5.31 The relationships to neighbouring buildings was considered in the assessment of the outline application and considered acceptable. The committee report stated:
“The proposed development represents a dramatic ‘step change’ in built form for this site and the impact on surrounding properties is greater given that the current site (other than Overline House) is open in character and generally laid as surface car parking. The surrounding properties therefore currently have an open outlook to this land (although larger scale buildings north of Station Way, further to the north are currently visible).”
- 5.32 It is clear that the proposals within the Reserved Matters proposals would significantly change the outlook from adjoining buildings, given the change from the existing surface car park to a line of buildings up to ten storeys in height. However, taking account of the principle established by the outline permission and the relationships set out above, the development proposed for Buildings 1-3 is considered acceptable in terms of neighbouring amenity and would cause no significant loss of privacy or overshadowing.

Transport, parking and servicing

- 5.33 The Reserved Matters site includes the surface level car parking within the station forecourt around Overline House.
- 5.34 In terms of residential parking, the outline application proposed 111 car parking spaces to cater for the proposed 308 flats (0.36 spaces per dwelling). The level of parking proposed for residents has been reduced due to the retention of the Overline House structure, which in turn means that less ground floor area is available for parking across the wider site. The revised scheme proposes 75 car parking spaces at ground level within Buildings 1-3. These would serve these three buildings, but also residents of Overline House. The overall provision would be 75 spaces for 306 flats (0.25 spaces per dwelling). Whilst this represents a reduction in the proportion of residential parking, the site is in a highly sustainable location close to the railway and bus stations as well as the town centre and a reasonable level of parking remains. Similar levels of car parking have been approved recently on nearby town centre schemes, including Moka, Longley House and Zurich House. Allocation of spaces will need to be agreed through a parking management plan, to ensure adequate provision for Overline House residents, but the number of spaces is considered acceptable.
- 5.35 In terms of the residential buildings proposed in the current Reserved Matters application, these would have a single vehicular access centrally located within the three blocks. This would lead to an undercroft area containing 75 car parking spaces (including 5 disabled spaces and 5 electric vehicle charging points), eleven motorcycle parking spaces, 300 cycle parking spaces and 16 Sheffield cycle stands.
- 5.36 Overall, a total of 508 cycle parking spaces are proposed across the wider development. Within Buildings 1-3 of the Reserved Matters application there would be 316 spaces within eight separate cycle parking stores/areas within the undercroft parking area. A further 42 spaces are proposed externally through Sheffield stands. The cycle parking standards require 434 cycle parking spaces for residents and visitors. Less than ten additional spaces are required for the commercial uses proposed and the station’s existing cycle parking needs to be retained. The Cycling and Walking Forum has raised some concerns about access and manoeuvrability for cyclists, the uncertainty about the type of racks proposed for the internal areas and the locations for visitor parking. Further details about the types of cycle parking, security, safety within the car park and access arrangements through doors/lobbies can be secured by condition. The Forum has also raised potential safety issues for cyclists travelling along Station Way as vehicles enter/leave the station or residential car parks. These

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will need to be addressed in a coordinated way as part of the proposed public realm improvements. The overall level of cycle parking across the wider development as a whole is considered acceptable, is in accordance with the cycle parking standards and would address the requirement under condition 23 of the outline permission.

- 5.37 One of the key elements of the wider proposal is to deliver an improved railway station for Crawley. This formed an integral part of the outline application and was envisaged as being in a new building. It is now proposed to refurbish Overline House and that forms the basis of a separate full planning application considered on this agenda.
- 5.38 Network Rail has confirmed that they have been working with Arora and that the two parties have entered into a Development Agreement and Basic Asset Protection Agreement. Network Rail states that it remains supportive of the scheme and committed to working with Arora to deliver it. The Reserved Matters proposals would be situated immediately to the north of the railway and there may be implications for the railway in terms of construction. Network Rail has indicated that these matters can be addressed through other legislation and has not suggested planning conditions to address them.
- 5.39 However, despite the current Reserved Matters application not physically affecting the railway station, it forms an integral part of the wider scheme. The Local Planning Authority needs assurance that the Reserved Matters element will not be implemented without the delivery of a refurbished railway station. Consequently, a Deed of Variation to the original legal agreement on the outline permission will be required to link the outline application to the full application at Overline House (CR/2019/0660/FUL), secure a phasing and implementation plan and set milestones for delivery of key elements of the scheme. An example would be a limit on the numbers of flats being delivered ahead of the refurbished station being reopened. A link to the current footbridge application will also be required to ensure the re-provision of the link to East Park.
- 5.40 The three residential blocks proposed within the Reserved Matters application would be served by ground floor refuse/recycling stores with their doors opening onto Station Way. For Buildings 1 and 2, at the western end, they would be serviced by an on-street bay located centrally between the two stores. Building 3 and Overline House would be serviced from a second lay-by outside Building 3. The Overline House store would be located to the west of that building, within the Reserved Matters application site. Following amendments to the current proposal and also to the related full application for Overline House, the Council's Refuse and Recycling team and the Local Highway Authority are satisfied that the proposed bin stores will all be accessible to the collection staff, within an acceptable pull distance and acceptable in highways terms. The Refuse and Recycling team have raised a point about parking controls for the bays to ensure that they are available when the collection vehicle arrives. Conditions can be attached to secure further details on parking controls for the bays and to ensure implementation.

Aviation

- 5.41 The maximum height of the proposal, which is the top of the service core to Building 3, would be 107.1 metres AOD. A condition attached to the outline permission restricted the maximum height of the development to 107.4 metres AOD, so the detailed proposal complies with that requirement. GAL Safeguarding and NATS have reviewed the Reserved Matters application. They raise no objection and are satisfied with the height shown.
- 5.42 They recommend the removal of permitted development rights for any possible further increase in height. They also recommend a condition to secure a construction management strategy and an informative to address the potential impact of cranes. Following GAL Safeguarding's original comments, the Bird Hazard Management Plan was amended. GAL now have no objection, subject to a condition ensuring implementation. NATS has confirmed that it has no objection to the proposal from an aviation safety point of view.
- 5.43 Overall, the proposal is considered acceptable in aviation terms, subject to conditions preventing potential further height increases through permitted development and managing construction and the

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use of cranes. These matters were not addressed by conditions on the outline permission and, given GAL's comments, it is appropriate that they are addressed by any reserved matters approval.

Sustainability

- 5.44 Sustainability was considered and addressed at outline application stage. Condition 20 of the outline permission requires the submission of further details to address renewable energy and low carbon technologies, water consumption, measures to reduce energy consumption and District Energy Networks. The current Reserved Matters application cannot seek to discharge the outline condition, but does provide some further information on sustainability.
- 5.45 The main changes since the outline permission has been specifying a high level of fabric efficiency and a switch to electric heating. The Council's Energy Efficiency and Sustainability officer has considered the proposals. He states that decarbonisation of the electricity grid over the last decade, which will shortly be reflected in revisions to the Building Regulations, will significantly reduce the CO₂ emissions associated with electric heating. He states that the proposed fabric efficiency levels are challenging and significantly exceed anything achieved in Crawley in recent years.
- 5.46 The applicant confirms that the water efficiency standard of a maximum of 110 litres per person per day is achievable. With regard to the proposed solar PV panels, the applicant has raised some viability concerns although confirmed that this will be considered further. A relatively limited 11kW system is proposed, which should save around 4,700 kg CO₂. Given the successful implementation of solar PV systems on other developments, even with the reduction in feed in tariff, it seems unlikely that the small system proposed would not be viable. The Energy Efficiency and Sustainability officer confirms that he thinks the applicant's comments are unduly pessimistic on this.
- 5.47 These matters will all be dealt with later in discharging condition 20 of the outline permission though and it is not necessary to consider them in more detail here.

Heritage and archaeology

- 5.48 The Brighton Road conservation area lies to the west of the Reserved Matters site. The railway signal box adjacent to the level crossing is a Listed Building and Nightingale House to the south west of the level crossing is a Locally Listed Building. The closest part of Building 3 would be around 73 metres from the signal box and around 71 metres from Nightingale House. Building 1 would be only 15 metres north of the conservation area boundary, although that part of the conservation area lies to the rear of the Railway and contains a surface car park, bin store and substation.
- 5.49 The proposed development would be visible in views from the conservation area, and most significantly from the level crossing area adjacent to the Listed and Locally Listed Buildings. At present, the view from this area across the site is open due to the surface car parking on the site, with some landscaping in the foreground. Various town centre buildings are visible beyond the site, including Bastable House and the Portland building. The proposed buildings would be visible in these views, but would be seen against a backdrop of town centre buildings. Historically, this view would have been partially blocked anyway by the original Crawley station building.
- 5.50 The scheme would have very limited impact on views towards the conservation area and level crossing. The nearest part of the application site contains vegetation, which already screens these views. This area will remain as a garden area for residents and is likely therefore to still provide vegetative screening.
- 5.51 As with most issues considered in this report, the principle of development on the scale proposed has already been established. There would be some impact upon views from the nearby heritage assets from the development, but these would be very limited and not cause significant harm.
- 5.52 The western part of the application site lies within an Archaeological Notification Area. The applicant has submitted a Desk Based Assessment and, following trial trenching, an Archaeological Evaluation Report. Whilst the site is close to the historic centre of Crawley, including medieval and iron working areas, the trial pits revealed only modern features, such as the brick base of a former railway shed. The Council's consultant archaeologist is satisfied that the archaeological potential is low and

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considers that further work is unnecessary. Whilst the eastern part of the wider site (east of Overline House) may have some potential, the surface car park is now to be retained. This area will therefore be undisturbed and raises no archaeological concerns.

Ecology, trees and landscaping

- 5.53 There is very limited landscaping existing within the Reserved Matters site and the vegetation that there is offers little visual benefit. The site appears to have very limited ecological value and there is little scope to improve it given the extent of buildings and hard surfacing proposed.
- 5.54 Hard and soft landscaping, including tree planting, is proposed across the development site, including through the adjoining Station Way public realm improvements. Through the Reserved Matters application, landscaping is proposed in three main areas.
- 5.55 The key area of landscape improvements is to the station forecourt area. This area primarily falls within the Reserved Matters site, although largely addresses visual enhancement to the station within Overline House and addresses linkages between the station and the town centre. The proposal would create an extended raised terrace outside Overline House. This would be available for café seating and also create a reasonable external circulation area for use by rail passengers, visitors to the shop, residents and workers within the employment space. There would be ramps and steps down to pavement level from the terrace. Seating would be built into the side of the steps/ramps. Artwork is proposed to the east of Building 3. A row of trees is proposed along the Station Way frontage. The tree planting proposes four *Quercus ilex* (Holm oak) and four *Ginkgo biloba* (maidenhair tree). Officers have tried to secure additional tree planting along Station Way, but there space is too limited to achieve this. A granite surface is proposed, with colour change to make legible the direct route to Friary Way. Other low level landscaping is proposed in the Station Way verge, with a few trees outside Building 3. These proposals would considerably enhance the environment of the station forecourt, providing a more attractive environment for visitors and residents.
- 5.56 To the south of Buildings 2 and 3 would be a raised terrace at first floor level. The reinstated pedestrian link to East Park would run between the two buildings. The link would be almost seven metres wide. Some seating is proposed here along with shrubs, climbing plants and groundcover. For security reasons, the link would be screened off from terraced areas to the west and east that would form amenity space for residents. A number of first floor flats would have private patio areas on the terrace. There would be a permeable resin bound gravel path running along the terrace, with some seating and garden furniture. There would also be landscaping, with limited tree planting but also shrubs, hedging, grassed areas and herbaceous planting. This area would form a small but beneficial outdoor area for residents and soften appearances from the south.
- 5.57 At the western end, a resident's garden is proposed at ground level adjacent to the railway. This is a small area and clearly subject to railway and traffic noise. However, it offers some dedicated communal outdoor space for residents and, visually, would help to soften the development. It would feature trees, clipped hedging, a wetland meadow area, raised planters and seating for residents.
- 5.58 The Station Way public realm improvements are still being finalised, but will need to link, visually and physically, to give a high quality appearance and to provide a legible environment to pedestrians, cyclists, drivers and rail passengers. This will need further discussion and agreement. Although the proposed landscaping proposals are considered broadly acceptable, it is considered appropriate to require the submission of further details to ensure that the works dovetail with the emerging Station Way proposals.

Other matters

- 5.59 WSCC Fire and Rescue Service has commented on the application with regard to the provision of fire hydrants. They raise no objection, but seek details of and the implementation of fire hydrants associated with the scheme. This detailed matter was not addressed in the outline permission, but can be adequately addressed here.
- 5.60 Sussex Police and British Transport Police have both provided comments on the application. Neither objects, but both set out a series of issues to be considered by the applicant, with whom they have

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held discussions. A contribution of £30,000 towards CCTV was secured through the outline permission. This can be brought forward through the proposed Deed of Variation. CCTV would enhance security within and around the development. Additional measures, such as Secured by Design and those set out in the Security in Design of Stations document, can be considered further by the applicant. An informative covering these issues is recommended.

- 5.61 The site is potentially contaminated as a result of its former use as railway sidings. However, this was addressed at outline application stage. Condition 5 of the outline permission requires the submission of further details and it does not require further consideration at this stage.
- 5.62 Condition 6 of the outline permission requires a Drainage Strategy to be submitted and approved and condition 15 seeks similar information covering the construction period. Drainage will be dealt with through the submission of further information to discharge these conditions in due course, although it is noted that the consultation responses received for this application do not raise significant concerns.

Affordable housing, infrastructure contributions and Community Infrastructure Levy

- 5.63 Policy H4 of the Crawley Borough Local Plan sets out the expected levels of affordable and low cost housing within new housing developments. It seeks 40% affordable housing from all new developments. The policy states that this will apply to all developments unless evidence demonstrates that this cannot be achieved from a viability perspective and the development meets a demonstrable need.
- 5.64 Viability was considered for the comprehensive Station Gateway scheme, including the demolition and redevelopment of Overline House, at outline application stage. It was concluded that the development could not viably support affordable housing. Given that over three years have passed since then, that Overline House is now to be retained and in connection with a legal matter relating to the Reserved Matters application, an updated Viability Assessment was submitted during pre-application discussions. This was independently scrutinised by the District Valuer. The updated Assessment concluded that the scheme could still not support the 40% affordable housing requirement of Policy H4. The applicant has set out a number of issues related to the proposal. These include physical restrictions on construction space, the costs and difficulties associated with working in close proximity to a railway, the need to keep the station open at all times, phasing of sales, public realm and footbridge costs. The District Valuer queried some items but, following further information from the applicant, concluded that the revised scheme still could not support affordable housing.
- 5.65 Whilst it is unfortunate that the wider scheme cannot deliver 40% affordable housing, this has been justified in viability terms both at outline application stage and more recently. As set out in the report on the full application on this agenda, the Overline House refurbishment proposal would make a small contribution towards addressing Crawley's affordable housing needs. Given the viability work and the extant outline planning permission, the affordable housing issue cannot be pursued in respect of the Reserved Matters application.
- 5.66 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 outline application was determined before Crawley's CIL came into force and a CIL payment will not apply to the proposal within this Reserved Matters application.
- 5.67 However, the outline permission for the wider development (308 flats) was subject to a Section 106 agreement to secure contributions towards a range of infrastructure. The S106 secured contributions towards some matters, such as education, which are now covered by CIL. Other matters, such as open space and trees, are still covered through the S106.
- 5.68 The S106 still applies in respect of this Reserved Matters application. However, the Reserved Matters scheme is for 223 flats, rather than the 308 flats originally given outline approval. Officers therefore recommend that the previous S106 be amended to secure contributions on a pro-rata basis for the 223 flats covered by the current reserved matters application, rather than the previously approved 308 flats. There has been discussion with the applicant on how to address other infrastructure contributions as part of consideration of the current application. West Sussex County Council needs

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to be involved in finalising the figures, so they are indicative, but the applicant has indicated that the figures in the following table are acceptable. The pro-rata indexed contribution column covers both the reduction in flat numbers and the indexation increase occurring over the four years since the outline permission was issued.

Infrastructure contribution	Original S106	Pro-rata indexed contribution
Primary Education	£112,010	£90,790.67
Secondary Education	£120,550	£97,712.84
Sixth Form Education	£28,240	£22,890.17
Fire & Rescue	£42,844	£34,727.57
CCTV	£30,000	£30,000 plus indexation
Open Space	£78,797	£63,869.58
Landscaping	Formula based approach based on 308 flats minus trees on site	Formula based approach based on 223 flats minus trees on site plus indexation
Total	£412,441 + Landscaping	£339,990.83 + Landscaping and indexation for landscaping and CCTV

5.69 Condition 12 of the outline permission required a Travel Plan including a potential car club facility. It has been agreed with the applicant that a car club could not be delivered in the secure car park under Buildings 1-3. The most appropriate locations would be either the station surface car park or the Moka car park, as was proposed in the recent application on that site. In order to enable future residents to take advantage of the car club and to embed sustainable travel behaviour from the outset, it is recommended that the S106 secures two years free membership for residents of the proposed flats.

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

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

5.71 Whilst not necessarily a comprehensive list, the Phasing and Implementation Plan will need to address:

- Delivery of the refurbished railway station;
- Integration of the station forecourt and other areas of public realm with the Council's wider Station Way public realm improvements;
- Delivery of public station parking and residential parking in a coordinated manner;
- Delivery of the public and private landscaped areas;

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- Delivery of the retail unit in Overline House;
- Delivery of the business space within Overline House;
- Delivery of the refuse/recycling store for Overline House (which is situated in the Reserved Matters site);
- Delivery of the affordable housing in Overline House; and
- Reinstatement of the pedestrian footbridge and pedestrian link between Station Way and East Park;

5.72 Trigger points will need to be agreed by interested parties to ensure delivery of key elements of the scheme, such as the refurbished station and reinstatement of the footbridge, at an appropriate, but early stage in the wider scheme. In this type of scheme, these trigger points would normally take the form of limiting the number of flats that could be occupied before the key elements required are completed. This is complicated here by the outline permission and the three different current applications, which is partly why the applications need to be linked through S106 agreements.

CONCLUSIONS:-

- 6.1 The proposal generally accords with the relevant policy requirements. It would deliver 223 residential units within the town centre, making a significant contribution towards the figure sought by policy EC6. The site is in a highly sustainable location on the southern edge of the town centre and future occupants would have easy access to public transport, both rail and bus, and to the wide range of facilities available in the town centre.
- 6.2 The proposed development follows the form and massing of the outline proposals. Whilst it will dominate Station Way, the design and materials would help to break up the massing and add visual interest. Subject to appropriate materials details, the proposed blocks are considered acceptable. The majority of the flats would meet the internal space standards and amenity space is adequate for this town centre scheme given the outline permission. Subject to measures to address noise impacts from road and rail, the scheme would create a satisfactory residential environment. The proposal, subject to a range of appropriate controls, is considered acceptable in highways and parking terms.
- 6.3 It is concluded that the development would meet the objectives of the NPPF and would comply with the policies in the Local Plan. Having weighed up the social, environmental and economic impacts of the proposal, it would represent a sustainable development. Whilst there are some failings against Council policy, particularly in residential space standards, outdoor amenity space and limited daylight/sunlight for some units, it is considered that these are outweighed by the benefits of the scheme.
- 6.4 The scheme will need to be carefully integrated with the related conversion of Overline House, refurbishment and reinstatement of the East Park footbridge and the Station Way public realm improvements. It is therefore recommended that the scheme is granted Reserved Matters approval subject to the conclusion of a Deed of Variation of the existing Section 106 Agreement to secure a Phasing and Implementation Plan for delivery of the wider proposals, including the station improvements and the wider scheme covered by the concurrent Reserved Matters application and the footbridge application, comprehensively, agreement of and implementation of a Car Park Management Plan and car club membership for residents and, on a pro-rata basis, the financial contributions.

RECOMMENDATION RE: CR/2019/0602/ARM

PERMIT, subject to the completion of a Deed of Variation to the previously agreed S106 agreement to:

- link the current S106 agreement and planning permission to planning permissions CR/2019/0660/FUL and CR/2019/0661/FUL and to secure a Phasing and Implementation Plan for the wider Overline House/Station Gateway development as well as trigger points for delivery of key elements of the scheme;
- secure amended contributions, on an appropriate pro-rata basis reflecting changes in flat numbers from the outline planning permission, towards primary, secondary and sixth form education, Fire and Rescue, tree planting and open space;
- provide two years free car club membership for future residents of the new dwellings; and

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- secure agreement of and implementation of a Car Park Management Plan including provision for residents of the new dwellings of Overline House proposals (CR/2019/0660/FUL)

And subject to the following conditions:

1. 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.
2. Development shall not commence until a crane strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include details of cranes and other tall construction equipment (including details of obstacle lighting). The approved strategy (or any variation approved in writing by the Local Planning Authority shall be implemented for the duration of the construction period.
REASON: To ensure the use of cranes in connection with the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking and re-enacting this order with or without modification, no development (including upwards extensions), telecommunications equipment, renewable energy equipment, other equipment or advertisements other than those shown on the drawings hereby approved shall be installed or carried out on the roof of the development hereby permitted without the prior, express planning permission of the Local Planning Authority.
REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment, to enable the Local Planning Authority to control extensions and alterations that could have significant visual impact and in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
4. The Bird Hazard Management Plan dated 1 September 2020 shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the buildings. 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 policy IN1 of the Crawley Borough Local Plan 2015-2030.
5. Obstacle lights shall be placed on the upper edge of the four corners of the flat roof on building 3. The obstacle lights must be low intensity Type B, steady state red lights at 32 candelas. Details of these lights can be found in Chapter Q, - Visual Aids for Denoting Obstacles of CS ADR-DSN available here;
<https://www.easa.europa.eu/document-library/certification-specifications/cs-adr-dsn-issue-4>. The obstacle lights should be lit from 30 minutes before sunset to 30 minutes after sunrise.
REASON: Permanent illuminated obstacle lights are required on building 3 to avoid endangering the safe movement of aircraft and the operation of Gatwick Airport in accordance with policy IN1 of the Crawley Borough Local Plan.
6. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any 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 Supplementary Planning Document.

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7. Prior to the commencement of the development, a scheme for the installation of the required fire hydrants, including details of their location, specification and ongoing maintenance, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation of any dwelling forming part of the development, the fire hydrant related to that unit shall have been installed and made available for use. The fire hydrants shall thereafter be maintained as part of the development in accordance with the approved scheme.
REASON: In the interests of amenity and fire safety in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030 and in accordance with the Fire & Rescue Service Act 2004.
REASON WHY PRE-COMMENCEMENT: Details regarding fire hydrants are required pre-commencement because they are likely to involve below ground works that may be carried out at a very early stage in the construction process.
8. No above ground works shall take place on site until full details of solar energy scheme set out in the Energy Statement have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved solar energy scheme 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 first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the development addresses energy efficiency and climate change, does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids, surveillance equipment and glint/glare to pilots and in accordance with Policies ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.
9. No dwelling shall be occupied until electric vehicle charging points have been provided in accordance with plans and details, showing their location and specification, which have been submitted to and approved in writing by the Local Planning Authority.
REASON: To promote the use of sustainable transport in accordance with policies CH3 and ENV6 of the Crawley Borough Local Plan 2015-2030 and the West Sussex County Council Guidance on Parking at New Developments document.
10. No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030.
11. No flats within Building 1, 2 or 3 shall be occupied until the refuse and recycling store serving that flat has been completed and made available for use by residents. The refuse and recycling stores shall be maintained for that purpose thereafter.
REASON: To ensure adequate provision for refuse and recycling in the interests of residential amenity and in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
12. Within one month of the first occupation of any of the flats in Building 1, the outdoor landscaped garden to the west of Building 1 shall be fully implemented and made available for use by residents. The landscaped garden shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To create a high quality residential environment an adequate amenity space for future residents and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
13. No flat within either Building 1, 2 or 3 shall be first occupied until a Servicing Management Plan for that particular building has been submitted and approved in writing by the Local Planning Authority. The Servicing Management Plan shall set out the arrangements for the loading and unloading of deliveries and for the collection of refuse and recycling. The Servicing Management Plan shall address locations and access for servicing, frequency of use and management controls over loading/unloading bays. Once occupied the use shall be carried out only in accordance with the Servicing Management Plan.

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REASON: To safeguard the operation of the public highway and ensure a satisfactory residential environment for residents in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

1. 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 <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)
2. As part of the Building Regulations 2004, adequate access for firefighting vehicles and equipment from the public highway must be available and may require additional works on or off site, particularly in very large developments. BS5588 Part B 5 applies. For further information, please contact the Fire and Rescue Service.
3. The applicant is advised that the EV charging points required under condition 7 should be provided in accordance with the West Sussex County Council Guidance on Parking at New Developments document unless otherwise agreed by the Local Planning Authority.
4. A formal application for connection to the water supply is required in order to service this development.
For further advice, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119), www.southernwater.co.uk or by email at developerservices@southernwater.co.uk.
5. The applicant is strongly advised to consider and implement the safety and security measures set out in the comments received from Sussex Police and British Transport Police. These include the Secured by Design initiative and those set out in the Security in Design of Stations document.

