

REFERENCE NO: CR/2018/0891/FUL

LOCATION: [EDF BUILDING, RUSSELL WAY, THREE BRIDGES, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: ERECTION OF 3 STOREY SIDE EXTENSION COMPRISING 12 X TWO BEDROOM FLATS (AMENDED DESCRIPTION & AMENDED PLANS RECEIVED)

TARGET DECISION DATE: 20 May 2019

CASE OFFICER: Ms D. Angelopoulou

APPLICANTS NAME: C/O DPA London LTD
AGENTS NAME: Mr Domenico Padalino

PLANS & DRAWINGS CONSIDERED:

1348 331, Existing & Proposed Block Plans
1348 332, Existing Site Plan
1348 333, Proposed Site Plan
1348 334, Existing Ground Floor Plan
1348 335, Existing First & Second Floor Plan
1348 336, Existing Third Floor Plan
1348 337, Existing Front & Side Elevations
1348 338, Existing Rear & Side Elevations
1348_330, Site Location Plan
1348_317, Proposed Roof Plan
1348_316, Existing Roof Plan
1348 350, Shadow Study - Proposed Building
1348_342_01, Proposed Side Elevation_ Option 1 & 2
1348 351, Shadow Study - Existing Building
1348_344, Proposed Ground Floor Plan & Rear Elevation
1348_345, Proposed First Floor Plan & Front Elevation
1348_346, Proposed Second Floor Plan & Side Elevation
CBC 0001, Landscaping Plans, Planting Schedule & Trees Removed

CONSULTEE NOTIFICATIONS & RESPONSES:-

1. GAL Aerodrome Safeguarding	No objection.
2. Network Rail	No response received.
3. Environment Agency	No objection; application has a low environmental risk.
4. WSCC Highways	No objection.
5. National Air Traffic Services (NATS)	No objection.
6. Thames Water	No objection subject to a condition and informative.
7. Sussex Building Control Partnership	No response received.
8. Police	Comments regarding glazing for doors, including glazed panels/side lights adjacent to doors etc.
9. CBC Drainage Officer	No objection subject to condition.
10. CBC Housing Enabling & Development Manager	No objection.

11. CBC Planning Arboricultural Officer	No objection subject to conditions.
12. UK Power Networks	No response received.
13. CBC Environment Team	No response received.
14. CBC Contaminated Land	No response received.
15. CBC Environmental Health	No objection subject to a condition.
16. Crawley Cycle & Walking Forum	Comments regarding number of cycle spaces and their specification.
17. CBC Refuse & Recycling Team	No objection.
18. Southern Water Ltd	No objection subject to informative.
19. CBC Energy Efficiency & Sustainability	No objection subject to conditions.
20. CBC Urban Design	No response received.
21. WSCC Lead Local Flood Authority	No objection.
22. CBC Countryside & Open Space	Comments regarding open space contribution.
23. CBC Housing	Comments regarding housing mix.
24. CBC Env Health (AQMA)	No objection and recommendations for dust management plan and cycle parking.

NEIGHBOUR NOTIFICATIONS:-

8, 9, 10 and 11 Beverley Mews.

The application was also advertised in the local press on 27/02/2019 and site notices were displayed to the front, side and rear of the site on 20/03/2019.

RESPONSES RECEIVED:-

One representation has been received from an adjacent occupier raising objections to the proposal on the following grounds:

- Increased traffic would make it difficult for residents of Beverley Mews to exit onto the roundabout.
- Reduction of natural light into Beverley Mews and rear gardens.
- Increased noise from traffic and commercial vehicles during the development and from the use of the additional flats.
- Noise from residents going in and out of the property and from using balconies.
- Parking issues.
- Not enough retail stores to cater for the additional residents.

REASON FOR REPORTING TO COMMITTEE:-

The application is a major development.

THE APPLICATION SITE:-

- 1.1 The application site relates to a 4 storey building with its associated curtilage, located on the southern side of Russell Way adjacent to the Russell Way/Hawth Avenue/Haslett Avenue Roundabout. The building is located centrally within the site surrounded by its parking and servicing. A prior approval was given for the change of use of the building from office to residential for 42 two-bed apartments and works have commenced to implement this prior approval.
- 1.2 The site is generally flat and there is a row of protected lime trees located along the northern site boundary. There are also lime trees within the site to the west, on the boundary with Beverley Mews, that provide amenity value and screening. Vehicular access to the site is via Russell Way which is a short cul-de-sac.
- 1.3 The site is within the Three Bridges Corridor Main Employment Area as designated in the Crawley Borough Local Plan 2015-2030 (Policy EC2). It is also within a Priority Area for District Energy Network as defined by Local Plan Policy ENV7. The site is also within the railway buffer zone.