1. NPPF Statement

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

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

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

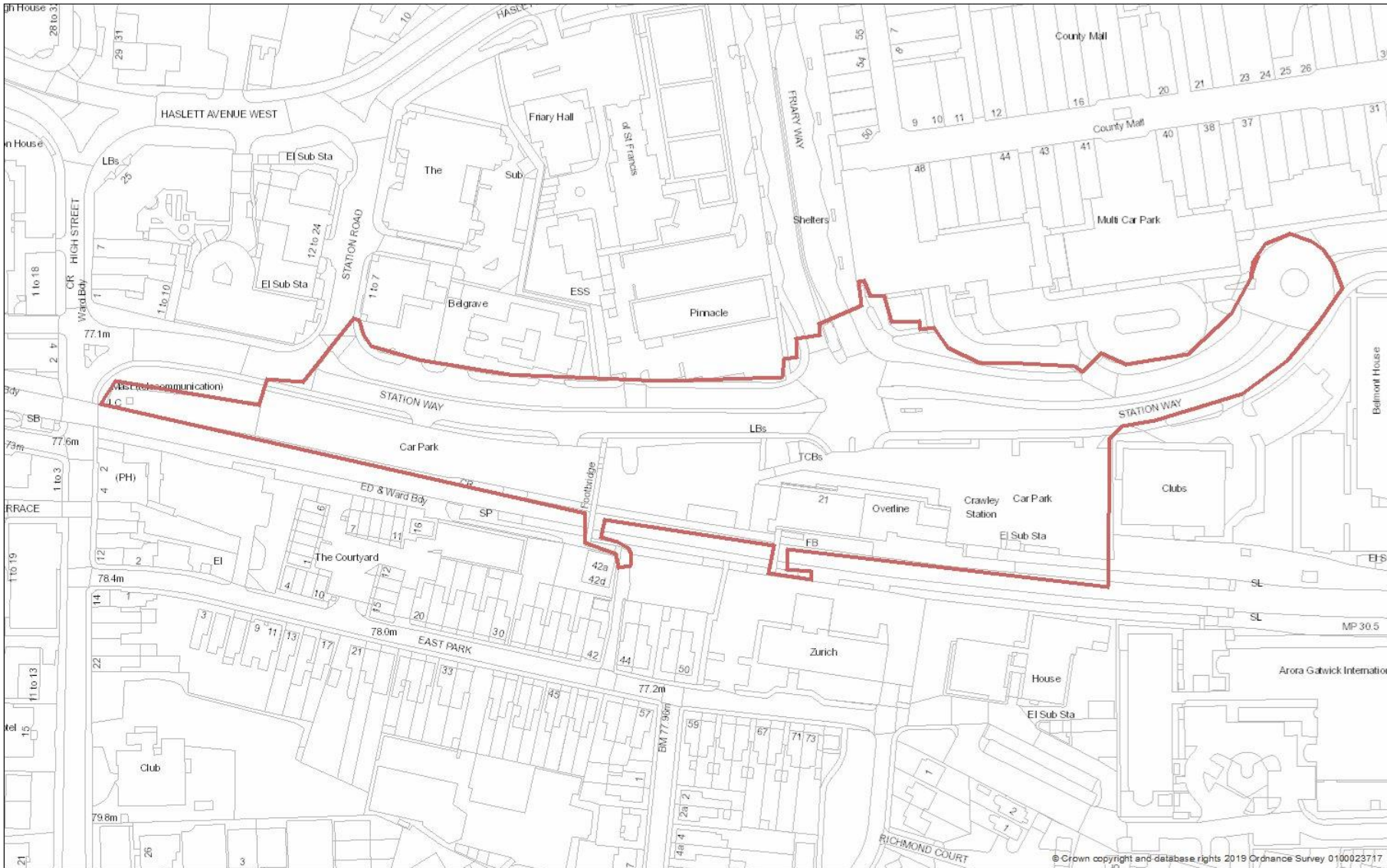


ArcGIS Web Map



Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 26 April 2021
REPORT NO: PES/362(b)

REFERENCE NO: CR/2019/0660/FUL

LOCATION: [OVERLINE HOUSE, STATION WAY, NORTHGATE, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: CHANGE OF USE AND 2 STOREY ROOF EXTENSION TO PROVIDE 83 RESIDENTIAL APARTMENTS, REMODELLED STATION INCLUDING PROJECTING CANOPY AND MINOR EXTENSIONS, FLEXIBLE USE RETAIL/COFFEE SHOP/BUSINESS CENTRE (AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 18 December 2019

CASE OFFICER: Mr H. Walke

APPLICANT'S NAME: Rockspring UK Value (Jersey) Ltd C/O Arora Manage

AGENT'S NAME:

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
116 L(10)-OV-30R	P2	Existing Roof Plan
116 L(10)-OV-101		Block Plan As Existing
116 L(10)-OV-300	P2	Existing Ground Floor
116 L(10)-OV-301	P2	Existing 1st Floor Plan
116 L(10)-OV-302	P2	Existing 2nd to 5th Floor Plans
116 L(10)-OV-501	P1	Existing North Elevation
116 L(10)-OV-502	P1	Existing South Elevation
116 L(10)-OV-503	P1	Existing West Elevation
116 L(10)-OV-504	P1	Existing East Elevation
116 L(20)-OV-30R	P4	Proposed Roof Plan
116 L(20)-OV-300	P19	Proposed Ground Floor Plan
116 L(20)-OV-301	P1	Proposed 1st Floor Plan
116 L(20)-OV-302	P8	Proposed 2nd to 5th Floor Plans
116 L(20)-OV-306	P9	Proposed 6th Floor Plan
116 L(20)-OV-401	P4	Cross Section
116 L(20)-OV-505	P9	Proposed Elevations
116 L(10)-OV-100		Site Location Plan
116 L(20)-OV-307	P9	Proposed 7th Floor Plan
116 L(20) 513	P3	Elevation Extracts Overline House Front and Corner
116 L(20) 514	P3	Elevation Extracts Overline House Station Entrance

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory consultees

- | | |
|---|--|
| 1. Network Rail | No objection and comments provided |
| 2. WSCC Highways | No objection subject to conditions |
| 3. WSCC Lead Local Flood Authority | Comments provided |
| 4. GAL Aerodrome Safeguarding | No objection subject to conditions and informative |
| 5. National Air Traffic Services (NATS) | No safeguarding objection |

Other consultees

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6.	Historic England	No comments
7.	Thames Water	Comments provided
8.	Sussex Building Control Partnership	No response received
9.	Sussex Police	Comments provided
10.	CBC Drainage Officer	Comments provided
11.	CBC Property Division	No comments
12.	CBC Housing Enabling & Development Manager	No response received
13.	UK Power Networks	No response received
14.	CBC Environment Team	No response received
15.	CBC Contaminated Land	No response received
16.	CBC Environmental Health	Comments provided
17.	Crawley Cycle & Walking Forum	Comments provided
18.	CBC Refuse & Recycling Team	Comments provided
19.	Southern Water Ltd	No objection but informative requested
20.	CBC Energy Efficiency & Sustainability	No objection subject to conditions
21.	CBC Retail & Employment	No objection
22.	CBC Urban Design	Comments provided
23.	CBC Housing	No comments received
24.	NHS Crawley Clinical Commissioning Group	Comments provided
25.	CBC Economic Development	No comments received
26.	Southgate CAAC	No comments received
27.	WSCC Fire & Rescue	No comments received
28.	British Transport Police	Comments provided

NEIGHBOUR NOTIFICATIONS:-

The planning application was originally publicised by the display of site notices (expiry date 26/10/19) and by press notice (expiry date 30/10/19). Reconsultation, following the submission of additional and revised details, was carried out in September 2020, with an expiry date of 16 October 2020.

Consultation and reconsultation letters were also sent to the occupants of Overline House and to a number of adjoining buildings in East Park (Longley House, Zurich House and Nos. 44, 46, 48 and 50).

RESPONSES RECEIVED:-

Three responses (from two residents) have been received. One comments that consideration should be given to the need for NHS services, such as doctors and dentists, arising from the development. The other objects to the additional two stories proposed due to the visual impact and impact upon neighbours' views and privacy. Concern is also raised about the increasing numbers of tower blocks proposed and the implications for gardens, children's play and forging communities. Concern is also expressed about the impact upon East Park and other streets and about the use of netting on the roof, which can trap birds and cause suffering.

REASON FOR REPORTING TO COMMITTEE:-

This is a major development.

THE APPLICATION SITE:-

- 1.1 The site contains Overline House and some small areas of land around the building. The site has an area of 1117 square metres. Overline House is a six storey building built in the late 1960s. It originally contained Crawley railway station with separate offices on the upper floors. The upper floors of the building are now vacant and have been so for some years, but the railway station and some ancillary facilities remain in operation on ground floor.
- 1.2 The station entrance is located on the front elevation, fairly centrally but slightly to the east, with the entrance to the upper commercial floors alongside to the west. There are external steps up to the building, although most of this stepped area lies outside the current application site. There is an open fire escape staircase structure on the west elevation and a smaller external staircase on the east elevation. The building is of concrete construction, with regular fenestration and projecting concrete

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fins. There is a projecting canopy at ground floor level, with the steps and a ramp leading down to pavement level.

- 1.3 The wider site has a vehicular access and pedestrian crossing to the north onto Station Way. There are public car parks and taxi parking to the east, west and north of Overline House. To the south of the building is the Arun Valley railway line. Beyond that are Zurich House, Longley House, the Arora Hotel and residential properties. The former Moka nightclub site is situated to the east of Overline House, with the surface public car park between the buildings.
- 1.4 Overline House lies within the town centre and, along with adjoining land running east to west, forms part of a Key Opportunity Site identified in the Local Plan and the Town Centre SPD. The site also lies within a Priority Area for a District Energy Network. The site lies within the Long Distance View Splay from Tilgate Park and the Linear Contained View from Brighton Road defined by Policy CH8 of the Local Plan. Zurich House and Longley House are both identified as key housing sites under Policy H2 of the Local Plan.

PROPOSED DEVELOPMENT:-

- 2.1 Full planning permission is sought for the change of use, extension, alteration and refurbishment of Overline House. The proposed works include remodelling of the railway station (including the installation of a projecting canopy and small extensions) and the use of other parts of the ground floor for various uses including retail (A1 (now Class E)), coffee shop (A3 (now Class E)) and business centre (B1 (now Class E)). Above existing roof level, the creation of a two storey extension is proposed. In conjunction with conversion of the existing upper floors from office to residential use, this would form a total of 83 flats over seven floors.
- 2.2 The proposed development involves the refurbishment of the railway station. There would be small extensions to straighten the building's existing front and rear elevations. A 7.6 metre high projecting canopy would be installed outside the front of the building, extending out 13.7 metres from the front elevation. This would lead into a station concourse with an improved double height space at the front to be formed by removing part of the first floor. The existing ticket barriers would be replaced with new barriers (2 wide and 2 standard barriers) centrally located across the concourse. Existing station facilities, including the ticket office, back office space, toilets and waiting room would be retained and refurbished. The waiting room and concourse would be slightly extended to the rear onto the station platform, with internal glazing installed to the side of the waiting room. The café would remain in a similar location, but would also have new glazing to the frontage and within the concourse area. On the eastern part of the ground floor, a new 123 sqm retail unit would be created, again with an extensively glazed frontage. The western end of the ground floor would be converted to form new commercial space (130 sqm). It is proposed that this would be used for flexible office space catering for small and start-up businesses. To the rear of the ground floor there would be a cycle store accommodating 106 cycles for residents. An energy centre for the residential element is proposed at the western end of the ground floor. An external refuse/recycling store would be sited to the west of the building, although this lies within the adjoining Reserved Matters application site.
- 2.3 The upper floors would be accessed from a central entrance between the proposed station and ground floor commercial floorspace, in the location of the existing office entrance. An extension of two additional floors would be added to the building, to create a total of seven residential floors. The upper two floors would be set back from the facades of the building. In total, there would be one studio flat, 74 x one bed flats and 8 x two bed flats.
- 2.4 In terms of materials, the refurbished building would be predominantly glazed at ground and first floor levels, particularly at the eastern end. There would be staggered brick panels on floors two to six, with recessed balconies on the corners of the building. The upper two floors, which would be set back, would be predominantly finished in aluminium cladding with curtain wall glazing.
- 2.5 No car parking is proposed within the application site, as it is tightly drawn around Overline House. However, the applicant states that residents would have a proportionate level of provision within the proposed adjoining residential blocks covered by the reserved matters application considered elsewhere on this agenda. The existing surface station public car park to the east would be retained, but this too falls within the site for the reserved matters application.

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- 2.6 Externally, the station forecourt area would be redeveloped to form stepped and ramped access, outdoor seating areas and a drop off area. These works are also predominantly covered by the concurrent reserved matters application, although the proposed canopy and the part of the proposed raised plinth under it falls within the current full application site.
- 2.7 The applicant has submitted the following documents in support of the application:
- Design and Access Statement
 - Schedule of Accommodation
 - Planning Statement
 - Transport Statement
 - Stage 1 Road Safety Audit
 - Acoustic Report
 - Air Quality Assessment
 - Ventilation Statement
 - Internal Daylight and Sunlight Assessment
 - Flood Risk Assessment
 - Asbestos Report and Management Survey
 - Energy Statement
 - Archaeological Desk Based Assessment and Evaluation Report
 - Utilities Statement
 - Employment and Sequential Assessment
 - Viability Report.
- 2.8 The proposal has been amended since first submitted. The number of flats proposed has increased from 81 to 83. This has been achieved through partially continuing the front and rear elevations up to the sixth floor (rather than recessing the sixth floor) to create additional floorspace and through amendments to the sixth floor plant rooms to create two additional units. The ground floor uses and layout have been amended, notably by the removal of the existing Indigo car park office and the expansion of the proposed retail unit from 70 sqm to 123 sqm. The refuse/recycling store has been relocated externally to the west of the building and the cycle store extended in size and capacity. The external appearance and materials of the scheme have also been significantly revised and enhancements made to internal flat layouts. The applicant has also confirmed that 10% affordable housing will be delivered within the Overline House scheme.
- 2.9 In support of the amendments and to address queries raised by officers since the application was submitted, the applicant has submitted written responses and updated plans, together with:
- Design and Access Statement Addendum
 - Updated Schedule of Accommodation
 - Transport Statement Addendum
 - Stage 1 Road Safety Audit – Designer’s Response
 - Bird Hazard Management Plan
- 2.10 The interests of a number of commercial and public sector bodies in both the site and its immediate surroundings has added some complexity to the Overline House application and to the two adjoining applications. The applicant is the leaseholder of Overline House. Network Rail is the freeholder of the building and the surrounding car parking areas. Govia Thameslink/Southern is the train operator currently operating at Crawley railway station.
- 2.11 Station Way and Friary Way are the subject of proposed public realm improvements to be delivered through the Crawley Growth Programme by Crawley Borough Council and West Sussex County Council, as agreed with Coast to Capital LEP. These public realm improvements will link into the station forecourt along the northern boundary of the full and reserved matters applications considered on this agenda. The public realm improvements are designed to improve pedestrian and cycle access between the station and the town centre.

PLANNING HISTORY:-

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Overline House and car park

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

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

CR/2019/0661/FUL – Proposed re-alignment of pedestrian bridge to include repair and remedial works. Current undetermined application considered elsewhere on this agenda.

CR/2016/0294/OUT – Outline application (all matters reserved) for demolition of existing office building and integrated railway station building, footbridges and ancillary structures. Erection of 308 studio, 1, 2 and 3 bedroom residential apartments and associated parking (C3 use class); integrated railway station building, footbridges and ancillary structures; flexible use retail/coffee shop/business centre (A1/A3/B1 use classes); 120 space multi-deck station car park, vehicle drop-off lay-by and associated highway works and public realm enhancements. Approved 16 August 2016 following completion of a S106 agreement to secure contributions towards education, open space, CCTV, fire and rescue service and tree planting. The application was approved before Crawley Borough Council implemented its Community Infrastructure Levy. As part of the consideration of the outline application, a Screening Opinion was issued by the Local Planning Authority concluding that Environmental Impact Assessment was not required for the proposed development.

3.2 The original outline permission for a new railway station, five floors of office accommodation, car parking and other facilities (CR/346/1964) was approved on 14 August 1964. A subsequent reserved matters application (CR/181/1965) was approved on 10 September 1965. Since then there have been a number of minor applications affecting the site, none of which are relevant to the current planning application.

3.3 The following adjoining sites have also been the subject of recent applications:

Moka nightclub site, Station Way

CR/2019/0542/FUL – Demolition of existing nightclub and redevelopment of site providing 152 apartments, ground floor commercial/retail space (Class A1, A3, A4, B1 and/or D2 uses) split between 2 to 4 units, new publicly accessible public realm (including pocket park), new publicly accessible electric vehicle charging hub, car club and associated works. Approved 4 May 2020 following completion of a S106 agreement.

Zurich House, East Park

CR/2019/0271/PA3 – Prior approval for change of use from office (B1) to residential (C3) for 44 residential units. Prior Approval approved 28 May 2019.

CR/2019/0681/FUL – Additional storey to provide a further 9 flats (6 x one bedroom & 3 x two bedrooms) with associated landscaping, refuse storage and parking (cars and cycles), and addition of render panels on front, rear and side/east elevations of existing building. Approved 6 August 2020.

Longley House, East Park

CR/2020/0024/FUL – Demolition of Longley House (offices) and erection of building ranging between 4 to 9 storeys to provide 121 x residential units (Class C3) with associated sub-station, car/cycle parking, tree works, public realm improvements and landscaping. Resolved to grant planning permission subject to completion of a S106 agreement at Planning Committee on 3 November 2020.

PLANNING POLICY:-

National Planning Policy Framework (NPPF)

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- 4.1 The updated National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
 - Section 4 – ‘Decision making’ seeks a positive and creative approach to decisions and supports the use of pre-application discussions.
 - Section 5 – ‘Delivering a sufficient supply of homes’ emphasises the need for the planning system to deliver a sufficient supply of homes including affordable housing and the need for LPA’s to maintain and monitor the supply of housing against its housing requirement. Paragraph 64 states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:
 - a) provides solely for Build to Rent homes;
 - b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
 - c) is proposed to be developed by people who wish to build or commission their own homes; or
 - d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.
 - Section 6 – ‘Building a strong, competitive economy’ emphasises the need for the planning system to help create conditions where businesses can invest, expand and adapt in order to support the need for economic growth and productivity. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
 - Section 7 – ‘Ensuring the vitality of town centres’ seeks to support the role of town centres. It encourages development of town centre sites to meet retail, leisure, office and other main town centre uses and also recognises the role that residential uses can play in ensuring vitality.
 - Section 8 – ‘Promoting healthy and safe communities’ seeks to ensure planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible so that crime and disorder and fear of crime do not undermine quality of life and enable and support healthy lifestyles. Planning policies and decisions should promote public safety and take into account wider security (and defence) requirements.
 - Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrian, cycle and public transport movements, address the need of people with disabilities in relation to all transport, create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
 - Section 10 – ‘Supporting high quality communications’ stresses the need for development to incorporate advanced, high quality and reliable communications infrastructure, including full fibre broadband.
 - Section 11 – ‘Making effective use of land’ states in paragraph 117 that ‘*Planning policies and decisions should promote 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*’. The redevelopment of underutilised land and buildings is encouraged, and LPA’s should take a positive approach to alternative uses of currently developed land which is not allocated for a specific purpose to meet identified development needs. Paragraphs 122 and 123 seek to ensure efficient use though achieving appropriate densities on each site.

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- Section 12 - 'Well designed places' states that good design is a key aspect of sustainable development and that the planning and development process should achieve the creation of high quality buildings and places. Paragraph 127 states:
"Planning policies and decisions should ensure that developments:
 - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."*
- Section 14 – 'Meeting the challenge of climate change, flooding and coastal change' seeks to ensure that the planning system supports the transition to a low carbon economy to address climate change, radically reduce greenhouse gas emissions and address flood risk and resilience. Renewable and low carbon energy, including decentralised local energy sources, should be supported. Major developments should generally incorporate sustainable drainage systems.
- Section 15 – Conserving and Enhancing the Natural Environment. Paragraph 180 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Crawley Borough Local Plan 2015-2030

- 4.2 The following policies from the Crawley Borough Local Plan (adopted December 2015) are most relevant to the proposal:
- Policy SD1 (Presumption in favour of Sustainable Development) in line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
 - Policy CH1 (Neighbourhood Principle) states that the neighbourhood principle will be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
 - Policy CH2 (Principles of Good Urban Design) states that in order to assist in the creation, retention or enhancement of successful places. In particular development proposals will be required to:
 - "(a) respond to and reinforce locally distinctive patterns of development and landscape character and to protect and/or enhance heritage assets,*
 - (b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas,*
 - (c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society including disabled and elderly people,*
 - (d) make places that connect with each other and are easy to move through,*
 - (e) provide recognisable routes, intersections and landmarks to help people find their way around,*

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(f) consider flexible development forms that can respond to changing social, technological and economic conditions,

(g) provide diversity and choice through a mix of compatible development and uses that work together to create viable places that respond to local needs.”

- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet their own operational requirements necessary for the safe and proper use of the site.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) confirms that development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings. Residential developments should be designed to include amenity space standards adequate to meet basic privacy, amenity and usability requirements.
- 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 although, where this is not feasible, commuted sums will be sought in lieu.
- 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 site lies within the Long Distance View Splay from Tilgate Park and the Linear Contained View from Brighton Road.
- Policy EC1 (Sustainable Economic Growth) states that Crawley’s role as the key economic driver for the Gatwick Diamond will be protected and enhanced. To ensure that Crawley’s recognised economic role and function is maintained and enhanced the council will ensure that the town’s Main Employment Areas are the focus for sustainable economic growth.
- Policy EC2 (Economic Growth in Main Employment Areas) Proposals that involve a net loss of employment floorspace will only be permitted where they demonstrate that: i) the site is no longer suitable, viable or appropriate; ii) the loss will result in wider social, environmental or economic benefit; and iii) there is no adverse impact on the economic role or function of the Main Employment Area or Crawley as a whole.
- Policy EC6 (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.
- Policy EC7 (Retail and Leisure Development outside the Primary Shopping Area) states that the NPPF ‘Town Centre First’ principle will be followed, with development directed to the most sequentially preferable and sustainable locations.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs, ensuring that town-cramming or unacceptable impact on the planned character or neighbourhoods or residential amenity do not result.
- Policy H2 (Key Housing Sites) this policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030. This Policy encourages residential uses in the town centre, identifying the area as a broad location for housing.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley.

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- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent or Social rent where other forms of subsidy exist, and up to 30% intermediate rent. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. These targets apply unless evidence is provided to show that they cannot be supported from a viability perspective and where the development meets a demonstrable need.
- Policy ENV2 (Biodiversity) states that all development proposals will be expected to incorporate features to encourage biodiversity where appropriate.
- Policy ENV5 (Provision of Open Space and Recreational Facilities) confirms that the impact of the increased population from residential development on open space and recreational facilities across the Borough will be mitigated by enhancement to existing areas of open space. This Policy requires development to make provision for open space and recreational facilities.
- 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) advises 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) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV10 (Pollution Management and Land Contamination) states that where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed, and ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.
- Policy ENV11 (Development and Noise) advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure, both on and off site, and if mitigation can be provided to avoid any significant cumulative effects on existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed and 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. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.
- 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 IN6 (Improving Rail Stations) expects developments at or within the vicinity of railway stations to enhance the role of the station. For Crawley station, the policy seeks to support the

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role as a major gateway to the town centre and to improve integration with the shopping area and bus station.

Draft Crawley Borough Local Plan 2021-2037

4.3 The Local Plan Review 2021-2037 was published for Regulation 19 consultation on 6 January 2021, with a consultation period running until at least 30 April 2021. Limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy SD2: Enabling Healthy Lifestyles and Wellbeing
- Policy CL1: Neighbourhood Principle
- Policy CL2: Making Successful Places: Principle of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact Development - Layout, Scale and Appearance
- Policy CL7: Important and Valued Views
- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings (including conversions)
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy HA1: Heritage Assets
- Policy HA2: Conservation Areas
- Policy OS2: Provision of Open Space and Recreational Facilities
- 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 EC2: Employment Growth in Main Employment Areas
- Policy EC4: Employment and Skills Development
- Policy EC5: High Quality Office Provision
- Policy EC7: Evening and Night Time Economy
- Policy EC11: Employment Development and Residential Amenity
- Policy TC2: Town Centre Neighbourhood Facilities
- Policy TC3: Town Centre Key Opportunity Sites
- Policy TC4: Active and Engaging Frontages
- Policy TC5: Town Centre First
- Policy H1: Housing Provision
- Policy H2: Key Housing Sites
- Policy H3: Housing Typologies
- Policy H3c: Housing Typologies: Town Centre Residential Sites
- Policy H3d: Housing Typologies: Upward Extensions
- Policy H3e: Housing Typologies: Conversions from Commercial/Non-Residential Uses
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- 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 EP1: Development and Flood Risk
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise
- Policy EP6: External Lighting

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- Policy ST1: Development and Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards
- Policy ST3: Improving Rail Stations

Supplementary Planning Guidance and Documents

- 4.4 The following Supplementary Planning Documents and Guidance Notes are also relevant to this application:
- Planning and Climate Change (adopted October 2016) – 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 (adopted October 2016) – With specific reference to Crawley’s character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.
 - Green Infrastructure (adopted October 2016) – Sets out the Council’s approach to trees, open space and biodiversity. It also includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling and to cover net tree loss.
 - Town Centre (adopted October 2016) – Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development. The Crawley Station and Car Parks (Station Gateway) site is specifically allocated for redevelopment. The Vision for the site states that it aims to *“Regenerate Crawley Station and establish the site as a major gateway to the town centre with a dynamic landmark building, providing high quality contemporary apartment living, and new commercial space. Transform Station Way into a welcoming public realm that guides people to and from the Station entrance safely.”* The station should be enhanced, as a public transport interchange and in terms of links to the town centre and bus station. Complementary ground floor commercial uses are sought, stronger links to the south and improvements at the level crossing end of the site to form a gateway. Public realm, including pedestrian and cyclist, improvements are sought. Related improvements to the bus station and County Mall to increase ground level activity are also sought.
 - Developer Contributions Guidance Note (adopted July 2016) Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council’s approach to securing contributions towards infrastructure provision.
 - Affordable Housing (adopted November 2017) – This SPD includes further guidance on affordable housing policies within the Local Plan.

Community Infrastructure Levy

- 4.5 The Crawley CIL Charging Schedule has been in effect since 17 August 2016 and is relevant to this application as the proposal would create new dwellings and new retail floorspace.

PLANNING CONSIDERATIONS:-

- 5.1 This application seeks full planning permission for the refurbishment of Overline House and construction of an additional two floors to form a building containing a railway station, retail unit, café and business floorspace on the ground floor with residential units on the upper floors. The main issues for consideration are:
- Principle of the proposed uses and the implications for Crawley railway station
 - Design and visual appearance
 - Residential environment for future occupiers and housing mix
 - Impact on neighbouring properties
 - Transport, parking and servicing

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- Aviation
- Sustainability
- Refuse and recycling
- Ecology, trees and landscaping
- Drainage, groundwater and contamination
- Affordable housing, infrastructure contributions and Community Infrastructure Levy
- Comprehensive development and links to phasing and implementation of the wider scheme

Principle of the proposed uses and implications for Crawley railway station

- 5.2 There are a number of factors to take into account in assessing the principle of this proposal, including the existing uses, relevant planning policies and the extant outline planning permission.
- 5.3 Outline planning permission was granted in 2016 for the clearance and redevelopment of the site to form 308 flats, an integrated railway station building with footbridges and ancillary structures, flexible use retail/coffee shop/business centre (A1/A3/B1 use classes – these all now fall within Class E), a multi-storey station car park, residential parking and related highway works and public realm enhancements. This permission has not been implemented, but a reserved matters application following on from the outline permission is considered elsewhere on this agenda. The reserved matters application only covers part of the original outline application site.
- 5.4 In relation to the full planning application considered in this report, the applicant has revised the earlier outline scheme by proposing to retain and refurbish, rather than demolish (as approved in the outline permission), the Overline House structure and also by deleting a multi-storey car park. These changes meant that the current Overline House proposal needs to be assessed through a new full planning application, rather than the reserved matters application. However, the uses proposed here within the refurbished structure are similar to those proposed within a new building in the outline application. The outline application therefore forms a clear material consideration in determining the current application.
- 5.5 The proposed development would directly affect Crawley railway station and is in very close proximity to the railway line and platform. The existing railway station within Overline House would be retained and significantly enhanced by the proposals. Policy IN6 of the Local Plan supports improvements to railway stations and, for Crawley station, seeks to *“support its role as a major gateway to the Town Centre and improve its integration with the main shopping area and bus station.”* The proposals within this application, alongside public realm improvements proposed in the reserved matters application and elsewhere along Station Way and Friary Way, would help to achieve this aim.
- 5.6 Internally, the station would be improved by the removal of part of the ceiling/first floor over the entrance. This would allow an increase in ceiling height from five to eight metres across the full width of the front part of the station concourse. This increase in height would create a feeling of spaciousness that the station currently lacks. The ceiling would also incorporate a curved internal roof structure, flowing from the proposed canopy at the front through to the platforms. The ticket barriers would be increased in number from three to four and aligned centrally across the concourse. These changes would improve the station’s capacity and allow for future growth in passenger numbers. The café, waiting room and ticket office would be retained in locations similar to their current ones, but enlarged in places and better integrated with the concourse. Additional glazing will help to create a much lighter feel internally within the station and other internal refurbishment and redecoration works would also be carried out.
- 5.7 The proposed new retail unit would help to support the station function and cater for travellers’ and future residents’ needs. This has been extended in terms of floorspace since submission of the application and an internal link between the station concourse and retail space created as negotiations on the application have progressed. This link would avoid the need to walk externally between the two in inclement weather and seems a significant enhancement to the existing station layout and facilities. The retail outlet would serve a useful function in helping to meet passenger needs. The café is existing, but additional glazing would better link it to the station and allow seating on the proposed raised plinth outside. Again, this would enhance the station’s facilities for travellers.

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- 5.8 Network Rail has commented that the amendments reflect the designs agreed between them and the applicant. Following consultations in September 2020, they also confirm that the two parties have entered into Development and Basic Asset Protection Agreements. Network Rail is supportive of the scheme. In rail transport and facilities terms, the proposal would deliver a considerably enhanced railway station serving the town and is considered acceptable.
- 5.9 The business floorspace proposed at the western end of the ground floor would provide flexible employment space and help to support the local economy. The proposed retail and business floorspace areas are broadly similar to those approved as part of the outline permission. On that basis, the proposed ground floor uses are considered to be acceptable.
- 5.10 In floorspace terms, the main new proposed use is residential across the upper floors. The proposal does involve the loss of the existing upper floor office (former B1, now E) use. Ordinarily this would need to be assessed in accordance with Policy EC2, which sets out criteria by which the loss of employment floorspace will be assessed in Main Employment Areas. However, in this case, the loss of the office floorspace has already been considered and accepted through the outline permission in 2016. Although the current application is a full application, rather than reserved matters, the reason for that is solely the retention of the building's physical structure. Consequently, it would not be appropriate to revisit the loss of the office floorspace in principle here.
- 5.11 Policy H2 identifies the town centre as a broad location for new housing development. The policy seeks a delivery of 499 net dwellings across four town centre sites, including Crawley Station and its car parks. Residential use of town centre sites such as this is encouraged by the NPPF and local policies are generally supportive provided that no harm to other main town centre uses results. The outline permission has already established the principle of residential development within a new building. Given these factors, the proposed residential use of the existing and proposed upper floors is considered acceptable in principle.
- 5.12 Overall, the principle of the proposed uses is considered acceptable and, in terms of Crawley railway station, significant improvements would result from the scheme.

Design and impact on visual amenity

- 5.13 Although the structure of Overline House would be retained, externally it would be completely refurbished and the resulting building would have a very different appearance. The design of the scheme has evolved and improved through discussions between officers and the applicant during consideration of the application. Despite its vertical concrete fins, the existing structure has a strong horizontal emphasis with very regular fenestration. The railway station has very limited visual prominence at present. The appearance of the building would be radically altered by the proposals, which would break up its elevations through materials and fenestration. A substantial new canopy would be introduced to the front outside the station.
- 5.14 The canopy would be installed to the front of the building, over the proposed raised plinth. The canopy would have a maximum height of 7.6 metres and project out 13.7 metres from the front elevation. It would have a solid roof close to the building, for weather protection, but would be slatted further out to allow light to penetrate downwards. The canopy would form an imposing structure and clearly identify the station entrance to passengers. It would significantly improve the appearance and prominence of the station.
- 5.15 Alongside this, the north elevation at ground floor would become predominantly glazed. As well as providing better natural light to the internal spaces, this would create interest and activity at ground level. Three substantial panels of Oatmeal brick are proposed on the front elevation. These would extend over five/six floors and step down from sixth floor level at the eastern end of the building to fifth floor level to the west. There would be a vertical panel of silver coloured aluminium cladding over the proposed canopy, extending up to sixth floor level. The residential stair core would have a slatted treatment outside its curtain wall glazing. Above the brick panels, the top floors would be partially recessed with external finish formed by glazing and coloured panels. The roof would project slightly and be coloured dark grey.

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- 5.16 The south elevation would have a similar appearance to the north, with the exception of the solid cladding to the west end for the cycle store, which backs onto the station platform. The two side elevations would also extensively feature the Oatmeal brick, with the open fire escape staircase structure at the western end retained and refurbished. There would be corridor windows in the west elevation and the east elevation would feature windows to flats and also the ends of balconies on the north and south elevations.
- 5.17 The proposals for Overline House reflect a similar design approach to those proposed within the reserved matters application. The use of varied brick panels would be repeated throughout the elevations of wider scheme. Overline House would have its own distinctive appearance though, with more extensive glazing to the lower two floors, a different brick and a strong horizontal roofline.
- 5.18 It is considered that the proposed changes would significantly enhance the appearance of Overline House. In particular, the visibility and prominence of the railway station to travellers would be significantly increased. The extensive glazing and canopy to the north elevation, along with the increased spaciousness and improved layout within the concourse, would create a far better gateway to the town centre. Significant variation in materials and fenestration would create an attractive and distinctive building appropriate to this key town centre site.

Residential environment for future occupiers and housing mix

- 5.19 Policies CH3, CH5 and H3 of the Local Plan set out the Council's approach to residential amenity, internal space, private amenity space and achieving a mix of dwelling types and sizes to meet the town's needs.
- 5.20 The majority of the proposed flats would comply with the minimum Nationally Described Space Standards, as required by policy CH5. The first floor studio flat would have a floorspace of 49.1 sqm (39 sqm required). Four of the one bedroom flats would have a floorspace of 49.8 sqm, against a size of 50 sqm in the Nationally Described Space Standards, with the others all exceeding the standard. The eight two bedroom flats would all exceed the minimum size of 70 sqm, with the smallest having a floor area of 71.2 sqm. Although four flats would not meet the space standards, they are only 0.2 sqm short and all the other flats would meet or exceed the floorspace standards. It is not considered that refusal could be sustained on this basis, particularly as this proposal involves the conversion of an existing building.
- 5.21 Amenity space would be provided through balconies in some cases. In total, forty of the 83 flats proposed would have access to a private balcony/terrace. The building's constraints mean that the terraces tend to be fairly narrow and, in eleven of the flats, do not meet the 5 sqm area sought in the Urban Design SPD. The flats without balconies/terraces would all have Juliet balconies with double doors. Whilst it is unfortunate that all flats cannot have outdoor space or a balcony meeting the 5 sqm area, the physical constraints of converting the building preclude this.
- 5.22 The proposed flats are generally single aspect, either facing north or south. The flats on the north-east corner would be dual aspect. All habitable rooms would have natural light. The south facing flats would clearly benefit from good levels of daylight and sunlight too. The north facing units would receive little direct sunlight. The applicant has submitted a Daylight and Sunlight Assessment. This recognises that, due to the layout and orientation of the existing structure, a number of north facing units will not gain significant sunlight. In a few cases, daylight levels will be fairly low for the north facing units, with six of the proposed habitable rooms falling below the Average Daylight Factor set out in the BRE guidance. These are the units on the north west corner of the scheme, which are probably partially overshadowed by the proposed adjoining block within the reserved matters scheme. It is unfortunate, though probably inevitable given the building's orientation, that some north facing units would have daylight and sunlight levels not meeting the BRE guidance. It would be difficult to design a scheme on this scale without any north facing, single aspect units. The harm caused by the north facing, single aspect flats will need to be weighed against the other material considerations in assessing the application. In the context of the whole scheme, the shortfalls are limited, but they must be assessed as part of the overall balance in determining the application.
- 5.23 The scheme includes one studio flat, 72 one bedroom flats for one and two people and 8 two bedroom flats. Whilst a higher number of larger flats would be preferable to meet Crawley's identified

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needs, it must also be recognised that this is a town centre location. The development does have a focus on one bedroom units, but some small family sized 2-bedroom units would be available too. Given the town centre location, the flatted nature of the development without private gardens and recent approvals elsewhere within the town centre, the proposed mix of unit sizes is considered adequate.

- 5.24 An Acoustic Report was submitted with the application, based on survey work dating back to 2015. The main noise impacts affecting the site were road traffic noise from Station Way, railway noise from the south and noise on occasion from Moka nightclub. The latter has now closed and is no longer a noise source. The report also addresses vibration. There is also a need to address the relationship between the ground floor commercial uses, including noise from the station platforms, and the flats above.
- 5.25 The applicant considers that appropriate mitigation measures, such as higher performance glazing and ventilation to a good acoustic standard, would ensure that noise levels are acceptable and that related ventilation and potential overheating issues can also be addressed. Environmental Health have considered the report. In line with recent decisions on sites such as Moka and Longley House, they consider that a scheme to address noise and overheating is required. Taking account of the fact that there is an existing outline permission on the site with noise related conditions, it is considered appropriate that, although this is a freestanding full application, the issues of noise and overheating for the refurbished Overline House can be dealt with by condition. Environmental Health raise no objection subject to a condition requiring the implementation and assessment of an agreed scheme to mitigate these issues including transmission of noise between floors.

Impact on neighbouring properties

- 5.26 Policy CH3 of the Local Plan and guidance within the Urban Design SPD seeks a thirty metre window to window distance between three or more storey properties. The policy and guidance also seek to ensure satisfactory relationships between buildings in terms of amenity matters such as overshadowing and dominance.
- 5.27 Historically, Overline House has had commercial buildings on all adjoining sites. However, in recent years, there have been a number of proposals for residential conversions and redevelopments on neighbouring sites and these forthcoming developments need to be taken into account.
- 5.28 The closest existing residential properties are 42A-42D East Park (the modern flats on the south side of the public footbridge over the railway line) and the two converted flats at No. 50 East Park. These buildings are 48 metres (No. 50) and 58 metres (Nos. 42A-42D) away from Overline House. Any window to window views would be angled. Given these distances and the orientation, it is not considered that the proposal would have any significant impact upon the amenities of the residents of those properties, or those houses further west along East Park.
- 5.29 Immediately to the south of Overline House is Zurich House. Originally offices, the building now has permission for conversion and an additional floor on top to form a total of 53 flats. The closest part of Zurich House, its northward projection, is 21 metres away from Overline House. However, no windows are proposed in that elevation. The nearest residential windows in Zurich House would be 35 metres from those proposed on the south elevation of Overline House.
- 5.30 East of Zurich House is Longley House. The relationship between the two buildings was assessed in the report to Planning Committee on 3 November 2020. It stated:

“At the closest point the two corners of the buildings would have a separation distance of some 32m with the railway line intervening. Thus some windows on the north elevation of Longley House would look directly north across to the station car park, whilst views from the windows in the saw tooth projections would be to the west towards Overline House. The latter would be at an angle and with a minimum distance of 36m approx., which complies with the SPD guidance.

Notwithstanding that these latest applications for Overline House have not yet been determined, it is considered that the proposal would not result in harmful overlooking of this potential development given the relative position of the two buildings. The proposal could result in some loss of morning

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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 and nature of the separation between the prospective buildings on either side of the railway line.”

- 5.31 Planning permission has also been granted for the demolition and redevelopment of the Moka nightclub site to the east of Overline House, with commercial uses on the ground floor and residential above. At its closest point, the proposed building on the Moka site would be 60 metres from Overline House. The two facing side elevations would have some windows/balconies facing each other but, at that distance, no significant overlooking would result.
- 5.32 Finally it is necessary to consider the relationship between Overline House and the adjoining Building 3 proposed in the Reserved Matters application elsewhere on this agenda. Building 3 would project around ten metres forward of the front elevation of Overline House. On its east elevation, Building 3 would have habitable room side windows and wrap around balconies on its north east corner and secondary habitable room windows further south. No residential windows are proposed in the side of Overline House. The flats on the front elevation (north) of Overline House would have angled views towards the balconies and secondary windows in the east elevation of Building 3. Given the acute angle of the view and the main outlook to the north and south from the flats in both blocks, it is not considered that the relationship would cause significant overlooking or loss of privacy.
- 5.33 Overall, the direct window to window separation distances between Overline House and all adjoining existing and proposed properties exceed the required thirty metre distance set out in the Urban Design SPD and other relationships are angled appropriately to avoid overlooking. Consequently, it is not considered that any direct or unacceptable overlooking of neighbouring properties would result from the proposal.
- 5.34 Overline House is already six storeys high. The proposal would add two floors. Whilst this additional height would be noticeable from surrounding streets, including residential properties on the south side of the railway line, there would be no significant increase in dominance from the increase due to the separation distances from the neighbouring buildings. Given the orientation, with Overline House lying to the north, no overshadowing to Longley House, Zurich House or other East Park properties would result. There are no residential properties to the north of Overline House and the nearest building, Pinnacle, is 60 metres away, so overshadowing is not a concern in that direction.
- 5.35 Sussex Police and British Transport Police have both commented on the proposals. They comment that the area is within the parameter of the late night economy of the town centre and as such it experiences significant footfall, noise, litter and acts of anti-social behaviour. The Police state that the level of crime and antisocial behaviour here is high when compared with other areas. The railway station is well used. There is no reason to believe that the proposal would raise specific new concerns about security and anti-social behaviour. The Police raise no overall objection, but set out a range of design points relating to matters such as door, bin and bike storage, compartmentalisation, CCTV and lighting. Officers recommend that a condition be attached to any permission requiring a strategy to address safety, crime and security within and around the Overline House scheme be submitted. A contribution towards CCTV was secured through the S106 relating to the outline permission, which clearly would form part of any strategy. Subject to a satisfactory strategy being agreed, it is considered that the scheme would be acceptable in amenity terms for its users, including rail passengers.

Transport, parking and servicing

- 5.36 The site lies in a highly sustainable location in transport terms. Crawley's railway station lies within the application site itself and the town's bus station is just across Station Way. The town centre is also a very short walk away to the north. Residents of the proposed flats would have easy access to train and bus, including Fastway services. They would also be able to access the full range of town centre facilities, including shops, leisure activities and employment opportunities.
- 5.37 The highways impacts arising from development of the scale proposed in the current full and reserved matters applications were assessed through the 2016 outline application. They were considered acceptable and the Local Highway Authority does not object to the proposed highway impact from this development.

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- 5.38 Given that the proposal retains the structure of Overline House and that the red line is drawn tightly around the building, there is no scope to provide car parking within the actual application site. The existing surface station public car park would be retained, although this lies within the Reserved Matters application site. However, the reserved matters application elsewhere on this agenda proposes residential development on the adjoining site to the west. This would have undercroft ground level vehicle parking. The developers have suggested that some spaces within the adjoining development could be used by residents of the flats proposed within Overline House. This is considered a satisfactory arrangement, with a car park management plan to be agreed.
- 5.39 Overall, across the two schemes, a total of 75 car parking spaces and eleven motorcycle parking spaces are proposed. These would cater for a total of 306 flats. The overall level of car parking proposed is a reflection of the site's sustainable location, but it is also significantly below Crawley's standards which would require 306 car parking spaces. Lower levels of parking have been accepted in recent town centre schemes where sustainable transport mitigation measures are in place.
- 5.40 Committee members will be aware of discussions on nearby development sites to the south of the railway regarding on street parking demand. East Park is located within a Controlled Parking Zone (CPZ), where parking is restricted between 9:00 and 17:00 Monday to Saturday. Overline House is located outside of Zone D and any future residents would not be eligible for a parking permit for this CPZ. Therefore, when the CPZ is in force, the proposed development would have a very limited impact upon the availability of parking. Any impact on parking in East Park would be outside the CPZ hours.
- 5.41 Members will also be aware that this issue was considered by the Inspector for an appeal at Zurich House. On parking, he concluded:
- whilst some streets were near to capacity, it was localised and Zone D as a whole was not suffering from parking stress and would have the capacity on-street in the evenings;
 - residents of other developments such as Overline House may park in Zone D, but could also use the town centre car parks;
 - the parking standards were indicative minimums and lower provision is not ruled out if it can be justified by site specific evidence.
 - In respect of car ownership levels, the data indicated that car ownership for occupants of flats in this ward was lower than for Crawley as a whole. The lower level of car ownership was a result of the close proximity of public transport and other services. It could also be related to the socio-economic profile of the residents, who may be less able to afford a car.
 - The Inspector considered that there would be a discouragement to car owners occupying the flats as they were not guaranteed a space on site and would not be eligible for a CPZ space.
 - The travel plan and a car club would provide mitigation. If car ownership levels turned out to be higher there was capacity on-street to accommodate the shortfall.
- The appeal was not dismissed on parking grounds.
- 5.42 As with the recent schemes on the Moka and Longley House sites, it is considered appropriate to secure free membership of the car club for residents when they move in. Car clubs do have a significant impact in reducing privately owned cars. Evidence also suggests that car club members are significantly more likely to use sustainable modes of transport, such as trains, buses and cycles. A car club has been proposed as part of the Moka scheme. This would be delivered with the Moka development's car park, but cars would be available to other members of the public. Future residents of Overline House would be aware of the car parking situation and sustainable transport options prior to occupying a flat within the development and the surrounding area has extensive parking controls. Implemented Travel Plans for the residential and commercial elements of the scheme would be an essential requirement of the development. These can be secured by condition.
- 5.43 Prior to the March 2021 revisions, the Cycling and Walking Forum commented that there was a slight shortfall in cycle parking provision within Overline House. The scheme has been amended to deliver 106 cycle parking spaces within Overline House. These would be within a secure store to the rear of the ground floor. This level of provision complies with the cycle parking standards within the Urban Design SPD.

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- 5.44 The Cycling and Walking Forum also seeks cycle parking for staff and visitors to the retail and office units within the scheme. Shared use cycle parking is proposed at various points along Station Way in the reserved matters application and 44 spaces are also available for station users to the east of Overline House. Overall, the level of cycle parking provision within Overline House and its immediate surroundings is considered acceptable, although there is scope within the wider surface car park and public realm areas to increase this in future if needed.
- 5.45 Members will be aware that significant public realm improvements are proposed along Station Way. In general terms, these will enhance the access to the railway station and improve links between the station and the town centre. These are considered further through the reserved matters application though, since the bulk of the public realm areas fall within that application site.
- 5.46 Overall, the scheme is considered acceptable in transport and highways terms. Given the low level of car parking proposed, it is essential that the implementation of the various measures proposed to encourage and promote sustainable travel is secured through conditions and a legal agreement.

Aviation

- 5.47 The maximum height of the building would be 105.23 metres AOD, to the top of the lift core. GAL Safeguarding has reviewed the application. They raise no objection, subject to a condition limiting the building height to 105.23 metres AOD and to the removal of permitted development rights for any possible future increase in height. They also recommend a construction management strategy to address the potential impact of cranes. Following GAL Safeguarding's original comments, the Bird Hazard Management Plan was amended. GAL now have no objection, subject to a condition ensuring implementation. NATS En Route has similarly confirmed that it has no objection to the proposal from an aviation safety point of view.
- 5.48 Overall, the proposal is considered acceptable in aviation terms, subject to the conditions limiting building height, preventing potential further height increases through permitted development and managing construction and the use of cranes.

Sustainability

- 5.49 The applicant has submitted an Energy Statement in support of the application. In summary, to address policy ENV6, the proposals are:
- Targeting of very high standards of insulation in the residential areas;
 - Residential areas to be heated by individual electric heaters (rather the gas boilers as originally proposed);
 - 11kWp of PV proposed for the roof (subject to viability);
 - Inclusion of air source heat pump for heating/cooling of the non-residential area, which would be capable of connecting to a future district energy network; and
 - Non-residential area to meet BREEAM 'excellent' minimum standards for energy.
- 5.50 The Energy Efficiency and Sustainability officer comments that, taking account of the Energy Statement, *"this overall approach is probably acceptable."* He adds that the proposed electric heating system for the flats is likely to be significantly more CO₂ efficient than shown in the applicant's modelling, due to the use of dated carbon factors from 2012 in the SAP calculations, which fail to take into account recent advances in decarbonisation of the grid. Consequently, the proposed PV element is likely to achieve a significantly higher reduction in the site's CO₂ emissions than the 5% or so suggested.
- 5.51 In terms of water, the Energy Statement confirms that the proposal would meet the requirements of Policy ENV9 for maximum water use of 110 litres per person per day. This can be secured by condition.
- 5.52 The Energy Efficiency and Sustainability officer does comment on potential overheating given the high insulation levels proposed. This can be addressed as part of the noise and ventilation work required by Environmental Health.

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- 5.53 Overall, and subject to conditions to secure implementation of the PV solar array, air source heat pumps, the required BREEAM rating and water efficiency measures, the proposed development is considered acceptable in sustainability terms.

Refuse and recycling

- 5.54 The proposal would have a refuse and recycling store immediately to the west of Overline House, between it and the nearest proposed residential building within the reserved matters scheme. The store has been the subject of discussion since the application was submitted and both the store and the lay-by that would be used for collections have been relocated. Following these amendments, the Refuse and Recycling team is satisfied that the pull distance from the store to the collection vehicle is acceptable. Some flats will be some distance from the bin store, but the proposal balances the needs of residents with those of the collection staff. There would be a lift within the building, helping to reduce the carry distance for residents.

Trees, ecology and landscaping

- 5.55 There are no existing trees within the application site and it appears to have very limited ecological value. Landscaping, including tree planting, is proposed as part of the wider development site (through the concurrent Reserved Matters application) and the adjoining Station Way public realm improvements.
- 5.56 In accordance with Policy CH6 of the Local Plan and the Green Infrastructure SPD, an offsite contribution towards tree planting would be required. No trees are likely to be planted within the application site itself, so a contribution of £58,100 (number of flats (83) x £700 per tree) would be sought. This can be secured through a legal agreement.

Drainage, groundwater and contamination

- 5.57 With regard to surface water drainage, WSCC recognise that the site is at low risk of flooding. The Borough Council's Drainage Engineer comments that the applicant has provided a well-developed Flood Risk Assessment, but no design details relating to proposed surface water drainage measures. Further details are required to agree how surface water will be dealt with during construction and once the development is complete. The drainage engineers also seek formal confirmation that the agreed surface water management plan has been implemented as agreed and details of ongoing management and maintenance of SUDS. Thames Water's comments state that the company would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. It is considered that these surface water drainage issues can be satisfactorily dealt with by conditions.
- 5.58 Southern Water has no objection to the proposal, but requests an informative regarding connection to the fresh water supply.
- 5.59 Given the above technical comments, it is considered that water issues can be satisfactorily addressed through the conditions recommended by the consultees. In any case, the water strategy is likely to be linked to a scheme for the wider site delivered comprehensively.

Affordable housing, infrastructure contributions and Community Infrastructure Levy

- 5.60 Policy H4 of the Crawley Borough Local Plan sets out the expected levels of affordable and low cost housing within new housing developments. It seeks 40% affordable housing from all new developments, with a minimum of 70% of the affordable housing being Affordable Rent, or Social Rent where other forms of subsidy exist, and up to 30% Intermediate tenure. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering 10% discount to first-time buyers. The policy states that this will apply to all developments unless evidence demonstrates that this cannot be achieved from a viability perspective and the development meets a demonstrable need. Payment in lieu will only be accepted in exceptional circumstances.