- 1.4 The site is bordered by the residential properties of Beverley Mews to the west which are set at a slightly higher level than the application site. The railway line is to the south, beyond which lie the residential properties in Burwash Road. To the east is the cleared site of a former office building that is an allocated housing site. It comprises hardstanding with overgrown landscaping around its boundaries. It is secured by a perimeter fence. To the north is Sutherland House, a 5 storey building, part in office use and part in residential use under a prior approval. Further to the east beyond this site is a public right of way and structural landscaping, comprising the Tilgate Drive footpath/cycleway, that bridges the railway and provides a link between Furnace Green and Three Bridges.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for the erection of a three storey side extension comprising 12 two bedroom flats. The scheme has been amended since the application was submitted, through revisions to the balconies, and by removing the proposed external changes to the existing building, as these are now covered by the application approved under ref: CR/2019/0046/NCC.
- 2.2 The proposed extension would be located on the western side of the building, and would be set in from the front and rear elevations of the building by approximately 2.5m. The dimensions of the extension would be 17m by 19.7m. It would have a flat roof measuring 11.5m in height. There would be a 6.4 metre gap to the western boundary with the houses in Beverley Mews. The proposal would be finished in white render with grey windows and the louvres would be Triton Board in 'Salt Lake Silver' colour. The proposed wintergarden balconies (enclosed) would have a solid rendered panel on the bottom with part opaque and part clear glazing and fanlights to the top.
- 2.3 Access to the new extension would be provided by the existing front entrance of the building, the existing stairwell core and lift to the west. The car parking arrangement would provide a total of 75 car parking spaces to be shared with the 42 'prior approval' flats within the surface parking area. Cycle parking area is also proposed for 100 cycles to the south-west of the building.
- 2.4 The following documents have been submitted in support of the application:
- Design and Access Statement
 - Transport Assessment
 - Arboricultural Impact Appraisal & Tree Protection
 - Foul Sewerage and Utilities Assessment
 - Flood Risk Assessment
 - Contaminated Land Assessment
 - Affordable Housing Financial Viability Review
 - Acoustic Assessment of Noise
 - Air Quality Assessment
 - SuDs Drainage Strategy
 - Flood Risk Assessment
 - Energy and Sustainability Statement

PLANNING HISTORY:-

- 3.1 The most relevant planning history is as follows:
- In March 2018 a prior approval was given under ref: CR/2018/0015/PA3 for the change of use from office to residential for 42 two-bedroom units. Works have commenced on implementing this prior approval.
 - CR/2018/0297/FUL – Erection of a four storey side extension comprising 20 x 2-bedroom flats, re-cladding external façade and changes to fenestration – The application was withdrawn by the applicant.
 - CR/2019/0046/NCC – Variation of conditions 2 (plans) & 3 (schedule of materials) pursuant to planning permission CR/2018/0673/FUL for external alterations to the existing building – Permitted.

- CR/2018/0673/FUL – External alterations to the existing building – Permitted.
- CR/2019/0065/FUL – Erection of front fence and entrance gate (amended plans received) – Permitted.

PLANNING POLICY:-

National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1 The 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. To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
 - Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
 - Section 11 – Making effective use of land – this section promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.
 - Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
 - Section 15 – ‘Conserving and enhancing the natural environment’ - includes advice on ground conditions and pollution. Paragraph 180 states: *‘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: a) Mitigate and reduce to a minimum the 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) (adopted December 2015)

- 4.2 The following Local Plan policies are relevant to this application:
- 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 will be protected and enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
 - Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places.
 - Policy CH3: Normal Requirements of All New Development states all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design;

provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council including residential extensions.

- Policy CH4: Comprehensive Development and Efficient Use of Land. 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 new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, based on the Nationally Described Space Standards, and be capable of adaption though meeting Building Regulations Part M Category 2. 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. Landscape proposals for residential development should contribute to the character and appearance of the town by including at least one new tree for each new dwelling, of an appropriate species and planted in an appropriate location. Where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies. If on-site provision is not feasible or desirable, commuted sums will be sought in lieu.
- Policy EC2: Economic Growth in Main Employment Areas. 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 different character and function. Among the Main Employment Areas are: Three Bridges Corridor including Denvale Trade Park, Spindle Way, Stephenson Way and Hazelwick Avenue, where the application site is situated.
- Policy H1: Housing Provision. The council will positively consider proposals for the provision of housing to meet local housing needs, taking a pro-active approach to identifying suitable sites for housing development and working to overcome constraints wherever possible, whilst ensuring against detrimental town-cramming or unacceptable impacts on the planned character of the existing neighbourhoods or on residential amenity.
- Policy H2: Key Housing Site. The site is adjacent to the key deliverable housing site ‘Former TSB site’ as allocated in this Policy with 40 dwellings as an indicative capacity figure.
- 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. 40% affordable housing will be required from all residential developments. 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.
- Policy ENV5: Provision of Open Space and Recreational Facilities. 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. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of the Building Regulations, and any subsequent increased requirements. Proposals for new non-domestic buildings should achieve BREEAM Excellent (for water and energy credits) where technically and financially viable.
- Policy ENV7: District Energy Networks (DEN). The site is within a priority area for District Energy Networks. The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. The Policy requires that any major development proposal should demonstrate whether