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- 5.61 Viability was considered for the comprehensive scheme at outline application stage. It was concluded that the development could not viably support affordable housing. Given that three years have passed since then and in connection with a legal matter relating to the reserved matters application, an updated Viability Assessment was submitted during pre-application discussions. This was independently scrutinised by the District Valuer. The updated Assessment concluded that the scheme could still not support the 40% affordable housing requirement of Policy H4. The applicant has set out a number of issues related to the proposal. These include physical restrictions on construction space, the costs and difficulties associated with working in close proximity to a railway, the need to keep the station open at all times, phasing of sales, public realm and footbridge costs. The District Valuer queried some items but, following further information from the applicant, concluded that the scheme still could not support affordable housing.
- 5.62 Subsequent to that, the Council successfully defended an appeal on Brighton Road in relation to a major development of 20 flats on the basis that the NPPF seeks a minimum of 10% affordable provision within such schemes. A similar level of affordable provision was then secured in the recently approved development on the Moka site adjacent to Overline House. Given this context, officers have sought and the applicant has agreed to provide 10% affordable housing within the Overline House scheme. Officers consider that this satisfactorily addresses the national policy requirement.
- 5.63 Whilst it is unfortunate that the wider scheme cannot deliver 40% affordable housing, this has been justified in viability terms. The Overline House proposal, in the context of the wider development, would make a small contribution towards addressing Crawley's affordable housing needs. This represents an improvement on the outline permission, which did not secure any affordable housing. Provision of this level of affordable housing can be secured through a Section 106 agreement and officers consider that it represents a satisfactory outcome. Given that the scheme does not deliver 40% affordable housing, in accordance with paragraphs 4.6-4.7 of the Affordable Housing SPD and the Planning Practice Guidance, a review mechanism of viability should be secured to address potential improvements in viability as the scheme progresses.
- 5.64 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.
- 5.65 The previous outline application was approved before the adoption of CIL by the Borough Council. There has been discussion with the applicant on how to address other infrastructure contributions as part of consideration of the current application. The outline permission for the wider development (308 flats) was subject to a S106 to secure contributions towards a range of infrastructure. That application was determined before Crawley's CIL came into force. The S106 secured contributions towards matters, such as education, which are now covered by CIL. The S106 will still apply in respect of the reserved matters application elsewhere on this agenda. As is explained in the separate report on the reserved matters application, officers recommend that the previous S106 be amended on a pro-rata basis for the 223 flats covered by that application, rather than 308 originally given outline approval.
- 5.66 However, for the current Overline House full application, contributions will be based on the Borough Council's current requirements. This will avoid potential double counting in relation to CIL, which will be applicable to this proposal.
- 5.67 For the full planning application considered in this report therefore, the Borough Council seeks £30,673.75 towards open space, which is proposed to be spent enhancing Southgate Park play area, improving amenity green space in Northgate or Haslett Avenue and enhancing allotment provision within the local area, such as at Riley Road. The Green Infrastructure SPD sets out the method for calculating the required contribution to new tree planting. In this case, the requirement is for 83 trees (one per flat), with a contribution of £58,100 (83 x £700) to be secured through a legal agreement.
- 5.68 The applicant has confirmed their understanding and acceptance that the Overline House full application contributions will be based on current adopted policy.
- 5.69 As this report covers a new full planning application, if permission is granted, the conversion of Overline House would be liable for CIL. The additional floorspace created (1539 sqm) on the new seventh and eight floors would generate a CIL payment of around £180,000. Depending on previous

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periods of occupation, space on the ground to sixth floors may also be liable for a payment. For clarification, any approval of the separate, but related, reserved matters application would not be liable for CIL.

- 5.70 The Crawley Clinical Commissioning Group has commented that future residents would be likely to register with Saxonbrook Medical Centre. This could exacerbate pressures on that practice and the CCG is seeking funding through CIL for improvement works. This will be considered separately through the Council's CIL procedures and cannot be addressed through the current full application.

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

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

5.72 Whilst not necessarily a comprehensive list, the Phasing and Implementation Plan will need to address:

- Delivery of the refurbished railway station;
- Integration of the station forecourt and other areas of public realm with the Council's wider Station Way public realm improvements;
- Delivery of public station parking and residential parking in a coordinated manner;
- Delivery of the public and private landscaped areas;
- Delivery of the retail unit in Overline House;
- Delivery of the business space within Overline House;
- Delivery of the refuse/recycling store for Overline House (which is situated in the Reserved Matters site);
- Delivery of the affordable housing in Overline House; and
- Reinstatement of the pedestrian footbridge and pedestrian link between Station Way and East Park;

5.73 Trigger points will need to be agreed by interested parties to ensure delivery of key elements of the scheme, such as the refurbished station and reinstatement of the footbridge, at an appropriate, but early stage in the wider scheme. In this type of scheme, these trigger points would normally take the form of limiting the number of flats that could be occupied before the key elements required are completed. This is complicated here by the outline permission and the three different current applications, which is partly why the applications need to be linked through S106 agreements.

CONCLUSIONS:-

6.1 The proposal generally accords with the relevant policy requirements. It would refurbish and considerably enhance Crawley railway station, including provision of a new retail unit. The scheme would also provide a significant number of new residential units and some new commercial space in a highly sustainable location on the southern edge of the town centre. Future occupants would have easy access to public transport, both rail and bus, and to the wide range of facilities available in the town centre.

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- 6.2 Overline House would be refurbished, with the visibility and prominence of the station being visually enhanced, the proposed redesign and two additional floors being considered acceptable in design terms. Subject to appropriate detailing and materials, the proposal could form an attractive building within the town centre. The proposed development is generally policy compliant in terms of its use, design and residential standards and, subject to measures to address noise impacts, would create a satisfactory residential environment. The proposal, subject to a range of appropriate controls, is considered acceptable in highways and parking terms.
- 6.3 It is concluded that the development would meet the objectives of the NPPF and would comply with the policies in the Local Plan. Having weighed up the social, environmental and economic impacts of the proposal, it would represent a sustainable development. Whilst there are some failings against Council policy, particularly in residential space standards, outdoor amenity space and limited daylight/sunlight for some units, it is considered that these are outweighed by the positive benefits of the scheme.
- 6.4 It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure a Phasing and Implementation Plan for delivery of the wider proposals, including the station improvements and the wider scheme covered by the concurrent Reserved Matters application and the footbridge application, comprehensively, agreement of and implementation of a Car Park Management Plan and car club membership for residents, eight affordable housing units within Overline House scheme and the financial contributions towards open space and tree mitigation.

RECOMMENDATION RE: CR/2019/0660/FUL

PERMIT subject to the completion of a S106 agreement to:

- link this planning permission to planning permissions CR/2016/0294/OUT and CR/2019/0661/FUL and to secure a Phasing and Implementation Plan for the wider Overline House/Station Gateway development as well as trigger points for delivery of key elements of the scheme;
- provide two years free car club membership for future residents of the new dwellings;
- secure provision of a minimum of eight affordable housing units within the Overline House scheme and a review mechanism to address any potential upturn in viability as the scheme is developed; and
- secure infrastructure contributions towards open space (£30,673.75) and tree mitigation (£58,100)

And 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. No above ground development shall be carried out unless and until a schedule and samples of materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details unless otherwise agreed 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.
4. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.

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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 Supplementary Planning Document.

5. 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;
- noise and dust emissions from the development site;
- 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);
- details of cranes and other tall construction equipment (including details of obstacle lighting); 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 ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

REASON WHY PRE-COMMENCEMENT: A Construction Management Plan is required pre-commencement because the potential impacts upon highway safety and local residents that the Plan would mitigate could occur from the beginning of on-site activity and preparatory work.

6. The Bird Hazard Management Plan dated 1 September 2020 shall be implemented as approved upon completion of the roofs 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 Policy IN1 of the Crawley Borough Local Plan.

7. No building or structure forming part of the development hereby permitted shall exceed 105.230m AOD.

REASON: To avoid any building/structure on the application site endangering the safe movement of aircraft and the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment in accordance with Policy IN1 of the Crawley Borough Local Plan 2015 - 2030.

8. No development shall commence unless and until a scheme that addresses the issues of acoustics, ventilation and overheating has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

(i) Identifying the level of noise exposure for each flat and the means by which the noise level within any (unoccupied) domestic habitable room including living rooms and bedrooms, with windows open, shall be not exceed 35 dB(A) Leq 16hr (between 0700 and 2300) and no more than 30dB (A) Leq 8hr (between 2300 and 0700); and

(ii) The means by which the noise level within any (unoccupied) domestic bedroom, with windows open, shall not normally exceed 45 dB(A) LAFMax between 2300 and 0700; and

(iii) Where the standards in (i) or (ii) or both cannot be achieved with windows open, the scheme must show how those standards will be met with windows closed and the means by which adequate ventilation will be provided; and

(iv) As a result of the increase in façade insulation the resistance to the passage of airborne sound of the partitions between dwellings shall be at least 55 DnT,w + CtrdB unless otherwise agreed in writing by the Local Planning Authority; and

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(v) In any design, good acoustic design shall be employed to prevent noise exposure. The hierarchy of good acoustic design shall be applied in descending order and may include any combination of the following:

- Separating by distance;
- Reducing noise at source or by relocating the source;
- Incorporation of barriers to break noise transmission pathways;
- Using the site layout and design to reduce noise propagation across the site;
- Using orientation of the buildings to reduce noise exposure of noise sensitive rooms;
- Using façade design, such as façade barriers, balconies and winter gardens, to minimise exposure to noise; and
- Reliance on the building envelope to mitigate noise to acceptable levels.

(vi) In designing to prevent overheating, regard shall be had to the cooling hierarchy:

- Minimise internal heat generation through energy efficient design;
- Reduce the amount of heat entering the building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls;
- Design to enable passive ventilation (e.g. cross ventilation);
- Provide mechanical ventilation; and
- Provide active cooling (ensuring they are the lowest carbon options)

No dwelling hereby permitted shall be occupied until the approved scheme has been implemented in respect of that dwelling. The scheme must be implemented in full and maintained for the lifetime of the building. Any amendments to the scheme or alterations to it must be agreed in writing with the Local Planning Authority in advance.

After completion and prior to first occupation, a study involving the measurement and/or calculation of the effectiveness of the scheme shall be undertaken. The study shall identify the level of compliance with the scheme. A written report of the findings, identifying the level of compliance, shall be submitted to the Local Planning Authority within one month of the survey completion. No dwelling shall be occupied where compliance with the approved scheme has not been achieved in full.

REASON: In the interests of residential amenity by ensuring an acceptable noise level for future occupants in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

REASON WHY PRE-COMMENCEMENT: As the development involves the conversion of an existing structure, noise mitigation measures are likely to need to be incorporated within the development from and early stage and to ensure that this issue is addressed comprehensively.

9. The rated sound level from a grille serving any plant or plant room and opening on to an amenity space or the public realm shall not exceed the background sound level for the area into which the plant is discharging as measured at three metres from the location where the discharge occurs when tested in accordance with BS4142:2014.
REASON: To safeguard the amenities of future residents in the proposed flats in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
10. The motors and moving components of any security shutters or roller gates shall be acoustically isolated from the building structure to prevent the transmission of sound to the structure.
REASON: To safeguard the amenities of future residents in the proposed flats in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
11. The inherent airborne sound insulation between the noise generating uses (including but not exclusively commercial uses and the waste stores) and residential properties shall be at least 65 DnTw+Ctr dB. Occupation of the residential properties shall not take place until evidence has been submitted to and approved in writing by the Local Planning Authority demonstrating that the sound insulation value has been achieved.
REASON: To safeguard the amenities of future residents in the proposed flats against noise transmission from commercial premises to residential premises on floors above in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
12. None of the flats hereby approved shall be occupied until confirmation has been provided that either:
 1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or

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2. A housing and infrastructure phasing plan has been agreed submitted to and approved in writing by the Local Planning Authority to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

REASON: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.

13. Development should not commence until finalised detailed surface water drainage designs 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 40% for climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.

REASON: To prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

REASON WHY PRE-COMMENCEMENT: Details regarding drainage and SUDS details are required pre-commencement because they are likely to involve below ground works that may be carried out at a very early stage in the construction process.

14. Development shall not 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 and maintained in accordance with the approved details.

REASON: To ensure the long term maintenance of the drainage system, prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

REASON WHY PRE-COMMENCEMENT: Details regarding drainage and SUDS details are required pre-commencement because they are likely to involve below ground works that may be carried out at a very early stage in the construction process.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking and re-enacting this order with or without modification, no development (including upwards extensions), telecommunications equipment, renewable energy equipment, other equipment or advertisements other than those shown on the drawings hereby approved shall be installed or carried out on the roof of the development hereby permitted without the prior, express planning permission of the Local Planning Authority.

REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment, to enable the Local Planning Authority to control extensions and alterations that could have significant visual impact and in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.

16. No part of the development shall be first 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.

17. No part of the development shall be first occupied until such time as a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The Travel Plan shall include the provision of a Welcome Pack setting out sustainable transport provisions for new residents. The Travel Plan shall be implemented upon first occupation of any of the flats hereby approved.

REASON: To encourage and promote sustainable transport and to reduce carbon emissions in accordance with policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030.

18. No above ground works shall take place on site until full details of solar energy scheme set out in the Energy Statement have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved solar energy scheme are to take place unless submitted to

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and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved prior to first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the development addresses energy efficiency and climate change, does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids, surveillance equipment and glint/glare to pilots and in accordance with Policies ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.

19. The residential units shall not be occupied until design stage SAP calculations have been submitted to and agreed in writing by the Local Planning Authority confirming calculation of an average dwelling fabric energy efficiency (DFEE) across the residential units not greater than 28 kilowatt-hours per square metre, or, in the event of any exceedance of this figure, the inclusion of sufficient additional low-zero carbon energy sources to satisfy the additional energy demand. The development is to be implemented in accordance with the agreed details.
REASON: In the interests of sustainable design and construction in accordance with policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015.
20. The residential units shall not be occupied until all water fittings have been installed in accordance with the specifications provided on p.24 of the Energy Statement submitted with this application and dated August 2019.
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.
21. Within three months of the occupation of any non-residential floorspace forming part of the scheme a post-construction report shall be submitted to and agreed in writing by the local planning authority, verifying that the area of floorspace occupied or the non-residential part of the scheme as a whole has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.
REASON: In the interests of sustainable design and construction in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015.
22. No above ground development shall be carried out unless and until details of the air source heat pumps to serve the ground floor commercial units hereby approved, including their capacity to connect to a future District Energy Network, have been submitted to and approved in writing by the Local Planning Authority. The air source heat pumps shall be fully implemented as approved prior to first occupation of the ground floor commercial units unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the development addresses energy efficiency and climate change and to address the visual and noise impact of the proposed equipment in accordance with Policies CH3, ENV6, ENV7 and ENV11 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
23. No works on the new building 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.
24. The Business Use / Office unit at the western end of the ground floor shown on drawing 116-L(20)-OV-300 Rev P19 shall be used only for purposes within Use Class E(g)(i) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) and shall not be changed to any other use, falling within Class E or not, without the prior written consent of the Local Planning Authority.
REASON: To help meet local business needs and support Crawley's economy, to accord with the wider scheme granted outline planning permission under reference CR/2016/0294/OUT and to enable the Local Planning Authority to properly consider the impact of any proposed change of use on these issues in accordance with policies EC2, EC6 and IN5 of the Crawley Borough Local Plan and the National Planning Policy Framework.

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25. The retail unit at the eastern end of the ground floor shown on drawing 116-L(20)-OV-300 Rev P19 shall be used only for purposes within Use Class E(a) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) and shall not be changed to any other use, falling within Class E or not, without the prior written consent of the Local Planning Authority.
REASON: To ensure the local and travel related retail needs of station users and local residents are met and to enable the Local Planning Authority to properly consider the impact of any proposed change of use on these needs in accordance with policies EC6, IN5 and IN6 of the Crawley Borough Local Plan and the National Planning Policy Framework.

INFORMATIVES

1. The water efficiency standard required under condition 20 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
2. A formal application for connection to the water supply is required in order to service this development.
For further advice, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119), www.southernwater.co.uk or by email at developerservices@southernwater.co.uk.
3. The applicant is advised that there are public sewers crossing or close to the proposed development. It is important to minimize the risk of damage to the public sewers. Thames Water will need to check that the development does not limit repair or maintenance activities, or inhibit the services they provide in any other way. The applicant is advised to read the Thames Water guide to working near or diverting its pipes. The guide can be found here: <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.
4. 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. Thames Water would expect the developer to demonstrate what measures he will undertake 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 wwqriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk.
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 <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
6. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant should note that as part of these works there is also land which shall be adopted as highway maintainable at the public expense. The applicant is requested to contact the Highways Implementation Team through <https://www.westsussex.gov.uk/roads-and-travel/make-an-enquiry-about-a-road-or-pavement/> 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 applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here: <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>
8. 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

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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:

- a) 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.
- b) 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.
- c) 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 benefiting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

1. NPPF Statement

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

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

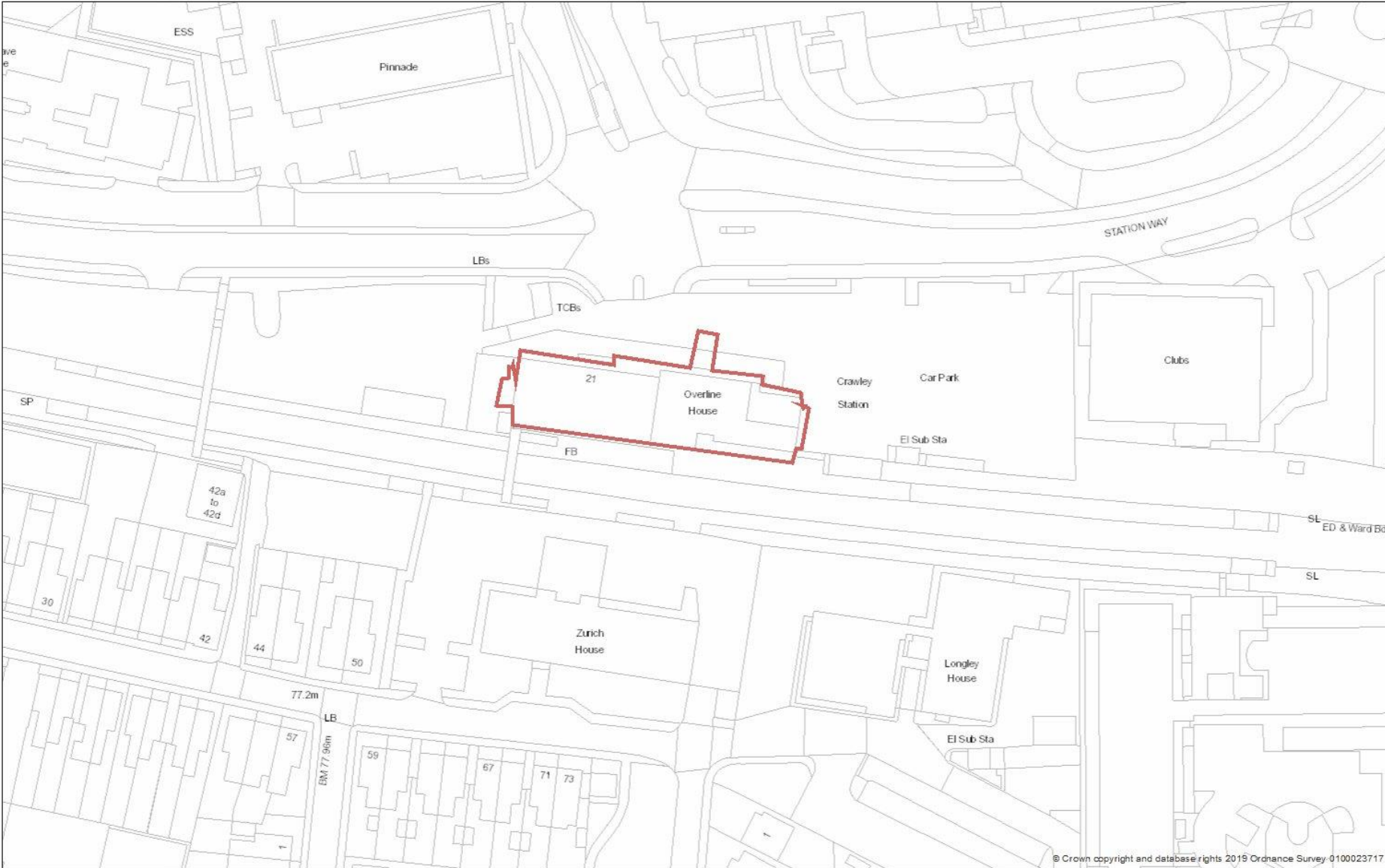


ArcGIS Web Map



Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 26 April 2021
REPORT NO: PES/362(c)

REFERENCE NO: CR/2019/0661/FUL

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

TARGET DECISION DATE: 21 November 2019

CASE OFFICER: Mr H. Walke

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

PLANS & DRAWINGS CONSIDERED:

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

CONSULTEE NOTIFICATIONS & RESPONSES:-

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

NEIGHBOUR NOTIFICATIONS:-

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

RESPONSES RECEIVED:-

No responses received.

REASON FOR REPORTING TO COMMITTEE:-

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

THE APPLICATION SITE:-

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

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

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

THE PROPOSED DEVELOPMENT:-

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

PLANNING HISTORY:-

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

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

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

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

PLANNING POLICY:-

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National Planning Policy Framework (NPPF)

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

- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
- Section 4 – ‘Decision making’ seeks a positive and creative approach to decisions and supports the use of pre-application discussions.
- Section 8 – ‘Promoting healthy and safe communities’ seeks to ensure planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible so that crime and disorder and fear of crime do not undermine quality of life and enable and support healthy lifestyles. Planning policies and decisions should promote public safety and take into account wider security (and defence) requirements.
- Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrian, cycle and public transport movements, address the need of people with disabilities in relation to all transport, create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
- Section 12 - ‘Well designed places’ states that good design is a key aspect of sustainable development and that the planning and development process should achieve the creation of high quality buildings and places. Paragraph 127 states:
“Planning policies and decisions should ensure that developments:
 - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

Crawley Borough Local Plan 2015-2030

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

- Policy SD1 (Presumption in favour of Sustainable Development) in line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principle) states that the neighbourhood principle will be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.

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- Policy CH2 (Principles of Good Urban Design) states that in order to assist in the creation, retention or enhancement of successful places. In particular development proposals will be required to:
 - “(a) respond to and reinforce locally distinctive patterns of development and landscape character and to protect and/or enhance heritage assets,*
 - (b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas,*
 - (c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society including disabled and elderly people,*
 - (d) make places that connect with each other and are easy to move through,*
 - (e) provide recognisable routes, intersections and landmarks to help people find their way around,*
 - (f) consider flexible development forms that can respond to changing social, technological and economic conditions,*
 - (g) provide diversity and choice through a mix of compatible development and uses that work together to create viable places that respond to local needs.”*
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet their own operational requirements necessary for the safe and proper use of the site.
- Policy CH11 (Rights of Way and Access to the Countryside) requires that proposals resulting in the loss of a public right of way must ensure re-provision of equal or better value.
- Policy EC6 (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.
- Policy ENV10 (Pollution Management and Land Contamination) states that where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed, and ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure, both on and off site, and if mitigation can be provided to avoid any significant cumulative effects on existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN3 (Development and Requirements for Sustainable Transport) advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.

Draft Crawley Borough Local Plan 2020-2035

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

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

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

Supplementary Planning Guidance and Documents

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

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

PLANNING CONSIDERATIONS:-

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

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

Highways, railway, pedestrian and phasing issues

- 5.2 The pedestrian footbridge forms both a public right of way and part of the public highway. It is an important and well used link for pedestrians between East Park and the surrounding area south of the railway and the town centre. The railway forms a significant barrier to pedestrians here. Although the station has a new bridge with lift, it is not freely accessible to the public. The only alternative for pedestrians is to cross at the level crossing.
- 5.3 The outline application for the wider Station Gateway improvements included the retention of the pedestrian bridge, with a condition imposed requiring further details to be submitted. It is still proposed to retain the footbridge. However, the locations of the proposed residential buildings (Reserved Matters application CR/2019/0602/ARM) to the north of the railway have altered slightly. The location of the pedestrian link through them has shifted slightly west as a result. This has resulted in a need to amend the alignment of the bridge, by also moving its northern end to the west. As a result, the proposed reinstated bridge would have an angled crossing over the railway line.
- 5.4 The existing bridge has stepped access. It is not therefore available to wheelchair users and creates difficulties for people with buggies or mobility difficulties. The Local Highway Authority raised the possibility of providing ramped access in its comments, although recognised the existing situation with stepped access. Clearly a ramped access would be a beneficial improvement, but the required

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

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

Design and visual appearance

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

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

Impact upon neighbouring properties

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

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

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

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CONCLUSIONS:-

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

RECOMMENDATION RE: CR/2019/0661/FUL

PERMIT, subject to a S106 agreement to link the planning permission to planning permissions CR/2016/0294/OUT and CR/2019/0660/FUL and to secure a Phasing and Implementation Plan for the wider Overline House/Station Gateway development as well as trigger points for delivery of key elements of the scheme and also subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. Notwithstanding the details shown on the drawings hereby approved, no physical works to the bridge shall take place until a full structural survey and a method statement detailing how the structure will be removed, repaired and refurbished and reinstated have been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the agreed method statement unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure a high quality restoration of the bridge in the interests of visual amenity in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
4. No development approved by this permission shall be commenced until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan shall specifically address the following:
 - The proposed methodology of removing the existing bridge and reinstalling the bridge;
 - Operating hours, noise and vibration controls.REASON: To address noise and vibration issues in the interests of residential amenity in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
REASON WHY PRE-COMMENCEMENT: A Construction Management Plan is required pre-commencement because the potential impacts upon highway safety and local residents that the Plan would mitigate could occur from the beginning of on-site activity and preparatory work.
5. Notwithstanding the details shown on the plans hereby approved, full details of proposed lighting for the reinstated bridge shall be submitted to and agreed in writing by the Local Planning Authority. The agreed lighting shall be fully installed as approved and made operational before the bridge is brought back into use unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure a high quality restoration of the bridge and a safe environment for pedestrians and the railway operator in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
6. Within two months of the bridge being removed from the site, details of measures to address potential overlooking at the southern end of the realigned bridge shall be submitted to and approved in writing by the Local Planning Authority. The agreed measures shall be implemented in full before the bridge is brought back into use.

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

INFORMATIVE(S)

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

1. NPPF Statement

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

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

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

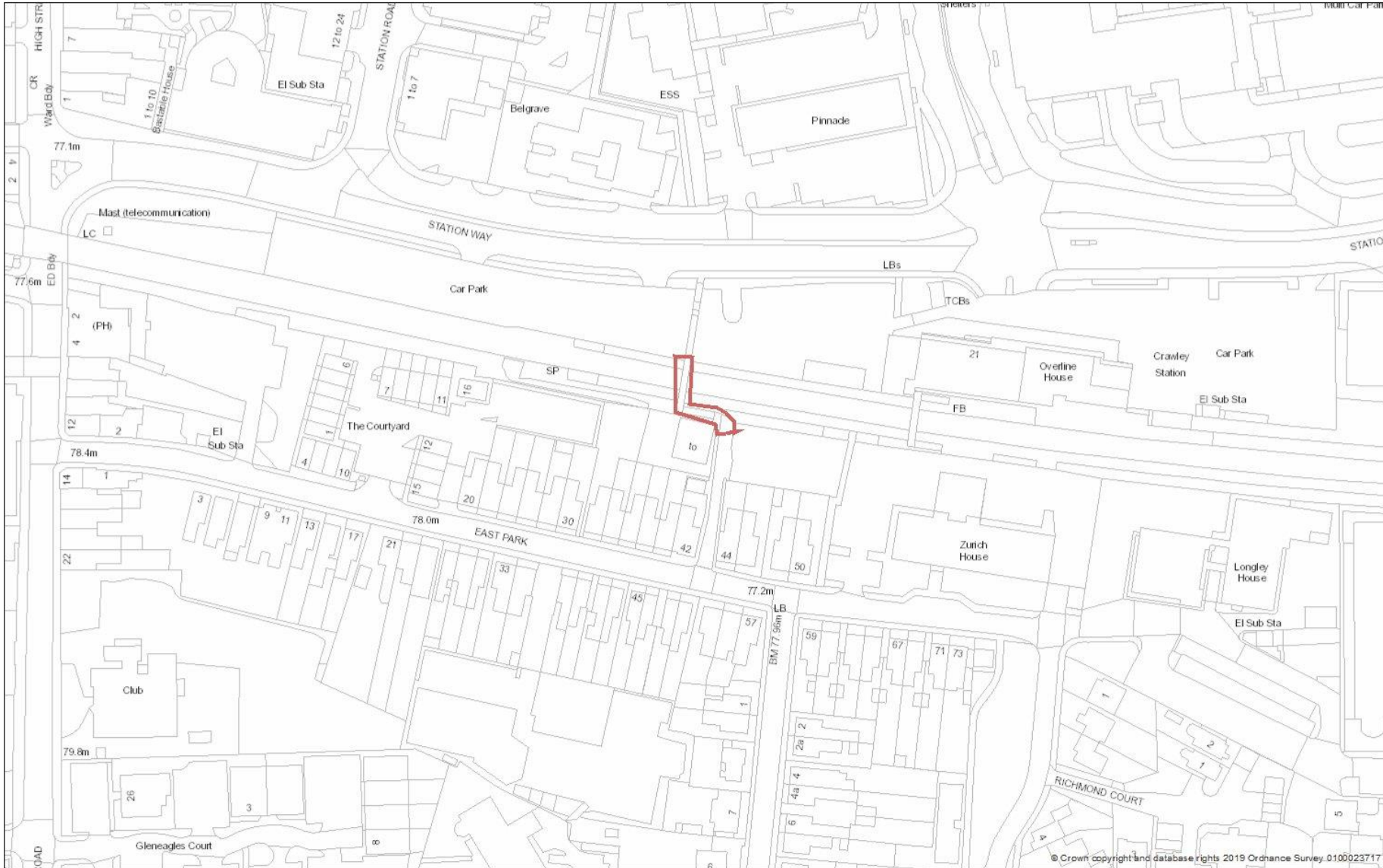


ArcGIS Web Map



Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

1:1,000



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 26 April 2021
REPORT NO: PES/362(d)

REFERENCE NO: CR/2020/0155/FUL

LOCATION: [EASISTORE LTD, MAIDENBOWER OFFICE PARK, BALCOMBE ROAD, MAIDENBOWER, CRAWLEY](#)

WARD: Pound Hill South and Worth

PROPOSAL: ERECTION OF 4 STOREY EXTENSION

TARGET DECISION DATE: 30 July 2020

CASE OFFICER: Mrs A. Sanders

APPLICANT'S NAME: Easistore Limited

AGENT'S NAME: ECE Architecture Limited

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
6402 PI 001	C	Site Location Plan
6402 PI 005	D	Block Plan
6402 PI 010	D	Existing Site Plan
6402 PI 015	I	Proposed Site Plan
6402 PI 030	E	Existing East & West Elevations
6402 PI 031	E	Existing North & South Elevations
6402 PI 050	A	Existing Ground Floor Plan
6402 PI 051	A	Existing First Floor Plan
6402 PI 052	A	Existing Second Floor Plan
6402 PI 053	A	Existing Third Floor Plan
6402 PI 054	A	Existing Roof Plan
6402 PL 020	J	Proposed East & West Elevations
6402 PI 021	J	Proposed North & South Elevations
6402 PI 040	E	Proposed Ground Floor Plan
6402 PI 041	E	Proposed First Floor Plan
6402 PI 042	E	Proposed Second Floor Plan
6402 PI 043	E	Proposed Third Floor Plan
6402 PI 044	E	Proposed Roof Plan
PI 100	C	Proposed Boundary Section
6402 PI 200	B	Vehicle Tracking
0300	C01	Retaining wall with sections and details
0301	C02	Retaining Wall & Slab Thickness Sections

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory Consultees

- | | |
|---|------------------------------------|
| 1. WSCC Highways | No objection subject to conditions |
| 2. National Air Traffic Services (NATS) | No objection |
| 3. Highways England | No objection subject to conditions |

Other Consultees

- | | |
|----------------------------------|---|
| 4. Thames Water | No objection subject to conditions |
| 5. Police | No objection |
| 6. CBC Environment Team | No comments received |
| 7. Crawley Cycle & Walking Forum | Comment that cycle parking spaces should be |

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8. CBC Energy Efficiency & Sustainability
9. CBC Retail & Employment
10. CBC Urban Design
11. CBC Env Health (Air Quality)

12. CBC Economic Development
13. Gatwick Diamond Grow Group
14. Drainage

provided

No objection

No objection

No comments received

No objection subject to submission of a Dust Management Plan, and provision of electric vehicle charging points and cycle parking

No comments received

No comments received

awaiting comments – to be updated at the meeting if available

NEIGHBOUR NOTIFICATIONS:-

N/A

RESPONSES RECEIVED:-

None

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development.

THE APPLICATION SITE:-

- 1.1 The application site is located within Maidenbower Business Park, a collection of commercial buildings with B1, B2 (now use class E(g)(iii)) and B8 use classes. The site is directly adjacent to the M23 motorway (to the eastern edge) and Junction 10A slip road to the south. To the west of the Business Park is Balcombe Road, with the residential properties in Maidenbower further to the west. To the north of the Business Park is an area of woodland and the Worth Conservation Area in which St Nicholas Church is centrally located. The far northern part of the site is located within an area of Structural Landscaping as defined in the Local Plan.
- 1.2 The existing site comprises a large warehouse building constructed of metal cladding over 4 floors with a total floor area of approximately 6,300m². The building is currently used as a Self-Storage Facility (B8 use class). There are currently 22 car parking spaces and 3 lorry spaces.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal is to extend the existing building toward the southern boundary utilising an area of hard standing between the building and boundary and then wrapping around to the front of the unit towards the east. The extension will create a floor area of approximately 2200sqm over 4 storeys, the floor levels of which will match those of the existing building. The additional floor area will be used for B8 self-storage use in line with the current operation.
- 2.2 The width of the extension would vary due to the stepped nature of the existing building and the stagger of the boundary. With the angled side elevation that is proposed, at its narrowest point the extension would project 6m from the side of the building and at its widest point it would project 18m. The section to the front of the building would be 16m by 10m. The total length of the extension from front to rear would measure 50.5m. The ridge height of the extension would be maintained to match that of the existing building at 12.5m, with the new extension set behind a small parapet which have a maximum height of 13m. The southern elevation is angled to reflect the existing angled boundary line. The building appearance would match that of the existing building, namely dark grey cladding panels with light grey flashings and glazing panels. The existing access is not affected by the proposals and no additional parking spaces are proposed.
- 2.3 The proposal has been amended to move the extension away from the southern boundary with the M23 slip road as a response to the earlier comments received from Highways England. As a result the layout of the extension has changed with the proposal now extending to the front (east) of the

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building as well as the side (south). This also resulted in the parking layout being slightly reconfigured to accommodate the existing 22 spaces. The proposal has also been amended so that the extension would now be in line with the back wall of the existing building when viewed from the west, originally it was proposed that the building would extend further to the west.

PLANNING HISTORY:-

- 3.1 CR/2009/0250/COU
RETROSPECTIVE APPLICATION FOR CHANGE OF USE OF PART OF THE CAR PARK TO CAR WASH FACILITY AND STORAGE INCLUDING CANOPY & PORTA CABIN (AMENDED DESCRIPTION).
Permitted
- 3.2 CR/2005/0257/ARM
ERECTION OF WAREHOUSE FOR B8 USE (STORAGE)
Permitted

PLANNING POLICY:-

4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) published in July 2018 states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.

Section 6 emphasises that planning policies and decision should help create the conditions in which businesses can invest, expand and adapt with significant weight placed on the need to support economic growth and productivity.

Section 9 states that the planning system should actively manage patterns of growth to promote sustainable transport with development focused on locations which can be made sustainable.

4.2 The Development Plan – Crawley Borough Local Plan 2015-2030 (adopted December 2015)

SD1 states that in line with the planned approach to Crawley new town, and the spatial patterns relating to the neighbourhood principles the Council will take a positive approach to approving development which is sustainable.

CH2 sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley.

CH3 requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how 'Secure by Design' principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access, circulation, manoeuvring, loading etc. and to comply with all relevant Supplementary Planning Guidance (such as the Manor Royal SPD).

EC1 states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper, and encourage main employment areas as the focus for sustainable economic growth.

EC2 states that as a key economic driver in the sub-region, Crawley's main employment areas make a significant contribution to the economy of the town and the wider area. Therefore, Main Employment Areas are identified as a focus for sustainable economic growth, each of which has a

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different character and function. Proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area, and overall economic function of the town, through providing a mix of employment generating uses.

ENV6 states that all development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.

ENV7 states that any major development within the borough that would involve the creation of over 1000sqm of internal floorspace, should demonstrate how they have considered the following hierarchy:

- i. where a network is in place in the immediate area: connect to an existing District Energy Network; or
- ii. where a network is not yet in place, development should:
 - a) consider developing its own system for supplying energy to any surrounding existing or planned buildings. Any system installed should be compatible with a wider district energy network and developments should ensure that connection to a wider network is facilitated in the future through good design and site layout; or
 - b) consider how it may include site-wide communal energy systems; or
 - c) be “network ready”, optimally designed to connect to a District Energy Network on construction or at some point after construction.

ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk or would increase the risk of flooding elsewhere.

ENV9 identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.

ENV11 seeks to protect people’s quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses which will not be exposed to noise impact that would adversely affect the amenity of existing and future users.

ENV12 states that proposals that do not have a negative impact on air quality will normally be permitted.

IN1 deals with infrastructure provision and 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.

IN2 requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.

IN3 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.

IN4 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.

4.3 **Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)**

The Local Plan Review Submission Consultation draft 2021-2037 has been published for Regulation 19 consultation on 6 January 2021 until 30 April 2021, and therefore limited weight should be given to the following applicable policies:

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- 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 DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy IN1: Infrastructure Provision.
- Policy EC1: Sustainable Economic Growth.
- Policy EC2: Economic Growth in Main Employment Areas.
- Policy EC11: Employment Development and Residential Amenity
- Policy SDC1: Sustainable Design and Construction.
- Policy SDC3: Tackling Water Stress.
- Policy EP5: Air Quality
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents

4.4 Urban Design SPD – October 2016

This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. Annex 1 contains the Borough's indicative minimum parking standards. For a B8 use, 1 space is required for every 100sqm and 1 lorry space is required per 500sqm. The SPD also includes cycle parking standards which for a B8 use would be 1 space per 500sqm (as well as 1 visitor cycle space per 1000sqm).

4.5 Planning and Climate Change SPD

This provides further guidance on addressing the sustainability policies within the Local Plan with examples of best practice and how to demonstrate compliance with the policies.

PLANNING CONSIDERATIONS:-

5.1 The main considerations for this application are the following:

- Principle of the Development
- Highways and Parking Considerations
- Design and appearance of the proposal & the impact on the street scene
- Impact on amenity of neighbouring properties
- Air Quality
- Sustainability
- Drainage.

Principle of the Development

- 5.2 Local Plan Policy EC1 identifies Crawley as having a significant business land supply shortfall of 35ha over the Plan period to 2030. The limited available business land supply remains an issue moving forward, with the draft Submission (Regulation 19) Local Plan identifying greater unmet business land need of up to 100 hectares over the forthcoming Plan period to 2035. This places significant weight on the need to build upon and protect the role of the designated main employment areas, in order to enable new and existing businesses to grow and prosper. As such, the provision of additional business floorspace within the Main Employment Area is supported by Policy EC1.
- 5.3 Local Plan Policy EC2 supports employment generating development that contributes to the specific characteristics of the Main Employment Area and the wider economic function of the town. Maidenbower Business Park is characterised by a range of economic uses, including warehouse, office, vehicle sales/repairs and leisure uses. The proposed extension is in-keeping with this economic character, and is supported by Policy EC2.

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- 5.4 More broadly, the proposal is consistent with wider NPPF objectives to support business and plan positively to encourage sustainable economic growth. As such the proposal is consistent with Local Plan Policies EC1 and EC2, and is supported in principle.

Highways and Parking Considerations

M23

- 5.5 The proposed extension would be located 2m (at its closed point) from the southern boundary of the site which is adjacent to the M23 slip road. Given the location of the proposal in close proximity to the M23, Highways England were consulted on this application to assess proposals that have the potential to impact on the safe and efficient operation of the strategic road network and in this case the M23.
- 5.6 Highways England originally objected to the proposal due to the proximity of the extension to the M23 slip road. As a result of numerous discussions the scheme was amended to the current proposal in order to move the extension away from the southern boundary and to allow space to construct the extension and maintain it without encroaching onto Highways Agency land or compromising the M23. Further details were also provided comprising sections of the proposed boundary, retaining wall and slab thickness, construction methodology and method statements for the glazing and cladding. The proposed extension as now amended would be constructed adjacent to and above the existing retaining boundary wall which would leave a minimum of 2m (at its closest point) to the M23 landscape buffer zone followed by a further 6.5m to the M23 slip road.
- 5.7 Highways England have removed their objection and are now satisfied that the building extension can be constructed and maintained without detrimental impacts to the safe and efficient operation of the M23 Motorway and its slip road, subject to conditions relating to the submission of a landscaping scheme, details to ensure the slip road is safeguarded, a construction management plan, street lighting details and surface water drainage requirements.

Parking Arrangements

- 5.8 Currently 22 parking spaces (which includes 1 disabled bay) are provided on site and it is not proposed to increase the number of parking spaces as a result of this application, although the parking layout has been reconfigured in order to accommodate the extension. The internal courtyard has space for 3 lorries to the front of the building with 22 parking spaces arranged around the site. There are currently no cycle parking spaces provided on the site.
- 5.9 For a development of this size covering approximately 2200sqm, 22 additional parking spaces would ordinarily be required as well as 8 cycle parking spaces. However, given the existing site is used as a self-storage unit, this particular operator has advised that they have very specific operational requirements for customer / visitor parking in that customers only use the facility to drop off or collect items with very few visits to the premises for the majority of the time. In regard to cycle parking, again given the nature of the site it is highly unlikely that customers would be able to transport their items via a bicycle however staff members may cycle to the site. As such officers consider that in this instance, given the specific requirements of this commercial unit, the number of vehicle parking spaces would be sufficient, but that cycle parking should be provided.
- 5.10 The Local Highway Authority (LHA) were also consulted on the application and raise no objection to the proposal. They advise that the existing road access is to onto a private road. They consider that the additional traffic due to the proposed extension would not have a detrimental effect on the nearby roundabout or on the local road network. 22 parking spaces are currently provided and they do not consider that, because of the nature of the proposed use with occasional visits by clients, additional parking spaces will be needed. They have also not suggested any cycle parking spaces. However officers consider that whilst customers are unlikely to cycle to the site, cycle parking for employees should be provided. Therefore a condition is recommended that cycle parking details are submitted prior to the occupation of the development. The LHA have also requested the provision of a construction management plan prior to the commencement of any building work.

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- 5.11 In regard to vehicle tracking, a series of plans have been submitted to show the vehicle tracking for the lorries as well as the car parking spaces. The LHA have reviewed these plans and are satisfied with the details submitted.
- 5.12 In conclusion, the proposed extension would not result in an adverse impact on the highway subject to conditions and as such would accord with development plan policy in this regard.

Design and appearance of the proposal & the impact on the street scene

- 5.13 The proposed extension would be located to the east and south of the existing warehouse building. The extension would be constructed of materials to match those of the main building, namely grey cladding with some glazing to the corner. The existing building is a large warehouse unit and the proposed extension would follow the existing pattern and form of development on this site in terms of its scale, design and proportions. The extension has been designed to follow the southern boundary line and makes efficient use of a currently underused part of the site. The site can comfortably accommodate an extension of this scale.
- 5.14 The site is located at the far east of this business park and the location of the extension would ensure that the proposal would not appear dominant within the surrounding area. The proposal would be in keeping with the nature of the business park. The site is visible from the M23 however given its scale and location, the proposal would be read against the existing building and would not be a dominant addition when viewed from here.
- 5.15 As such the proposal would not result in an adverse impact on the design and appearance of the existing site or the surrounding area and as such would accord with development plan policy in this regard.

Impact on amenity of neighbouring properties

- 5.16 The proposed extension would be located 48m from the neighbouring business use to the west of the site. This distance coupled with the fact that the proposed extension would not be extending any nearer to this neighbouring site than the existing building, would ensure that there would be no adverse impact to the amenities of these occupiers.
- 5.17 The proposed extension would be located 52m from the neighbouring business use to the north of the site. The majority of the extension would not be visible from this adjacent site and the small part that would be visible would be set over 52m away. The existing 4 storey building is located 18m from this neighbouring unit therefore the proposed extension is not considered to adversely impact upon the occupiers of this site.
- 5.18 There are no neighbouring residential properties within close proximity to the proposal.
- 5.19 Given the above the proposed extension would not result in an adverse impact upon residential amenity or impact on the occupiers of the adjacent commercial buildings and as such would accord with development plan policy in this regard.

Air Quality

- 5.20 In order to support the application, an Air Quality Assessment was submitted. The assessment considered the air quality impacts during the construction and operational phases of the development, as well as the indoor air quality. In regard to the construction phase, the report found that dust emissions can be adequately managed by adopting appropriate mitigation measures based on best practices.
- 5.21 In regard to the operational phase, the assessment found that traffic levels generated would have a negligible impact on outdoor air quality in the surrounding area. The indoor air quality is to be controlled using natural ventilation and all systems will be cleaned and maintained in accordance with company guidance. A pre-occupancy flush-out of the building will be carried out to remove any residual pollutants from paints, varnishes and other finishes.

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- 5.22 The Environmental Health Officer has raised no objection to the proposal on air quality grounds subject to a suitable dust management plan being in place prior to construction works commencing. The Emissions Mitigation Assessment sets out the appropriate level of mitigation required to offset the air quality impacts of the development. The damage costs associated with the development were low, and mitigation measures suggested included EV charging points at 20% of car parking spaces, and secure, covered and lit cycle storage for both staff and visitor use. These aspects can be covered by condition and would address air quality considerations as well as future proofing the building in terms of sustainability and promoting alternative means of travel.
- 5.23 Given the above, the proposal is not considered to result in adverse air quality impacts and would accord with development plan policy in this regard.

Sustainability

- 5.24 Policies ENV6: Sustainable Design & Construction, ENV7: District Energy Networks and ENV9: Tackling Water Stress, and the Planning & Climate Change Supplementary Planning Document (SPD) (2016) are relevant to this proposal from a climate change mitigation and adaptation perspective. ENV6 requires the submission of a Sustainability Statement responding to the six 'sustainability objectives' set out in the policy. ENV7 requires developments of this scale to demonstrate their consideration of the hierarchy of options regarding decentralised/district energy which are detailed in the policy, and to pursue such that are viable and feasible. ENV9 states that development should plan positively to minimise its impact on water resources and promote water efficiency. It requires that new non-residential development meets the BREEAM 'Excellent' minimum standards for water, where technically feasible and viable.
- 5.25 The proposal is supported by an 'Outline Sustainability/Energy Efficiency Statement'. The Statement sets out the proposed energy approach in respect of the development. It clarifies the specific nature of the development with regard to building fabric, energy consumption and water use, and sets out proposed responses to Policy ENV6.
- 5.26 The Statement makes some specific proposals in respect of fabric efficiency and technologies, including:
- Building fabric of extension to at least meet the minimum fabric performance requirements applicable to a new building under the Building Regulations
 - Specification of low energy/LED lighting
 - Provision of a 30.25 kWp solar PV array on the roof, consisting of 110 275W panels (these are shown on the proposed roof plan)
 - Improvements to the performance of the existing building as part of the Building Regulations requirement for 'consequential improvements'.
- 5.27 In respect of policy ENV7 the application sets out that no additional heating or cooling services are to be installed within the proposed development, and that the existing services will continue to be used. Because of this the Statement concludes that the specification of new communal or decentralised heating plant for this development would not be technically feasible. In respect of water and ENV9, it appears from the application documents that the proposed extension will not contain any water consuming fittings. In addition the Statement sets out that 4 electric vehicle charging points are proposed to be installed, in line with WSCC guidance. This would not directly affect the operational emissions of the building but would help to mitigate some of the transport emissions associated with its use.
- 5.28 The Energy and Sustainability Officer raises no objection to the proposal and advises that the proposed approach is considered to represent an acceptable response to the identified requirements, subject to it being implemented. It is accepted that in view of the limited energy implications of the proposal the reasons for not including new heat plant are acceptable, and the proposed provision of solar PV represents an appropriate alternative as allowed by policy ENV7. Conditions are recommended to ensure that the energy strategy and sustainability measures are implemented and for a solar PV scheme to be submitted.
- 5.29 Subject to the above, the proposal would accord with development plan policy in this regard.

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Drainage

- 5.30 It is proposed that the drainage for the proposed extension would drain to the west of the site as per the existing situation comprising hardstanding gullies and rainwater pipes which discharge in to the existing storm ditch via protruding pipes. The proposed extension would be located on an area of hardstanding which is already drained to the storm ditch along the western boundary. It is considered that the proposed extension would not create any significant increase in the volume of water being discharged to the storm ditch given that the proposal would be located on an existing area of hardstanding and would drain as per the existing situation.
- 5.31 At the time of writing this report the CBC Drainage Officer has yet to advise on this approach, but subject to his satisfactory comments, it is suggested that the decision be delegated to the Head of Economy and Planning, with a view to imposing an appropriately worded condition to secure such a drainage scheme following further consultation with the CBC Drainage Officer if deemed necessary. This would ensure that the proposal would not adversely impact upon surface water drainage. A further drainage condition is also recommended by Highways England to ensure that it does not compromise the M23. Subject to this, the proposal is considered acceptable in this regard and would comply with Policy ENV8.

CONCLUSIONS:-

- 6.1 The principle of additional economic floor space is accepted in this location. The proposed development would not result in an adverse impact upon the highway nor would it adversely impact on the design and appearance of the existing site or the surrounding area. The proposal would be acceptable in regard to residential amenity, air quality, sustainability and drainage. Subject to the imposition of conditions, the proposal would accord with development plan policy and is recommended for approval.

RECOMMENDATION RE: CR/2020/0155/FUL

It is recommended that the decision be **delegated** to the Head of Economy and Planning to await the comments of the CBC Drainage Officer **with a view to granting planning permission** subject to the following conditions as set out below, and the with the inclusion of a suitable drainage condition, if deemed necessary.

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. Prior to the commencement of the development, including any works of demolition, site preparation or clearance, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the construction period. The Plan shall provide details of the following:
 - 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 road,
 - details of public engagement both prior to and during construction works.REASON: In the interests of highway safety , to ensure that the M23 Motorway continues to an effective part of the national system of routes for through traffic in accordance with Section 10 of the

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Highways Act 1980, and the amenities of the area in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030.

This condition is required to be pre-commencement as it relates to how the building work will be managed during construction.

4. No works shall commence on the site hereby permitted (including site clearance or preparation) until the details of a scheme to safeguard and maintain the geotechnical stability of the M23 and slip road during construction and occupation of the site have been submitted to and approved in writing by the local planning authority (who shall consult with Highways England). Thereafter the construction and occupation of the development shall be in strict accordance with the approved scheme unless otherwise agreed in writing by the local planning authority (who shall consult Highways England).
REASON: To ensure that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030.
This condition is required to be pre-commencement as it relates to how the building work will be managed during construction.
5. No part of the development hereby permitted shall be occupied until a lighting framework has been submitted to and approved in writing by the local planning authority (who shall consult with Highways England). The lighting framework shall include details of the impact of lighting on driver safety on the M23 and its slip road. The development shall thereafter be undertaken in accordance with the approved details unless otherwise approved in writing by the local planning authority.
REASON: To ensure that any proposed lighting will not have an adverse impact on driver safety on the M23 Motorway and that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
6. No storm water run-off that may arise due to the development hereby permitted will be accepted into the highway or highway drainage systems, and there shall be no connections into those highways drainage systems from the development and its drainage systems.
REASON: To ensure that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980, to satisfy the reasonable requirements of road safety and to prevent environmental damage in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030.
7. Prior to the commencement of the development hereby permitted (including site clearance or preparation), details of the hard and soft landscaping on the M23 and slip road facing side of the site shall be submitted to and approved in writing by the local planning authority (who shall consult with Highways England). Thereafter the occupation of the development shall be in accordance with the approved scheme unless otherwise agreed in writing by the local planning authority (who shall consult Highways England).
REASON: To ensure that the M23 Motorway continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety in accordance with Policy CH3 and IN3 of the Crawley Borough Local Plan 2015 - 2030.
This condition needs to be pre-commencement as the landscaping details will form an integral part of the development and therefore need to be addressed at an early stage.
8. Prior to commencement of the development hereby permitted a dust management scheme shall be submitted to and approved in writing by the Local Planning Authority. Construction activities shall not commence until such a scheme has been approved by the LPA and the approved measures shall be implemented and adhered to throughout the construction period.
REASON: In the interests of amenity and in accordance with policies CH3 and ENV10 of the Crawley Borough Local Plan 2015 - 2030. This condition is to be required pre-commencement as it relates to how the building work will be managed during construction.
9. 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

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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 ensure the underground sewerage utility infrastructure is not damaged as a result of the development in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030. .

10. The materials and finishes of the external walls (and roof(s)) of the building(s) hereby permitted shall match in colour and texture those of the existing building(s).
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
11. The development hereby permitted shall not be occupied until the energy strategy and sustainability measures for the new development which are described in the submitted Outline Sustainability/Energy Statement dated April 2020 have been implemented, or otherwise in accordance with details which have first been submitted to, and agreed in writing by, the Local Planning Authority. The approved details shall thereafter been implemented and retained for the duration of the development.
REASON: In the interests of environmental sustainability, in accordance with policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the Planning & Climate Change SPD.
12. The development shall not be occupied until the photovoltaics referred to in the submitted Outline Sustainability/Energy Statement dated April 2020 have been installed in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter been implemented and retained for the duration of the development.
REASON: In the interests of environmental sustainability and the visual amenities of the locality, in accordance with policies CH3 and ENV6 of the Crawley Borough Local Plan 2015-2030
13. Prior to the occupation of the development hereby permitted, electric vehicle charging points and covered and secure cycle parking spaces for 8 cycles shall be provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be implemented and retained for the duration of the development.
REASON: To provide alternative travel options to the use of the car, in the interests of air quality and environmental sustainability in accordance with Policies CH3, ENV6, ENV7, ENV10 and IN3 of the Crawley Borough Local Plan 2015 - 2030 and the Planning & Climate Change SPD.

INFORMATIVE(S)

1. In regard to conditions 3, 4, 5, 6 and 7 above, the schemes shall include such assessment, drawings and mitigation as is necessary to comply with the requirements and standards set out in the Design Manual for Roads and Bridges and shall be in accordance with the methodology provided within the MJRooney Construction Ltd document 'Proposed Store Extension Construction Methodology' dated 8th February 2021 or other such approach as approved.
2. The applicant is advised to read Thames Waters guidance 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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:

- Liaising with consultees/applicant/agent and discussing the proposal where considered appropriate and necessary during the course of the determination of the application.

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- Seeking amended plans/additional information to address identified issues during the course of the application.

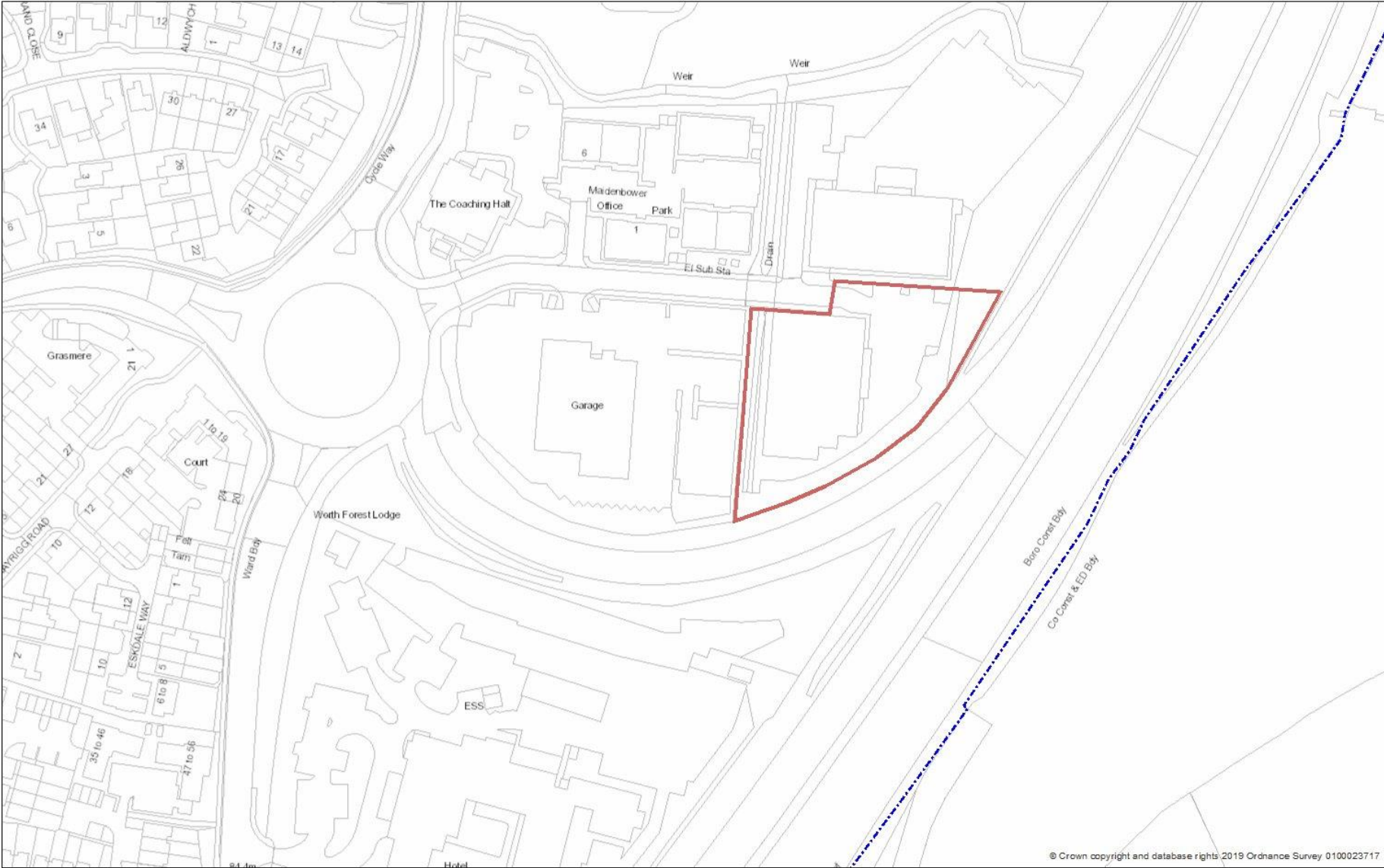
This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015.



ArcGIS Web Map

N
Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 26 April 2021
REPORT NO: PES/362(e)

REFERENCE NO: CR/2020/0274/FUL

LOCATION: [AMBULANCE STATION, IFIELD AVENUE, WEST GREEN, CRAWLEY](#)
WARD: Northgate & West Green
PROPOSAL: DEMOLITION OF EXISTING AMBULANCE CENTRE AND ERECTION OF 39 FLATS WITH ASSOCIATED PARKING AND AMENITY SPACE

TARGET DECISION DATE: 29 September 2020

CASE OFFICER: Mr H. Walke

APPLICANT'S NAME: TKEI (Crawley) Ltd
AGENT'S NAME: Fluid Architecture Ltd

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
FD19-1686-53		Existing Site Section
FD19-1686-125	A	Green Wall Detail
FD19-1686-127	A	Brick Details
FD19-1686-129	A	Balcony Detail
S18/6996/01		Topographical Survey
19097-BT2		Tree Schedule Plan
19097-4		Tree Protection Plan
J32-4440-003		Swept Path Analysis - Refuse Vehicle
5172-OOB-ZZ-00-DR-L-0002	P1	Site Plan
5172-OOB-ZZ-00-DR-L-0020	P04	Circulation Strategy
5172-OOB-ZZ-ZZ-DR-L-0005	P05	Roof Terraces
5172-OOB-ZZ-ZZ-DR-L-0010	P05	Existing and Proposed Levels with Existing Trees
5172-OOB-ZZ-ZZ-DR-L-0030	P06	Planting Strategy
FD19 - 1686 - 103	A	Third Floor Plan
FD19 - 1686 - 104	A	Fourth Floor Plan
FD19 - 1686 - 105	A	Fifth Floor Plan
FD19 - 1686 - 106	A	Roof Amenity Plan
FD19 - 1686 - 107	A	Roof Plan
FD19 - 1686 - 200	A	Proposed Site Plan
FD19 - 1686 - 201		Front and Rear Elevations
FD19 - 1686 - 202		Right and Left Flank Elevations
FD19 - 1686 - 203		Sections A-A and B-B
FD19 - 1686 - 204		Section C-C
5172-OOB-ZZ-ZZ-DR-L-0040	P05	Site Sections
5172-OOB-ZZ-ZZ-DR-L-0045	P04	Roof terrace sections
FD19 - 1686 - 100	A	Ground Floor Plan
FD19 - 1686 - 101	A	First Floor Plan
FD19 - 1686 - 102	A	Second Floor Plan

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CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory consultees

- | | | |
|----|--------------------------------------|---|
| 1. | GAL Aerodrome Safeguarding | No objection subject to condition |
| 2. | WSCC Highways | No objection subject to conditions and TRO contribution |
| 3. | National Air Traffic Services (NATS) | No safeguarding objection |
| 4. | WSCC Lead Local Flood Authority | No objection |

Other consultees

- | | | |
|-----|--|--|
| 5. | Thames Water | No objection subject to informative |
| 6. | Sussex Building Control Partnership | No response received |
| 7. | Sussex Police | Comments provided |
| 8. | CBC Drainage Officer | Further comments awaited |
| 9. | CBC Housing Enabling & Development Manager | No objection |
| 10. | CBC Planning Arboricultural Officer | No objection to original proposal subject to conditions. No response received on the revised scheme. |
| 11. | CBC Environment Team | No response received |
| 12. | CBC Environmental Health | No objection subject to conditions |
| 13. | Crawley Cycle & Walking Forum | Comments provided |
| 14. | CBC Refuse & Recycling Team | Comments provided |
| 15. | Southern Water Ltd | No objection |
| 16. | CBC Energy Efficiency & Sustainability | No response received |
| 17. | CBC Urban Design | No response received |
| 18. | Ecology Officer | Comments awaited |
| 19. | CBC Forward Planning - Housing | No response received |
| 20. | CBC Env Health (AQMA) | No objection subject to mitigation and conditions |
| 21. | WSCC Fire & Rescue | No objection |

NEIGHBOUR NOTIFICATIONS:-

Neighbour consultation letters were sent to the following addresses:

7 Wainwrights;
Ewhurst Wood Sports and Social Club;
79, 81, 83, 100, 102 and 104 Ewhurst Road;
Crawley Labour Supporters Club; and
Crawley Horticultural Society.

The letters had a consultation expiry date of 27 July 2020. Reconsultation letters were sent to the same addresses with an expiry date of 7 April 2021. Site notices were also displayed with an expiry date of 27 July 2020.

RESPONSES RECEIVED:-

Seven responses were received to the original consultations, from five nearby residential properties and from Crawley Horticultural Society raising the following matters:

Ifield Avenue is busy, with queues at peak times on Ifield Avenue, Ewhurst Road and the A23 roundabout. Previously ambulances had difficulty turning right out of the site. Concern is expressed that future residents will experience the same problem turning right. Ewhurst Road residents sometimes have difficulties getting in/out of their properties. Increased traffic would worsen this. A mini roundabout is suggested at the junction of Ifield Avenue and Ewhurst Road to assist turning right out of Ewhurst Road and slow traffic down outside the site to assist access/egress. There have been many accidents on the corner of Ewhurst Road and the proposal would increase these.

Inadequate parking provision proposed on site. Query how the parking spaces will serve the flats and where additional parking would take place. Proposal is likely to increase pressure on the West Green playing field's public car park, which is already used by commuters going to work. This would reduce

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availability for people using the playing fields and the four club premises. There are also no parking controls on Ewhurst Road, so overflow parking would take place there.

Development is too large and not well laid out. Studies quoted use flats closer to the town centre, which may have a different demographic.

Proposal would cause more congestion, air pollution, noise and traffic on an already busy road. Overlooking and loss of privacy would result to houses/gardens south of Ifield Avenue due to the five storey height proposed and the roof terraces. Anti-social behaviour is occurring in West Green Park and the car park, which could be increased. CCTV cameras in the car park and around the new flats could address this. Noise should be addressed through sound proofing and controls on use of roof terraces to avoid disturbance to existing residents.

Ewhurst Road has two storey properties. The proposal is more suitable to the town centre and would be the only development of flats in the area. It would change the character of the neighbourhood. A low rise development no higher than the trees would be more appropriate.

The loss of trees would harm air quality and wildlife habitats whilst increasing local flood risk. The number of trees to be removed should be reconsidered and flora/fauna protected. The Horticultural Society query what the boundary treatment between the two sites would be and suggest a boundary fence. The Society also raises concerns about the protected oak tree (T13), which it feels could be compromised by building works affecting groundwater, stability and possibly causing damage to the flats and the Society's building.

Two respondents raised concerns about the consultation process, having heard about the scheme through social media. (*Officer response - Their submitted comments overlapped with consultation letters being sent out in the post. Both properties were formally consulted on the application*). The developer has also not consulted with local residents.

One response suggests possible mitigation measures if the development proceeds. The measures proposed are tree planting on the south side of Ifield Avenue to screen gardens, traffic management measures and parking controls in the area, installation of CCTV cameras and noise controls on residents.

In response to consultations, three further responses were received from local residents who had commented previously. One response welcomed the revised plans, but concern was expressed by two respondents about only 22 parking spaces being proposed for 39 flats. They expressed concern that overspill parking would take place in the adjoining car park and in surrounding streets. The traffic report is unsatisfactory as it was carried out during lockdown. One reply states that the proposal would cause a loss of privacy in Ewhurst Road and that the roof terraces would cause disturbance. People living on the site in the abandoned buildings makes it feel unsafe. Lower level buildings or houses would be preferable. The final response withdrew the original comments made on traffic flows.

REASON FOR REPORTING TO COMMITTEE:-

The proposal is for major development.

THE APPLICATION SITE:-

- 1.1 The site is located on the north-eastern side of Ifield Avenue, within the neighbourhood of West Green. The application site was formerly used as an ambulance station. That use ceased around 2016 and the site has since been vacant. The site contains two linked single storey brick buildings. There is an existing (currently blocked) vehicular access onto Ifield Avenue and a parking/manoeuvring area to the west and north of the building. There is a Tree Preservation Order covering some trees within the application site.
- 1.2 Ewhurst Wood lies to the north and west of the application site, as well as continuing to the south across Ifield Avenue. West Green Park, the Crawley Horticultural Society and Labour Party Supporters clubhouses and the Ram Sports and Social Club are to the east. Ifield Avenue and residential properties in Ewhurst Road lie to the south.

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- 1.3 In terms of planning designations, the site falls within the town's defined Structural Landscaping, which includes West Green Park, Ewhurst Woods and adjoining land running along Crawley Avenue. Ewhurst Wood, up to the site's north-west and north-east boundaries, is a Site of Nature Conservation Importance. The site lies within the Long Distance View Splays from Tilgate Park and Target Hill. The Town Centre boundary defined in the Local Plan lies approximately 400 metres to the east along Ifield Avenue.
- 1.4 With the exception of the application site itself, the land to the north of Ifield Avenue including Ewhurst Wood, West Green Park, the bowling green and various club buildings are all owned by Crawley Borough Council. Ifield Avenue is adopted public highway and a narrow strip of land immediately to the south of the application site appears to be owned by the County Council.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposal would involve the demolition of the existing disused ambulance station and its replacement by a 'C' shaped block containing a total of 39 flats (two x one bed and 37 x two bed flats). The building would be built around a central courtyard, which would form private amenity space for residents. The block would vary from three storeys (south east corner), up to four storeys for much of the Ifield Avenue frontage, five storeys along the western boundary and stepping up to six storeys in height on the northern side.
- 2.2 Three communal roof terraces would be provided above the fourth and fifth floors on the western and northern parts of the building. Two areas of PV solar panels are proposed on the parts of the flat roof.
- 2.3 The existing vehicular access would be retained and a total of 22 car parking spaces, including 2 for visitors, are proposed within the site. Six spaces would form EV charging points. A total of 36 internal cycle parking spaces are proposed within two stores, along with four Sheffield stands (eight spaces) for visitors. Two bin stores are also proposed at ground floor level.
- 2.4 The applicant submitted the following documents in support of the planning application:
- Design and Access Statement
 - Planning Statement
 - Affordable Housing Statement
 - Transport Statement
 - Framework Travel Plan
 - Road Safety Audit
 - Noise Report
 - Air Quality Assessment
 - Sustainability and Energy Statement
 - Environmental Assessment Report
 - Ecological Survey/Bird Hazard Management Plan
 - Arboricultural Assessment and Method Statement
 - Landscape Design Report
 - Drainage Statement
 - Utility Assessment
- 2.5 This application has been very significantly revised in terms of design and layout as a result of negotiations with the applicant. The total number of flats has also been reduced from 44 to 39. These changes were primarily driven by the traffic noise issues affecting the site and the need to mitigate these. As well as a full set of revised plans, the applicant has also submitted a new Acoustic Planning Report, an updated Road Safety Audit, updated ecology, landscaping and arboricultural information, a Design and Access Statement Addendum and revisions to address refuse/recycling collection.

PLANNING HISTORY:-

- 3.1 There is no recent planning history on the application site.

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- 3.2 Planning permission for the former ambulance station appears to have been granted by West Sussex County Council around 1970, but further details are not available.

PLANNING POLICY:-

National Planning Policy Framework (NPPF)

- 4.1 The updated National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.
 - Section 5 – ‘Delivering a sufficient supply of homes’ emphasises the need for the planning system to deliver a sufficient supply of homes including affordable housing and the need for LPA’s to maintain and monitor the supply of housing against its housing requirement.
 - Section 8 – ‘Promoting healthy and safe communities’ seeks to ensure planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible so that crime and disorder and fear of crime do not undermine quality of life and enable and support healthy lifestyles. Planning policies and decisions should promote public safety and take into account wider security (and defence) requirements.
 - Section 9 – ‘Promoting sustainable transport’ sets out transport considerations for new development including potential impacts on the existing transport network/s, opportunities for sustainable modes of transport and the need to focus development in sustainable locations. Paragraph 110 states that applications for development should give priority first to pedestrian, cycle and public transport movements, address the need of people with disabilities in relation to all transport, create safe, secure and attractive places avoiding conflict between different transport users, allow for efficient delivery of goods, and access by service and emergency vehicles and be designed to enable charging of plug-in vehicles.
 - Section 11 – ‘Making effective use of land’ states in paragraph 117 that ‘*Planning policies and decisions should promote 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*’. The redevelopment of underutilised land and buildings is encouraged, and LPA’s should take a positive approach to alternative uses of currently developed land which is not allocated for a specific purpose to meet identified development needs. Paragraphs 122 and 123 seek to ensure efficient use though achieving appropriate densities on each site.
 - Section 12 - ‘Well designed places’ states that good design is a key aspect of sustainable development and that the planning and development process should achieve the creation of high quality buildings and places. Paragraph 127 states:
 - “*Planning policies and decisions should ensure that developments:*
 - a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

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f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- Section 15 – Conserving and Enhancing the Natural Environment. Paragraph 170 recognises the wider benefits from natural capital and ecosystem services, including the economic and other benefits of trees and woodland. It also seeks to minimise impacts on and to provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 180 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Crawley Borough Local Plan 2015-2030

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

- Policy SD1 (Presumption in favour of Sustainable Development) in line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood 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 in order to assist in the creation, retention or enhancement of successful places. Development proposals will be required to:
*“(a) respond to and reinforce locally distinctive patterns of development and landscape character and to protect and/or enhance heritage assets,
(b) create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas,
(c) create public spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society including disabled and elderly people,
(d) make places that connect with each other and are easy to move through,
(e) provide recognisable routes, intersections and landmarks to help people find their way around,
(f) consider flexible development forms that can respond to changing social, technological and economic conditions,
(g) provide diversity and choice through a mix of compatible development and uses that work together to create viable places that respond to local needs”.*
- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) requires development proposals to use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings. Residential developments should be designed to include amenity space standards adequate to meet basic privacy, amenity and usability requirements.
- 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

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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 although, where this is not feasible, commuted sums will be sought in lieu.

- Policy CH7 (Structural Landscaping) states that these areas of soft landscaping that make an important contribution to the town and its neighbourhoods, in terms of character and appearance, structure, screening or softening, are identified on the Local Plan Map. Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping where appropriate.
- Policy CH8 (Important views) requires that the important views identified on the Local Plan Proposals 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 site is within the Long Distance View Splays from Tilgate Park and Target Hill.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs, ensuring that town-cramming or an unacceptable impact on the planned character or neighbourhoods or residential amenity do not result.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley.
- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent or Social rent where other forms of subsidy exist, and up to 30% intermediate rent. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. These targets apply unless evidence is provided to show that they cannot be supported from a viability perspective and where the development meets a demonstrable need.
- Policy ENV1 (Green Infrastructure) states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through the following measures:
 - Development which protects and enhances green infrastructure will be supported.
 - Development proposals should take a positive approach to designing green infrastructure, utilising the council's supplementary planning documents to integrate and enhance the green infrastructure network.
 - Proposals which reduce, block or harm the functions of green infrastructure will be required to be adequately justified, and mitigate against any loss of impact or as a last resort compensate to ensure the integrity of the green infrastructure network is maintained.
 - The strategic green infrastructure network is afforded the highest protection due to its high value from existing or identified potential multiple functions, for example as recreation, routeways, access to the countryside, wildlife and climate mitigation.
 - Proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling and connecting to the urban/rural fringe and the wider countryside.
 - Larger proposals will be required to provide new and/or create links to green infrastructure where possible.
- Policy ENV2 (Biodiversity) requires all development proposals to incorporate features to encourage biodiversity where appropriate.
- Policy ENV5 (Provision of Open Space and Recreational Facilities) states that the impact of the increased population from residential development on open space and recreational facilities across the Borough will be mitigated by the use of the Community Infrastructure Levy which will be used to enhance existing areas of open space. This Policy requires development to make provision for open space and recreational facilities.
- Policy ENV6 (Sustainable Design and Construction) requires all homes to address carbon efficiency and meet the strengthened on-site energy performance standards of Building Regulations. New homes should actively reduce the need to consume energy, seek to utilise renewable and low carbon energy technologies, minimise the amount of carbon emitted throughout the implementation and construction process and ensure any existing embedded

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carbon onsite is retained and also specifically 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 ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV11 (Development and Noise) advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.
- Policy IN1: Infrastructure Provision. 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. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed and 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. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.
- 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.

Draft Crawley Borough Local Plan 2021-2037

4.3 The Local Plan Review 2021-2037 was published for Regulation 19 consultation on 6 January 2021, with a consultation period running until at least 30 April 2021. Limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy SD2: Enabling Healthy Lifestyles and Wellbeing
- Policy CL1: Neighbourhood Principle
- Policy CL2: Making Successful Places: Principle of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact Development - Layout, Scale and Appearance
- Policy CL6: Structural Landscaping
- Policy CL7: Important and Valued Views
- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings (including conversions)
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy OS2: Provision of Open Space and Recreational Facilities
- Policy IN1: Infrastructure Provision
- Policy IN2: The Location and Provision of New Infrastructure
- Policy IN3: Supporting High Quality Communications
- Policy H1: Housing Provision

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- Policy H3: Housing Typologies
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- 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 EP4: Development and Noise
- Policy EP6: External Lighting
- Policy ST1: Development Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards

Supplementary Planning Guidance and Documents

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

- Planning and Climate Change (adopted October 2016) – 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 (adopted October 2016) – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.
- Green Infrastructure (adopted October 2016) – Sets out the Council's approach to trees, open space and biodiversity. It also includes the justification and calculations for tree replacement and new tree planting under Policy CH6. A contribution of £700 per tree is sought for each new dwelling and to cover net tree loss.
- Developer Contributions Guidance Note (adopted July 2016) Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.
- Affordable Housing (adopted November 2017) – This SPD includes further guidance on affordable housing policies within the Local Plan.

Community Infrastructure Levy

4.5 The Crawley CIL Charging Schedule has been in effect since 17 August 2016 and is relevant to this application as the proposal would create new dwellings.

PLANNING CONSIDERATIONS:-

5.1 The main issues for consideration in determining the planning application are:

- Principle of development
- Design and impact upon the character of the area
- Standard of accommodation proposed
- Impact upon neighbouring properties
- Highways, parking and servicing
- Noise
- Sustainability
- Ecology and arboricultural issues
- Aviation safety
- Infrastructure contributions and affordable housing

Principle of Development

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- 5.2 The proposal relates to the redevelopment of a site, which currently contains a disused ambulance depot, to form a residential building containing a total of 39 flats. The ambulance service has vacated the site and built a new Make Ready Centre on Faraday Road. That facility is considered by SECAMBS to be better located, particularly to serve Manor Royal and Gatwick Airport, and it also incorporates a Hazardous Area Response Team Unit. SECAMBS is establishing a network of Make Ready Centres and the former ambulance station use is now considered redundant.
- 5.3 The site lies within the Built-Up Area Boundary. It is in a sustainable location for residential development, with a bus stop outside the site, neighbourhood shopping facilities a short walk away in Ewhurst Road and West Green Park also nearby. The town centre boundary is only about 400 metres away and the cinema around 500 metres away.
- 5.4 The proposal would bring the site back into a beneficial use. As the site is not allocated for residential development, it would represent a significant windfall development contributing towards meeting Crawley's housing needs. This would weigh positively in favour of the proposal, provided that the more detailed matters associated with the scheme can be satisfactorily addressed.

Design and impact upon the character of the area

- 5.5 The proposal has been significantly revised in terms of layout and form since it was first submitted, although many of the original design concepts have been retained. The building is lower (three and four storey) along the lfield Avenue frontage. The revised scheme has set the building back much further from lfield Avenue, as the car parking is now located at the front of the building, rather than within the former courtyard. The west side steps up to five storeys and then the rear section adjoining the woodland is six storeys in height.
- 5.6 The building layout now wraps around three sides of a courtyard. The residential entrance to most flats would be through a lobby into the courtyard and then onward to individual residential stair cores. The two cores fronting lfield Avenue would have dedicated entrances on the frontage. The revisions to the scheme mean that each flat would have a dual aspect living room/dining room/kitchen and every flat would have its main windows facing onto the large landscaped courtyard. The window arrangements would provide an attractive outlook from every flat.
- 5.7 The main proposed material for the walls is brick, in a muted cream/buff colour. Panels of recessed contrasting black brickwork are proposed to add visual interest. The front residential entrances would be screened by perforated brickwork, which would allow views through. The interesting brickwork detailing reflects similar patterns used around Crawley and is in keeping with local characteristics. At upper levels around the roof terraces, curved brick walls would also help to soften the scheme against the woodland. The building would also incorporate sections of green walls, which helps to integrate the proposal with its woodland surroundings. The green walls feature in three full height panels along the lfield Avenue elevation. The system would provide support for growing plants and features an integral irrigation system. The green walls would add considerable visual interest to the building, as well as providing landscaping and ecological benefits. Further visual interest is added to the building by the use of textured aluminium projecting frames around the main entrance and some window groupings. Within the courtyard, further use is made of the projecting frames around windows. The flats also all have projecting or recessed balconies facing into the courtyard.
- 5.8 The site is enclosed on two sides by Ewhurst Woods and there are trees on the other boundaries too. The proposed building has been designed to reflect its natural surroundings. As well as the sections of green walls, the building would feature five areas of green sedum roof. These would cover all roof areas not forming roof terraces. The roof terraces themselves would feature landscape planting and allotment beds.
- 5.9 Overall, the proposed building is of a high quality design which draws upon the brickwork characteristics of the surrounding area and would integrate with the woodland through its green walls and roof. It would represent a significant visual improvement to the current nondescript appearance. Subject to materials details and clarification on implementation and maintenance of the green wall, the proposal would be a very positive addition to lfield Avenue.

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Standard of accommodation proposed

- 5.10 Policies CH3, CH5 and H3 of the Local Plan set out the Council's approach to residential amenity, internal space, private amenity space and achieving a mix of dwelling types and sizes to meet the town's needs.
- 5.11 The proposal would form a mix of one and two bedroom flats, although is heavily focussed on two bedroom units. The building would be divided into five stair cores. Cores A, B and C would contain 27 market units. Cores D and E would contain 12 affordable units (five rented and six shared ownership).
- 5.12 The proposed flats would all comply with the minimum Nationally Described Space Standards, as required by policy CH5. The two one bedroom flats, one private and one affordable, would both have a floor area of 50 sqm. The two bedroom flats would vary in size from 71-81 sqm. As described above, all flats would have a dual aspect lounge/kitchen/dining room. These rooms would benefit from good levels of natural light at differing times of day. All bedrooms would also face onto the central courtyard, as with the through lounges offering a very attractive outlook. The proposed flats are all considered to be of a high standard in terms of internal space, layout and outlook.
- 5.13 Given the nature of the courtyard with the building wrapping around it, there would be some views between the proposed flats and balconies. In most cases these would be angled and the closest direct window to window distance would be around 24 metres. Although this does not meet the policy requirement of 30 metres for a three or more storey scheme, this would affect a limited number of flats and there would be new trees within the intervening courtyard to provide screening. The communal nature of the courtyard means that there would be some views into the proposed flats from shared areas. Officers consider these minor privacy issues to be more than compensated for by the positive character of the courtyard and the benefits that it offers for outlook and safe, quiet amenity space.
- 5.14 One of the benefits of revising the layout to address noise concerns (see below), is a significant improvement to ground level amenity space. At ground level, a communal courtyard would offer around 800 sqm of communal amenity space, including play provision for children. The courtyard space would be overlooked by all the flats, free from traffic and would offer a safe and secure area for children. The courtyard would be open at its eastern end and, given its size and the lower building height on the south elevation, should gain good levels of sunlight during the day. The courtyard would be enhanced by views towards the woodland to the east and north.
- 5.15 Amenity space within the scheme would also be provided in other ways. The proposed seven ground floor flats would all have dedicated private patio areas within the central courtyard. Subject to appropriate boundary treatment, these patios would help to ensure that the ground floor flats have defensible space and an appropriate level of privacy. On the upper floors, every flat would have dedicated private amenity space through either a projecting or recessed balcony. The projecting balconies would all meet the Urban Design SPD requirement of 5 sqm. Three flats on the first, second and third floors would have recessed balconies of around 3.5 sqm. Cores A (serving twelve flats) and B (serving six flats) would have communal roof terraces over their fifth floors and Core C (serving nine flats) would have a roof terrace at fourth floor level. These roof terraces would measure around 150 sqm, 71 sqm and 70 sqm respectively. The site would have inaccessible areas to the north, east and west of the block that would serve as a buffer to the woodland whilst still offering visual amenity value. Overall, the scheme is considered to offer a high level of provision of private and communal amenity space.

Impact upon neighbouring properties

- 5.16 The nearest residential properties are located on the opposite side of Ifield Avenue in Ewhurst Road. Following revisions to address noise concerns, the proposed residential block is now located further away from the Ewhurst Road houses. The nearest window of the proposed building would now be approximately 45 metres from No. 104 Ewhurst Road (west side) and approximately 60 metres from No. 83 (east side). The nearest houses in Ewhurst Road have their main entrances and two first floor windows facing Ifield Avenue, although other windows are located on their elevations

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fronting Ewhurst Road and their rear gardens. The window to window distances significantly exceed the Urban Design SPD's minimum of 30 metres. The boundary wall of No. 104, intervening trees and the distance of 45 metres would also preclude overlooking to the rear garden of No. 104's rear garden. Any views would also be across a busy road. It is not considered that any significant loss of privacy or overlooking would result.

- 5.17 The development, given its location to the north, distance away and three/four storey height to Ifield Avenue, would not cause any overshadowing of adjoining houses in Ewhurst Road.
- 5.18 To the east of the site are the Crawley Horticultural Society and Labour Supporters Club buildings. These are non-residential and less sensitive to issues such as overlooking. Regardless though, there are a number of substantial trees along the shared boundary. These provide considerable screening. Additional native screening is also proposed along the boundary. The nearest window in the east elevation of the proposed building would be ten metres from the boundary with the Horticultural Society. The rear windows of the same flat would be approximately 32 metres from the side wall of the Labour Supporters Club. The proposed building would lie to the west of the adjoining clubhouses. Although it would be significantly taller than the two clubhouses, the six storey element would be 36 metres from the Labour Supporters Club and the lower three storey element between 15-25 metres from the Horticultural Club. There are a number of substantial protected trees along the boundary, which cause some overshadowing to the two clubhouses. The proposed building would have no significant additional impact.
- 5.19 The application site has woodland to the north and west. No neighbours would be affected in either direction.
- 5.20 Overall, the impact upon neighbouring properties is considered to be acceptable.

Highways, parking and servicing

- 5.21 The proposed development would retain the existing access from Ifield Avenue to serve a car park for 22 vehicles. Six of the spaces would be electric vehicle charging points. The Borough Council's parking standards seek a total of 57 vehicle parking spaces. Two secure bike stores are proposed at ground floor level on the front of the building. These are shown as providing covered storage for 36 bikes. A further four Sheffield stands are proposed outside to serve up to eight visitor bikes, giving a total of 44 spaces. A total of 81 cycle parking spaces (including five for visitors) are required by the standards in the Urban Design SPD. There appears to be space within the stores to accommodate additional cycles and an update on this will be provided at the committee meeting.
- 5.22 The site is in a sustainable location. There is a bus stop immediately outside the site offering regular services to the town centre and, in the other direction, to Gossops Green and Ifield. There are footpaths and a cycle path along Ifield Avenue leading towards the town centre. The town centre is a short walk away, as are the local shopping facilities in Ewhurst Road, a large park, the cinema, a gym and restaurants/bars. Consequently, it would be easy for residents to access a range of retail, employment and leisure facilities without the need to use a car.
- 5.23 The Local Highway Authority comment that a key question is whether the scheme would *"give rise to obstructive or unsafe parking on the nearby highway network. For the most part, nearby roads have existing waiting restrictions or are subject to residents parking between certain hours. As such, these measures provide an enforceable means of preventing parking from taking place. There is however a length of Ifield Avenue across the site frontage where there are no restrictions. It would also appear that the bus stops are not subject of any enforceable restrictions. In light of these locations being convenient to the site, there is the concern that overflow parking will take place. The development should therefore be required to fund a Traffic Regulation Order to extend the existing no waiting at anytime restrictions up to the start of the urban clearway in place on the A23 and to make the bus stops enforceable."*
- 5.24 Subject to the TRO amendment, it is not considered that the proposal would cause dangerous parking in the surrounding area. Parking is already restricted on Ifield Avenue and this would be extended. Some overspill parking may result in some surrounding streets to the south, but parking is not a significant problem in this area. Officers recommend that a Travel Plan is secured by condition

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to set out measures to encourage residents to use sustainable travel and to help reduce use of the private car.

- 5.25 In terms of servicing, the applicant has submitted tracking diagrams showing access to the site for refuse/recycling collection vehicles. The refuse vehicles would be able to use the front car park for collections and the two bin stores are located at the front of the blocks. In terms of fire service access, vehicles would not be able to enter the courtyard area. The agent has confirmed that the proposal would instead include a wet/dry riser close to the car park (where a fire engine would park) which would serve linked risers within the individual stair cores. Further comments on this have been provided by West Sussex Fire and Rescue Service. This is largely a Building Regulations matter but, given the physical limitations on vehicular access to the courtyard, it is considered appropriate to add a condition requiring details of arrangements in case of fire to be approved.
- 5.26 WSCC Highways have no objection to the proposal, subject to the contribution of £7,418 for the amendment to the Traffic Regulation Order and subject to conditions covering car parking, cycle parking and a Construction Management Plan. Officers also recommend the Travel Plan and fire strategy conditions mentioned above. On the basis of these provisions and given the sustainable location, the proposal is considered acceptable in highways, parking and servicing terms.

Noise

- 5.27 The originally proposed scheme incorporated two buildings, with a significant gap between them in the south-west corner of the site to allow vehicular access. Unfortunately, this gap also allowed noise from Ifield Avenue and Crawley Avenue to penetrate between and around the buildings. Environmental Health objected to the application on noise grounds due to the impact upon future residents.
- 5.28 Following detailed discussions and negotiations, this significantly revised scheme was submitted. The revisions to the layout eliminated the gap between the two original buildings, by forming a three sided courtyard building. This would create a substantial barrier to the traffic noise. The internal layout was also amended to incorporate dual aspect flats. This allows through living room/kitchen areas which can be ventilated by opening windows onto the courtyard, where noise levels are significantly lower and have sealed windows on noisier facades. Less sensitive rooms and areas, such as stair cores, bathrooms and hallways have been positioned on the noisier facades. All habitable rooms will now benefit from openable windows onto the less noisy facades.
- 5.29 The applicant's acoustic consultant has worked with Environmental Health to reassess noise levels and ensure that the building meets the Council's policy requirements. The revised scheme has reduced noise levels below 66dB $L_{Aeq, 16hr}$ during the day time on all facades facing into the courtyard and below 57dB $L_{Aeq, 8hr}$ at night.
- 5.30 Following submission of the revised scheme and the updated acoustic report, Environmental Health has withdrawn its objection to the proposal. Subject to the submission of further details of mitigation, such as glazing specification and ventilation, as addressed by the condition proposed by Environmental Health, the proposal is now considered acceptable in noise terms.

Sustainability

- 5.31 The applicant submitted a Sustainability and Energy Statement with the application. The proposal addresses fabric insulation by proposing a reduction in emissions of 9.00% from the maximum Building Regulation emissions. A communal heating network is not considered to be justified, but 40 x 300W PV solar panels are proposed to be installed in two groups on the roof. This would save around 5,600 kg CO₂ per year and give a total reduction for the scheme of 20.8% on the maximum Building Regulations emissions. The statement also confirm that the development will achieve the enhanced 110 litres of water per person per day. Also of benefit in energy use terms are the revisions to address noise, which have helped to ensure that flats can be naturally ventilated by opening windows, rather than relying on mechanical ventilation. The dual aspect nature of all the flats will also assist with natural light and sunlight, potentially reducing the need for heating and artificial lighting. Subject to conditions requiring implementation of the proposed measures, the scheme is considered acceptable in sustainability terms.

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Ecology and arboricultural issues

- 5.32 The site contains a number of trees and other vegetation. It also adjoins Ewhurst Woods, which forms a large area of deciduous woodland. There is a group Tree Preservation Order covering the group of trees to the front of the existing Ambulance Station. Given the sensitivity of the site, the applicant has submitted a Preliminary Ecological Appraisal and Roost Assessment, together with an Arboricultural Assessment and Method Statement. Following discussions with the Council's ecologist and the revisions made to the scheme, these documents were revised. A Development Biodiversity Impact Calculator has also been provided to assess the ecological net gain from the proposals. This is a tool that Natural England are developing on behalf of DEFRA and, although still being refined, the Council's ecologist is satisfied that it is the most appropriate method to assess net gain at present.
- 5.33 A total of sixteen trees are proposed to be removed from the site. Nine of these are located close to the Ifield Avenue frontage, some of which are covered by the group TPO. These trees have been classified as being five trees of moderate quality, three of low quality and one that is unsuitable for retention. They are clearly visible from Ifield Avenue and do offer visual amenity value. Along the northern boundary, seven trees would be removed. Three are classified as being of moderate quality and four as low quality. These trees are publicly visible, but are viewed against the wider backdrop of Ewhurst Woods.
- 5.34 Although the scheme has been significantly revised, the proposed tree removal remains the same as originally suggested. The Council's Arboricultural officer did not object to the original proposals. He felt that the trees to the rear to be removed did not have strong amenity value and that the replanting scheme along the Ifield Avenue frontage was robust and would offer a net gain in amenity. The revised scheme proposes additional tree planting along the front boundary, increasing this from seven to nine trees. In visual terms, the new tree planting along the site frontage, along with the native hedgerow planting below it, will be positive for people using Ifield Avenue and also provide screening for the proposed car park.
- 5.35 Policy CH6 of the Local Plan covers tree replacement. It seeks one tree per new dwelling created, either through on site provision or payment in lieu (£700 per tree), requiring a total of 39 trees. The policy also requires replacement or payment for any existing trees lost as a result of the development based on the girth of the trees. Taking account of the girth of the trees to be removed gives a requirement for 63 replacements.
- 5.36 By way of tree replacement, the proposed scheme includes eleven new trees to be planted between the building and Ifield Avenue, including nine along the front boundary. A further 36 trees are proposed to be planted within the courtyard. This leaves a requirement for 55 trees to be planted off site. This would trigger a payment of £38,500.
- 5.37 In terms of ecological enhancement, a range of measures are proposed. In accordance with policy ENV2 and the NPPF, the proposal aims to deliver a net gain in biodiversity. In relation to this, a Development Biodiversity Impact Calculator has been used to assess the proposals (using the DEFRA Biodiversity Metric 2.0 Calculator Tool). This concludes that a net gain of 5.14% would be achieved by the development proposals, even taking account of the habitat loss caused by the tree removal.
- 5.38 The areas around the west, north and part of the eastern boundary will be inaccessible to residents. Their retained trees and vegetation will be enhanced by additional native planting. The flat roof areas that are not proposed as roof terraces would form green roofs planted with sedum. Additional native hedgerow planting is proposed on the site boundaries. Other tree planting is proposed within the courtyard and along the site frontage, together with low level shrub planting. Finally, landscaping and allotment planters are proposed for the roof terraces.
- 5.39 The Council's Ecologist states that the:

“revised proposals significantly reduce the amount of direct woodland loss with the majority in the northeast corner being retained, but a small amount fringing the northern corner being lost.

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Whilst this loss of mature woodland cannot be fully compensated for, the proposals include various habitat enhancements including improvements to the remaining woodland within the northeast corner of the site, which should help to provide alternative and enriched habitats for species displaced from the removed portion. Any residual non-compensable impacts will need to be considered alongside other material considerations and weighed against any public benefits of the proposals.

The redesign of the scheme, following discussions last autumn, to relocate play area equipment outside of remaining woodland is good to see and will further reduce woodland impacts by avoiding direct loss of habitat and indirect trampling pressure on understorey as well as allowing the opportunity for additional planting.

Other habitats enhancements as illustrated on the planting strategy drawings and described in the net gain letter make a positive general contribution to the biodiversity of the site, meeting the objectives of local plan policy ENV2 and the NPPF for enhancement.”

- 5.40 The loss of the small woodland area in the north west corner is unfortunate. However, the applicant's ecology report states that this area appears to have been historically cleared. It is *“currently in a moderate condition due to lacking complete canopy cover, diversity in age and height of the trees, and diversity in the understory shrub layer.”* The area in the north east corner, which will be retained, enhanced and inaccessible to residents, is a *“well-established woodland ... in a ‘Fairly Good’ condition given the established canopy, variety of tree age groups and a well-established understory layer of primarily wood anemone.”*
- 5.41 As well as the retention of the area to the north east of the site, which the Council's Ecologist welcomes, the scheme proposes a range of other ecological enhancements. These include the native tree planting (including alder, birch and oak), hedgerow planting (including hawthorn, beech and blackthorn) including along the front boundary and within the site, ecological woodland edge planting (such as hawthorn, dog rose and holly) in areas along the north, east and west boundaries and the sedum roof. These will considerably enhance the site in ecological terms and add diversity to this woodland area.
- 5.42 The ecology work has also assessed the site for protected species. Bats do use the woodland, but there is no evidence that they roost in the disused buildings or any of the trees. The site is not considered likely to support Great Crested Newts, dormice or reptiles. It may be used by badgers, but there are no setts or latrines on the site. It is likely to be used by nesting birds, so any tree works will need to be undertaken in an appropriate way. The proposals to create inaccessible areas to the north, east and west of the proposed building, along with new native planting in these areas, is likely to enhance the site's suitability as a habitat for animals. The additional screening provided by the building will also reduce noise levels within part of the adjoining Ewhurst Woods. The Council's Ecologist is satisfied that impact upon protected species can be avoided or mitigated using the measures set out in the ecology report.
- 5.43 In conclusion, the proposal would involve the loss of trees, some of which form an extension into the site of the adjoining woodland. However a detailed and wide ranging mitigation and enhancement scheme has been proposed.

Aviation safety

- 5.44 NATS have confirmed that they have no safeguarding objection to the proposal. GAL Safeguarding also has no objection subject to the agreement and implementation of a Bird Hazard Management Plan. This has subsequently been progressed by the applicant. GAL Safeguarding has confirmed that the revised BHMP is acceptable. Its implementation can be secured by condition. The proposal is therefore considered acceptable in aviation safety terms.

Infrastructure contributions and affordable housing

- 5.45 Policy H4 of the Crawley Borough Local Plan sets out the expected levels of affordable and low cost housing within new housing developments. It seeks 40% affordable housing from all new developments, with a minimum of 70% of the affordable housing being Affordable Rent, or Social

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Rent where other forms of subsidy exist, and up to 30% Intermediate tenure. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering 10% discount to first-time buyers. The policy states that this will apply to all developments unless evidence demonstrates that this cannot be achieved from a viability perspective and the development meets a demonstrable need.

- 5.46 The original scheme proposed 40% affordable housing within a development of 44 flats. The revisions to address noise concerns have reduced the number of units to 39. The applicant is now offering twelve affordable housing units, which represents 30.8% of the total number. These would include five rented flats and seven shared ownership. The applicant has held detailed discussions with a Registered Provider and hopes to secure their approval later this month.
- 5.47 The scheme does not achieve the full 40% policy requirement. The applicant has submitted a viability statement to justify the reduced level. This has been reviewed by the Housing Enabling and Development Manager, who has also discussed possible alternatives with the applicant. Following these detailed discussions, the Housing Enabling and Development Manager has confirmed that he accepts the applicant's viability statement and feels that the provision of affordable housing at this level is acceptable for this scheme. He is also pleased to see specific interest from a housing association in taking on the affordable units and recommends that the offer from the applicant be accepted.
- 5.48 Policy IN1 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will seek to implement a Community Infrastructure Levy (CIL). The Crawley CIL Charging Schedule has been in effect since 17 August 2016 and is relevant to this application for new residential units. The charge for residential within the borough-wide zone is £100 per sqm subject to indexation. Should planning permission be granted, an informative can be attached to the decision notice to inform that this development constitutes Community Infrastructure Levy 'CIL' liable development which is a mandatory financial charge on development.
- 5.49 The proposal would involve the creation of 39 new residential units and may trigger off-site contributions towards children's/youth play, amenity green space and allotments, although considerable open space provision is made within the site. Final comments are awaited from the Countryside & Open Space Officer and an update will be provided at Planning Committee.
- 5.50 As set out above, the proposal also triggers a contribution towards off site tree planting. Policy CH6 of the Local Plan covers tree replacement. It seeks one tree per new dwelling created, either through on site provision or payment in lieu (£700 per tree), requiring a total of 39 trees. The policy also requires replacement or payment for any existing trees lost as a result of the development based on the girth of the trees. Taking account of the girth of the trees to be removed gives a requirement for 63 replacements.
- 5.51 The Air Quality Management Officer seeks mitigation measures to a value of £12,287. These can probably be delivered on site though features such as EV vehicle charging and solar PV panels. The TRO contribution will also need to be secured.

CONCLUSIONS:-

- 6.1 The scheme would make a positive windfall contribution towards Crawley's general and affordable housing needs. The proposal is of high design quality and would significantly enhance the appearance of the site from Ifield Avenue. The building would have no significant impact upon neighbouring properties. The proposal is considered acceptable in highways and parking terms, subject to a TRO. The proposed tree loss is unfortunate, but a significant replanting and ecological enhancement scheme is proposed. The enhancements will add diversity, protect the key woodland area of the site and provide a buffer to the adjoining woods. Overall, the scheme would represent a very positive addition to the streetscene and is recommended for approval.

RECOMMENDATION RE: CR/2020/0274/FUL

PERMIT, subject to a S106 agreement to secure:

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- A financial contribution of £7,418 for the Traffic Regulation Order
- A financial contribution of £12,287 or equivalent on site mitigation measures to address the air quality impacts
- A financial contribution of £38,500 towards off site new and replacement tree planting.
- 12 affordable housing units (5 rented and 7 shared ownership)

And 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. 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 erection of fencing to protect trees,
 - 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),
 - details of public engagement both prior to and during construction works.REASON: In the interests of highway safety and the amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
REASON WHY PRE-COMMENCEMENT: A Construction Management Plan is required pre-commencement because the potential impacts upon highway safety and local residents that the Plan would mitigate could occur from the beginning of on-site activity and preparatory work.
4. No development shall take place until a scheme, in the form of a site specific dust management plan, to control the emission of dust from the construction works at the site has been submitted to and approved in writing by the Planning Authority. The approved scheme shall have reference to the IAQM's Construction Dust Guidance (Guidance on the assessment of dust from demolition and construction (2014) and Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites (2018) and be fully implemented throughout the duration of construction works until completion of the development.
REASON: In the interests of the amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
REASON WHY PRE-COMMENCEMENT: A Dust Management Plan is required pre-commencement because the potential impacts of dust upon local residents that the Plan would mitigate could occur from the beginning of on-site activity, preparatory work and demolition.
5. No above ground construction shall be carried out unless and until a schedule of materials and finishes, together with samples of such materials and finishes, to be used for external walls and roofs of the development hereby permitted have 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 amenity by endeavouring to achieve a building of visual quality in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

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6. The building hereby approved shall be constructed in strict accordance with the land levels and overall building height specified on the approved drawings and in other documents submitted with the application unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
7. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the South, West or East 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.
8. Development should not commence until finalised detailed surface water drainage designs 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 40% for climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.
REASON: To prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
REASON WHY PRE-COMMENCEMENT: Details regarding drainage and SUDS details are required pre-commencement because they are likely to involve below ground works that may be carried out at a very early stage in the construction process.
9. Development shall not 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 and maintained in accordance with the approved details.
REASON: To ensure the long term maintenance of the drainage system, prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
REASON WHY PRE-COMMENCEMENT: Details regarding drainage and SUDS details are required pre-commencement because they are likely to involve below ground works that may be carried out at a very early stage in the construction process.
10. 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 to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres or such distance as may be agreed in writing by the Local Planning Authority. 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.
REASON WHY PRE-COMMENCEMENT: Tree protection measures must be agreed and installed to protect important landscaping in and around the site prior to any site works taking place which could result in damage.
11. No above ground development shall take place until the following details have been submitted to, and approved by, the Local Planning Authority:
 - long-term management proposals to ensure appropriate maintenance of woodland and other naturalistic habitat areas (which may be combined with more formal landscape maintenance matters in an integrated Landscape and Habitat Management Plan); and
 - a concise checklist (for use on site) of avoidance and mitigation measures to cover protected species;The approved details shall be implemented in full and maintained thereafter unless otherwise approved in writing by the Local Planning Authority.

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REASON: To prevent loss of, and contribute to a net gain in, biodiversity and to ensure a high quality landscaping scheme in accordance with policies CH3 and ENV2 of the Crawley Borough Local Plan 2015-20309 and the relevant parts, including paragraph 175, of the National Planning Policy Framework.

12. 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.
13. The Bird Hazard Management Plan shall be implemented as approved, upon completion of the roofs and shall remain in force for the life of the buildings. 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 minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
14. No part of the development shall be first 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 Supplementary Planning Document.
15. The building shall not be occupied until the parking spaces, manoeuvring and turning facilities shown on the submitted plans have been provided and constructed and a Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The areas of land so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles and the development shall be operated in accordance with the Parking Management Plan unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways, that the spaces are allocated and managed for the benefit of all residents and in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
16. No part of the development shall be first occupied until a Travel Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030.
17. The noise level outside any opening window to a noise sensitive habitable room shall not exceed the Unacceptable Adverse Effect Level as defined in policy ENV11 of the Crawley Borough Local Plan 2015-2030 unless otherwise agreed in writing by the Local Planning Authority. The Unacceptable Adverse Effect Level in ENV 11 is considered to occur where noise exposure from transport sources is above 66dB LAeq,16hr and 57dB LAeq,8hr at night.
REASON: To protect the amenity of future residents against potential noise disturbance arising from traffic on Ifield Avenue and Crawley Avenue in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030 and the National Planning Policy Framework.
18. (1) Before any above ground development takes place, a scheme shall be submitted to and approved in writing by the Local Planning Authority to protect the site and dwellings against the noise from Crawley Avenue and Ifield Avenue. The noise mitigation scheme shall demonstrate that the development is able to achieve:

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(a) A noise level within any (unoccupied) domestic living room (including kitchen/diners and open plan studio flats) or bedroom, with windows open, of no more than 35 dB LAeq,16hr (between 0700 and 2300 - day) and no more than 30dB LAeq,8hr (between 2300 and 0700 - night);

(b) A maximum noise level within any (unoccupied) domestic bedroom (or studio flats), with windows open, shall not normally exceed 45 dB(A) LAFMax between 2300 and 0700; and

(c) road traffic noise level in any external amenity areas of no more than 50dB LAeq,16hr. Where this standard cannot be achieved despite all potential mitigation being carried out, a level of no more than 55dB LAeq,16hr will be acceptable for the whole or a proportion of the private amenity area, the details of which are to be agreed with the Local Planning Authority.

(2) Where the standards in (a) and/or (b) in paragraph (1) above cannot be achieved with windows open, the scheme must show how those standards will be met with windows shut and the means by which natural and if proved necessary mechanical ventilation will be provided to adequately deal with summer overheating.

(3) After completion and prior to occupation, a survey involving the measurement of the effectiveness of the scheme, shall be undertaken. The survey shall select representative examples of dwelling types in agreement with the Local Planning Authority and identify the level of compliance to the scheme. A written report of the findings, identifying the level of compliance shall be submitted to the Local Planning Authority within one month of the survey completion. No part of the development can be occupied where compliance has not been achieved in full.

(4) Where a dwelling does not comply with the standards in paragraph (2) sections (a) and (b), the applicant shall submit a scheme of remedial works for approval by the Local Planning Authority, including a programme for the implementation of the remedial works. The approved scheme for that dwelling must be implemented in full as agreed prior to occupation of that dwelling.

(5) No dwelling hereby permitted shall be occupied until the approved scheme has been implemented in respect of that dwelling.

(6) The approved scheme must be implemented in full and maintained for the lifetime of the building. Any amendments to the scheme or alterations to the windows or ventilation must be agreed with the Local Planning Authority in advance on an application on that behalf.

REASON: To protect the amenity of future residents against potential noise disturbance arising from traffic on Ifield Avenue and Crawley Avenue in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030 and the National Planning Policy Framework.

19. Prior to the first occupation of the flats hereby approved, the outdoor landscaped roof terraces and the ground level outdoor amenity areas shall be fully implemented and made available for use by residents. The terraces and amenity space areas shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To create a high quality residential environment an adequate amenity space for future residents and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

20. The development shall be implemented in strict accordance with the details set out in the Sustainability and Energy Statement dated 26 March 2020 unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of environmental sustainability in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.

21. The residential units shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.

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 Supplementary Planning Document.

22. The residential units shall not be occupied until the proposed solar PV panels set out within the Sustainability and Energy Statement have been installed and made operational.

REASON: In the interests of sustainability and reduced carbon emissions in accordance with Policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.

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INFORMATIVES

1. The water efficiency standard required under condition 21 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015) at Appendix A paragraph A1.
2. 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 <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)
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 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 Environmental Health Team in advance.

4. 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. We would expect the developer to demonstrate what measures he will undertake 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. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
5. 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:
 - a) 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.
 - b) 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.
 - c) 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 benefiting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.
6. A formal application for connection to the water supply is required in order to service this development. For further advice, please contact Southern Water, Southern House, Yeoman Road,

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Worthing, West Sussex BN13 3NX (Tel. 0330 303 0119). Website: southernwater.co.uk or by email at SouthernWaterPlanning@southernwater.co.uk.

1. NPPF Statement

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

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

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



ArcGIS Web Map



Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000

1:1,000



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CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 26 April 2021
REPORT NO: PES/362(f)

REFERENCE NO: CR/2020/0313/FUL

LOCATION: [T AND N MOTS LTD GROUND FLOOR, 9 REYNOLDS ROAD, WEST GREEN, CRAWLEY](#)
WARD: Northgate & West Green
PROPOSAL: INCREASE IN HEAD HEIGHT OF NEW GARAGE/WORKSHOP FOLLOWING PARTIAL DEMOLITION OF EXISTING WORKSHOP. (AMENDED DESCRIPTION)

TARGET DECISION DATE: 15 September 2020

CASE OFFICER: Mrs V. Cheesman

APPLICANT'S NAME: Mr Tahir Shad
AGENT'S NAME: Mr Peter Cook

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
CBC 0001		Site Plan
2019/37/1		Existing Floor Plan
2019/37/2		Proposed Floor Plan
2019/37/3		Prop Elevations SE & NW
2019/37/4		Prop Elevations SW & NE
2019/37/5		Block Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. WSCC Highways No objection
2. CBC Drainage Officer No objection
3. CBC Environmental Health Objection to increase in opening hours. No objection to the workshop subject to conditions.
4. CBC Planning Arboricultural Officer No objection

NEIGHBOUR NOTIFICATIONS:-

62A Ewhurst Road;
Stevenswood Trade Centres Ltd Warwick House;
The Oasis Crisis Pregnancy Centre Charity 8 Reynolds Place;
UK Tax Refund Ltd First Floor 9 Reynolds Road;
53, 61, 65 to 73 (odd Nos), 88, 92, and 96 to 100 (even Nos) Deerswood Road;
Notemachine UK Ltd 62-64 Ewhurst Road;
6 and 9 Reynolds Place;
UK Tax Refund Ltd 9 Reynolds Road;
West Green Pottery 7 Reynolds Place;
Gatwick Computers 5 Reynolds Road;
4 Cottonwood Close;
6 Thornhill;
58 The Dingle;
21 Adamson Court;
35 Craven Road;
12 Tatham Court;
11 Ailsa Close;
4 Newlands Road;
1 Laws Close;

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84 Wimbourne Avenue.

RESPONSES RECEIVED:-

6 representations have been received from the occupiers of 4 properties raising concerns relating to:

- noise and activity,
- pollution,
- parking and traffic issues,
- damage to the road surface,
- additional hours will add to these problems,
- privacy,
- query need for further garage facilities,
- garage is not adhering to permitted opening hours.

THE APPLICATION SITE:-

- 1.1 The application site is a vehicle repair workshop and yard located on the eastern side of Reynolds Road, in the neighbourhood of West Green. It is currently occupied by T & N Mots Ltd, and has been occupied by ATS EuroMaster in the past.
- 1.2 Within the site there is a full height workshop building, with 2 vehicle bays and hoists (located centrally on the land) with a store area, kitchen area and delivery area to the rear (south). There is an attached single storey building housing a workshop area (1 vehicle bay) and a small office located along the eastern boundary in the north east part of the site. The footprint of the buildings is broadly an 'L' shape, with the open yard which serves as the main customer entrance facing onto Reynolds Road.
- 1.3 Signs at the site indicate that the vehicular services offered are MOT's, tyres, servicing, diagnostics, brakes and exhausts. The company website states hours are 8.30am – 5.30pm Monday – Friday and 9.00am – 1pm Saturdays
- 1.4 To the east of the site are the shops forming the local shopping parade at West Green, with flats above and which front onto Ewhurst Road. Between the site and the shops there is a double courtyard of garages. To the immediate north lies the residential dwelling 67 Deerswood Road, whose southern boundary adjoins the site. Opposite the site, to the west, is 65 Deerswood Road, whose side garden boundary runs along Reynolds Road. Further along the western side of Reynolds Road is a garage courtyard and then the rear gardens of properties in Deerswood Close.
- 1.5 To the immediate south, there is the entrance access into one of the 2 nearby courtyards of garages. To the south side of this access is Warwick House (occupied by a glazing company), then there is CAW Fitness at no.20, and next to that is A1 Tyres in Oulds Yard. An access to the south of that leads past Jack Frost Tackle shop and round to a further (2nd) courtyard of garages at Reynolds Place, which backs onto the shops.

THE PROPOSED DEVELOPMENT:-

- 2.1 The application is demolish the existing single storey workshop towards the northern end of the site and rebuild it to an increased height (2 storey), to match the main workshop building.
- 2.2 As initially submitted the application also included an extension to the opening hours to allow for an additional hour on weekday evenings, up to 18.30pm. However, following concerns expressed by officers and particularly given a previous refusal for longer opening hours, this aspect of the application has been deleted from the scheme.
- 2.3 The existing premises are part 2 storey and part single storey, which are all flat roofed. The workshop area to be rebuilt is currently single storey at 1.9m high and the proposal is to rebuild it and increase its height to 4.5m so that it matches that of the existing 2 storey workshop, with both being slightly lower than the attached 2 storey office building at the far southern end of the site which is 5.2m in height. The existing smaller single storey office area at the far northern end of the site is to remain and is 1.9m high.

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- 2.4 The new workshop area would be able to accommodate 2 vehicles for servicing/repair and a roller shutter door is proposed for the front elevation. No new floorspace is being created.

PLANNING HISTORY:-

Application site - 9 Reynolds Road

- 3.1 **CR/212/69** – Change of Use from office and stores to office, stores and workshop – permitted

Condition 1 - No machinery shall be used on the site:

(a) At any time on Sundays or Bank Holidays.

(b) Before 8.00 nor after 5.00 on Mondays to Fridays inclusive

(c) Before 8.00 nor after 1.00 on Saturdays

Reason: in order to maintain control over the use of the premises.

The application form indicates that the proposed use was for use to a glazier's offices, stores and workshop. Other conditions were imposed to control the use to light industrial, office and storage, and requiring provision for the parking for 4 vehicles on site.

- 3.2 **CR/639/89** – To amend hours of operation on Mondays to Fridays to 8.30am to 5.30pm – this application was permitted, with no conditions. The application was for ATS Southern Limited.

- 3.3 **CR/2004/0565/NCC** – Extension of Saturday opening hours from 1pm to 5pm – application withdrawn. The application was for ATS EuroMaster.

- 3.4 **CR/2017/0396/NCC** - Variation of planning permission CR/639/1989 to amend the opening hours (Monday to Friday 8:30am to 7:30pm and Saturday 9am to 5pm) – withdrawn. The applicant was T&N MOTs.

- 3.5 **CR/2017/0766/NCC** - Variation of planning permission CR/639/1989 to amend the opening hours (Monday to Friday 8:00am to 6:30pm and Saturday 8:00am to 4:00pm and at no time on Sundays and Bank Holidays). Refused for the following reason:

1. The proposed variation of planning permission CR/639/1989 to amend the opening hours (Monday to Friday 8:00am to 6:30pm and Saturday 8:00am to 4:00pm and at no time on Sundays and Bank Holidays) would result in increased noise and disturbance to the detriment of the residential amenities of the occupiers of nearby dwellings. The proposal is this contrary to policies CH3, EC4, EC8 and ENV11 of the Crawley Borough Local Plan 2015 – 2030.

A1 Tyres, Oulds Yard, Reynolds Road

- 3.6 **CR/2008/0691/COU** – Retrospective charge of use of part of yard to provide hand car wash and valeting bay – permitted.

Condition 1. No machinery in connection with the car valeting use shall be operated on the premises except between the hours of 8.00am and 6.30pm Monday to Friday and 9.00am to 1pm on Saturdays and at no time on Sundays and Bank Holidays without prior written consent of the Local Planning Authority.

Reason: In the interests on the amenities of neighbouring residents in accordance with saved policy GD1 of the Crawley Borough Local Plan 2000.

The file indicates that the car wash and valeting was retrospective, having been in use since 2002. The existing use of the site was maintenance of taxi and private hire vehicles. The industrial use was permitted in the 1960s but the valeting use was considered to be sui generis and so required permission.

- 3.7 **CR/2009/0039/FUL** – extensions for tyre fitting bay/workshop and hand car wash shelter – permitted. Part implemented - car wash erected, extension to workshop not erected.

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Condition 2. Machinery in connection with the approved use shall be limited to use between the hours of 8.00am and 6.30pm Monday to Friday and 9.00am to 1pm on Saturdays and at no time on Sundays and Bank Holidays without prior written consent of the Local Planning Authority.

Reason: In the interests on the amenities of neighbouring residents in accordance with saved policy GD1 of the Crawley Borough Local Plan 2000.

The file indicates that the existing building was used for the storage of materials and tools, and an area of yard to the front of the building was used for maintenance and repairs of vehicles. The proposal would this enclose activities which currently took place within the open yard. An appeal was lodged to vary the condition to longer hours. This was dismissed. The Inspector considered that a condition controlling the use of machinery was both reasonable and necessary to protect the living conditions of the people closest to the site. He also had no evidence before him to support the statements that the noise of a compressor could be limited and that the buildings proposed would help reduce existing noise.

3.8 CR/2015/0303/FUL – extension to workshop – permitted and implemented.

Condition 5. Machinery in connection with the approved use shall be limited to use between the hours of 8.00am and 6.30pm Monday to Friday and 9.00am to 1pm on Saturdays and at no time on Sundays and Bank Holidays without prior written consent of the Local Planning Authority.

Reason: In the interests on the amenities of neighbouring residents in accordance with saved policy GD1 of the Crawley Borough Local Plan 2000.

The application was for an extension to the workshops to enclose the present open area of the yard and the plans show 2 vehicle bays within it. It was considered that the creation of an enclosure around the open working yard would reduce noise and light spillage to the benefit of the occupiers of nearby homes. The west elevation (facing onto Reynolds Road) would have a roller shutter door.

The premises do not have a website, but a Google search shows hours as 9am – 6pm.

PLANNING POLICY:-

4.1 National Planning Policy Framework – 2019 (NPPF)

The National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development. In achieving this the planning system has three overarching objectives which are interdependent and need to be secured in mutually supportive ways. These are an economic objective, a social objective and an environmental objective. At the heart of the Framework is a presumption in favour of sustainable development.

Relevant paragraphs are:

- Paragraph 11: presumption in favour of sustainable development – this means that development proposals that accord with an up – to –date development plan should be approved without delay.
- 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 6 – ‘Building a strong, competitive economy’ emphasises the need for the planning system to help create conditions where businesses can invest, expand and adapt in order to support the need for economic growth and productivity. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

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- 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.
- Section 15: Conserving and enhancing the natural environment – decisions should prevent new and existing development from contributing to, being put at risk from, or being adversely affected by, unacceptable levels of pollution including air and noise. Potential adverse impacts on health and quality of life are to be taken into account. In respect of noise, decisions should mitigate and reduce to a minimum potential adverse impacts and avoid noise giving rise to significant adverse impacts on health and quality of life. Decisions should ensure new development can be integrated effectively with existing businesses, which should not have unreasonable restrictions placed upon them as a result of development permitted after they were established. Where the operation of an existing business could have a significant adverse impact on new development in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.

4.2 The Crawley Borough Local Plan 2015 - 2030

Policy SD1: Presumption in Favour of Sustainable Development - The Council will take a positive approach, in line with the planned approach to Crawley new town, to approving development which is sustainable and work proactively with applicants, stakeholders and other partners to find solutions. Development will be supported where it meets strategic objectives including becoming carbon neutral and addressing climate change; complementing the town’s compact character and neighbourhood principles; respecting heritage; protecting and enhancing Green Infrastructure; creating a safe environment; providing for social and economic needs; and according with the Plan’s policies and objectives.

Policy CH2: Principles of Good Urban Design - Proposals must support locally distinctive development patterns, landscape character and heritage; create defined frontages and public/private areas; create safe and attractive routes for all; connect places for people and integrate land use and transport; provide recognisable routes and landmarks; consider flexible development which responds to changing needs; provide diversity and choice to create viable places and meet local needs.

Policy CH3: Normal Requirements of all New Development - Development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by Design and meet the requirements for its safe and proper use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking.

Policy EC1: Sustainable Economic Growth - This policy supports Crawley’s role as the key economic driver for the Gatwick Diamond area and supports business growth. The policy seeks to ensure that Crawley’s recognised economic role and function is maintained and enhanced. All suitable opportunities to enable existing and new businesses to grow and prosper should be fully explored.

Policy EC4: Employment Development and Residential Amenity – proposals for the development of sites for employment use adjacent to residential areas will be permitted where there is no adverse harm to local amenity or the function of the surrounding area.

Policy EC8: Neighbourhood Centres – In addition to neighbourhood parades, most neighbourhood centres provide floorspace that contributes to the town’s wider employment function. These areas continue to be recognised as sustainable locations for smaller-scale employment uses, and economic development proposals will be supported where they meet policy requirements of CH3, EC1 and EC4.

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Policy ENV11: Development and Noise - seeks to protect people's quality of life from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses will not be exposed to noise impact that will adversely affect the amenity of existing users.

Policy IN4: Car and Cycle Parking Standards – proposals need to provide the appropriate level of parking, as set out in the Urban Design SPD and will be based on the particular usage of the premises and the accessibility of that area by sustainable transport modes

4.3 Emerging Crawley Borough Local Plan 2021 – 2037 (January 2021)

The Local Plan Review Submission Consultation draft 2021-2037 has been published for Regulation 19 consultation on 6 January 2021 until 30 April 2021, and therefore limited weight should be given to the following applicable policies:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CL1: Neighbourhood Principle
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy DD1: Normal Requirements of All New Development.
- Policy EC1: Sustainable Economic Growth.
- Policy EC11: Employment Development and Residential Amenity
- Policy EC12: Neighbourhood Centres
- Policy EP4: Development and Noise.
- Policy ST2: Car and Cycle Parking Standards.

4.4 Urban Design SPD – Adopted October 2016

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 industrial and 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 of the SPD contains the Borough's indicative minimum parking standards.

PLANNING CONSIDERATIONS:-

5.1 The key issues are:

- the principle of the development
- noise and disturbance and the impact on the residential amenities of the occupiers of nearby dwellings

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- traffic and parking
- impact on the visual amenities of the locality and on the residential amenities of the occupiers of nearby dwellings
- trees.

The principle of the development

- 5.2 The vehicle repair business is well established on this site and the rebuilt workshop would allow it to offer an enhanced service for customers, allowing it to consolidate and generate additional income for the business. Policy EC1 would therefore offer support for the proposal. It is also important that planning decisions are consistent and proportionate with regard to other similar businesses in the area.
- 5.3 However, this has to be weighed against the specific context of each particular site and business and the impact on surrounding neighbours and other planning issues as set out in policies CH3, EC4, EC8 and ENV11. These are considered in more detail below.

Noise and disturbance and the impact on the residential amenities of the occupiers of nearby dwellings

- 5.4 The site is in very close proximity to residential dwellings and it is clear from the planning history for both this site and a similar nearby business that these vehicle repair related uses need careful consideration in respect of the impact they have on residential amenity. The Local Planning Authority has therefore previously sought through the detail of the applications and the imposition of appropriate hours of working conditions on both sites to protect the living environment for residents.
- 5.5 The 5 commercial properties in Reynolds Road are located in very close proximity to the surrounding residential dwellings in Deerswood Road, Deerswood Close and Reynolds Road, and the flats above the shops in Ewhurst Road.
- 5.6 The application site immediately adjoins no. 67 Deerswood Road to the north, with the rear garden fence of no.67 forming the joint northern boundary. No.65 lies to the west on the other corner of the junction of Deerswood Road and Reynolds Road and the side boundary of its rear garden is opposite the application site entrance, yard and buildings.
- 5.7 The open yard area is at the front of the site and the openings of the buildings on the application site face west and north, and so face towards no.s 65 and 67 Deerswood Road. The main 2 storey workshop has a roller shutter door and the single storey workshop has a sliding door. At the time of the case officer's site visits and from looking at various images from Google maps the workshops doors are open during business hours.
- 5.8 The existing hours of use on the site accords with usual business hours for premises in close proximity to residential dwellings. It is noted that complaints have been received about the operation of the business as existing and Environmental Health have had significant concerns about the extension of hours, namely an earlier commencement time and later finishing time on weekdays and a later finishing time on Saturdays, both for this current application and for the earlier refused application CR/2017/0766/NCC. This vehicle repair business, by its very nature can give rise to noisy and disruptive activities from the use of machinery and equipment, together with that from parking and deliveries. It was considered that the additional hours of use as initially proposed would have increased the duration of noisy activities emanating from the site.
- 5.9 The applicant was advised of these concerns and this aspect (opening hours) was deleted from the application. Thus the proposal now solely relates to the rebuilding of the smaller workshop area.
- 5.10 In this regard the overall footprint of this part of the building is not changing, and this area of the site is already in use as a workshop and store. The internal layout of this area would change, so that the workshop area itself have a larger floorspace, to accommodate 2 vehicles, with a consequent reduction in the store area. The increase in height to this part of the building from 1.9m to 4.4m would facilitate the installation of a ramp/lift. Environmental Health have no objections subject to a condition requiring a dust management scheme during demolition and construction, plus a condition

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preventing the use of power tools or working on vehicles externally, so that all work is undertaken inside the workshop. The hours of use condition should also be reimposed.

- 5.11 The close proximity to residential dwellings is acknowledged, as are the concerns expressed by neighbours about the expansion of the business. However as this part of the building already is a workshop and the increase in capacity would be one additional vehicle, it is considered that subject to conditions to control the use as set out above, the revised proposal to rebuild the workshop would not give rise to a level or nature of activity from the premises that would substantiate refusing permission in this case.

Traffic and parking

- 5.12 The site has a small open yard area to the front of the buildings which can accommodate a limited number of customers' cars when they are not in the workshops. Reynolds Road has no parking restrictions and whilst there is a level of car parking taking place along this part of the road associated with the commercial businesses, spaces are available in the vicinity.
- 5.13 WSCC Highways have commented that the building footprint would remain the same and as such it is not anticipated to generate an increase in traffic. WSCC *'does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore it is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal'*.
- 5.14 Given that there would be no overall increase in floor space and this part of the premises is already in use as a workshop, it is not therefore considered that the proposed works, which would accommodate one additional vehicle would exacerbate the parking situation in the locality to such an unacceptable degree so as to justify a refusal on this basis and as such would not conflict with policy IN4.

Impact on the visual amenities of the locality and on the residential amenities of the occupiers of nearby dwellings

- 5.15 The form and design of the rebuilt workshop would match that of the main 2 storey workshop part of the premises and would be constructed of matching materials comprising white render with a flat roof and a roller shutter door. The attached 2 storey office building is brick built, as is Warwick House to the south. Further along Reynolds Road the buildings are a mixture of brick and metal cladding.
- 5.16 It is considered that the appearance of proposal would be sympathetic to the existing premises and would not be out of keeping in the locality. The rebuilt workshop would be set back from the highway as this portion of the site is to the rear (east) of the site and overall it would be read as an integral part of the premises. The proposal is considered to be in accordance with policy CH3 and would have a satisfactory impact on the visual amenities of the locality.
- 5.17 With regard to the impact of the built form of the new workshop on neighbouring properties, the dwelling most affected would be 67 Deerswood Road, which lies to the north of the site. Its existing garden is 16 – 17m long, with the boundary fence abutting the application site. The proposed rebuilt workshop would be set away from the boundary by 3.3m, as the existing single storey office structure will remain. The separation distance between the rear elevation of no.67 and the new side wall of the workshop will be 21m, and no openings are proposed on the side (north) elevation. Whilst it is set to the south of no.67 and there would be an increase in height to 4.5m, given the separation distance and the existing relationship between the two properties, it is not considered that the development would give rise to a material overbearing impact, loss of sunlight or loss of privacy. Similarly in respect of the relationship with the other dwellings to the east along Deerswood Road, there would be greater separation distances and so there is not considered to be an adverse impact.
- 5.18 The dwellings to the west of the site in Deerswood Road and Deerswood Close are separated from the site by Reynolds Road itself and due to the distances between the site and these houses

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(ranging from 27m up to 58m) and the orientation, it is not considered that there would be an overbearing impact or loss of privacy, sunlight or outlook.

- 5.19 To the immediate east of the site are the courtyards of garages and so the dwellings above the shops in Ewhurst Drive are some 50m away. To the south are the other commercial buildings in Reynolds Road, and the extension would be set to the northern part of the site.
- 5.20 In these circumstances it is considered that there would be a satisfactory relationship between occupiers and the proposal is considered to be in accordance with policy CH3 in this regard.

Trees

- 5.21 There is a row of trees in the rear gardens of the properties in Deerswood Close that back onto this site and that slightly overhang the existing premises. They are not the subject of a Tree Preservation Order.
- 5.22 The Arboricultural Officer has been consulted on the proposals and does not consider that there would be an unacceptable relationship between the trees and the workshop, as due to the nature of the use there would not be the same pressures for works to the trees as there might be with a residential extension, for example, due to concerns about shading, leaf fall etc. He considers that it would be possible to prune the branches back sufficiently where they overhang to allow the construction of the workshop without causing harm to the health or amenity of the trees. The pruning of overhanging branches is possible in any event under common property rights. The trees would be separated from the workshop by the single storey office area, which is to remain and is not part of these proposals.
- 5.23 In these circumstances it is not considered that the proposals would have an adverse impact on the health or visual amenity of the trees, nor would there be an unacceptable relationship between the trees and the workshop. The proposals are acceptable in this regard in relation to policy CH3.

CONCLUSIONS:-

- 6.1 The proposals would provide for enhanced facilities for this established business and thus Policy EC1 would offer support for the proposal. The close proximity to dwellings, the existing parking situation and the concerns expressed by nearby residents are acknowledged but given the existing commercial activities already undertaken from the site and the small scale nature of the scheme, together with the ability to impose conditions to control the use, it is not considered that the development would result in an additional level or nature of activity from the premises that would be materially harmful. The design of the proposal and its relationship with the neighbouring dwellings and the trees is considered to be satisfactory.

RECOMMENDATION RE: CR/2020/0313/FUL

PERMIT - 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. The materials and finishes of the external walls (and roof(s)) of the building(s) hereby permitted shall match in colour and texture those of the existing building(s).
REASON: In the interests of amenity in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No machinery shall be used on the site:

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- (a) At any time on Sundays or Bank Holidays.
- (b) Before 8.30 am nor after 5.30pm on Mondays to Fridays inclusive
- (c) Before 8.00 am nor after 1.00 pm on Saturdays

REASON: In the interests on the amenities of neighbouring residents in accordance with saved policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

5. Vehicle repairs or use of power tools shall only take place within existing / approved buildings and there shall be no outside working.

REASON: In the interests of the amenities of the locality in accordance with Policy CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

6. Prior to commencement of demolition activities, a dust management scheme to minimise the impact of dust from the demolition activities on surrounding businesses and residents shall be submitted to the Local Planning Authority for approval. Construction and demolition activities shall not commence until such a scheme has been approved by the Local Planning Authority and the approved measures are fully implemented in accordance with the scheme. Once demolition has commenced the scheme of measures shall be maintained in accordance with the approved details during the period of demolition.

REASON: In the interests of amenity and in accordance with policies CH3 and ENV10 of the Crawley Borough Local Plan 2015 - 2030.

This condition is to be required pre-commencement as it relates to how the building work will be managed during construction.

INFORMATIVE(S)

1. 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 that 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 Years' day.

The developer shall at all times employ 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.

The applicant must make all contractors and subcontractors aware of these times.

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:

- Liaising with members/consultees/respondents/applicant/agent and discussing the proposal where considered appropriate and necessary 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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