it can connect to an existing DEN, 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. 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. New dwellings should, where viable and technically feasible, meet the Building Regulations optional requirement for tighter water efficiency. For non-residential development, where technically feasible and viable, development should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits. Applicants must demonstrate how they have achieved the requirements of this Policy within their Sustainability Statement as required by Policy ENV6.
- Policy ENV10: Pollution Management and Land Contamination. 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. People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. Noise sensitive uses proposed in areas that are exposed to significant noise from existing or future industrial, commercial or transport (air, road, rail and mixed) sources will be permitted where it can be demonstrated that appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable. Further guidance on this policy is provided in the Crawley 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 states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4: Car and Cycle Parking Standards. 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 parking standards.

Emerging Crawley Borough Local Plan 2020 – 2035 (June 2019)

4.3 The Local Plan Review 2020-2035 is under consultation and therefore limited weight should be given to the following applicable policies:

- SD1: Presumption in Favour of Sustainable Development.
- CD1: Neighbourhood Principle.
- CD2: Making Successful Places: Principles of Good Urban Design.
- CD3: Local Character and Design of New Development.
- CD4(b): Effective Use of Land: Layout, Scale, Appearance and Public Realm.
- CD6: Normal Requirements of All New Development.
- CD11: Standards for All New Dwellings (including conversions).
- LC3: Tree and Landscape Character Planting.
- LC4: Tree Replacement Standards.
- OS2: Provision of Open Space and Recreational Facilities.
- IN1: Infrastructure Provision.

- IN3: Supporting High Quality Communications.
- EC2: Economic Growth in Main Employment Areas.
- H1: Housing Provision.
- H2: Key Housing Sites.
- H4: Future Housing Mix.
- H5: Affordable Housing.
- SDC1: Sustainable Design and Construction.
- SDC2: District Energy Networks.
- SDC3: Tackling Water Stress. This Policy includes a tighter requirement than the Policy ENV9.
- EP1: Development and Flood Risk.
- EP3: Pollution Management and Land Contamination.
- EP4: Development and Noise.
- ST1: Development and Requirements for Sustainable Transport.
- ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents

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

Urban Design SPD 2016:

- 4.5 This SPD includes further guidance, examples and explanation of the principles of good urban design and public realm design. It also includes further guidance and examples on residential development and sets out minimum rear window to window distances (21 metres for two storeys and 30 metres for three storeys or more), the minimum distance between a blank gable and the rear of an adjacent building there should be, and outdoor amenity space standards.
- 4.6 In respect of multi-dwelling residential development (flats) the SPD seeks '*a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. For apartments and flats, a useable private space should also be provided for residents. While balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable*'. Guidance is given on the shape, orientation, privacy, layout and position of amenity space provision. Detailed advice is provided to ensure that flatted developments are integrated into the community.
- 4.7 The SPD states: '*Elements of the design, such as entrances, public and private spaces and routes through should be clear and easy to navigate. The scale, massing and form of the development should relate to the surrounding area. The openings on the façades should reflect the local vernacular in proportions and a balance should be achieved between solid walls and window/door apertures. The roof design should be considered during the initial design stage and not left to the end to be resolved. Details and decorations are encouraged in residential developments, as they will create more character and visual interest. The materials used can often help with creating such details and decorations with little other effort – for example, a change in material within the elevation can help break up the mass of a building. Flatted developments, in particular those with multiple buildings, should endeavour to provide visual interest through a variation in the elevational treatment. Parking provisions should meet the recommendations set in Annex 1.*'
- 4.8 It also includes the Crawley minimum car parking standards. For 2 bed flats in this location, the minimum standards are 1.5 car parking spaces per dwelling. Regarding cycle parking it is stated that: '*All cycle parking must be sheltered and secure and in accordance with local guidance and best practice design. For two bed dwellings or more: 2 spaces per dwelling and 1 space per 8 dwellings for visitors will be required*'.

Green Infrastructure SPD 2016:

4.9 This SPD provides guidance on how to meet the requirements of Local Plan Policies in relation to Crawley's Green Infrastructure assets. It provides further guidance on Policy CH6: Tree Planting and Replacement Standards and includes a costing of £700 per tree in lieu of on-site planting. It also sets out the open space standards and costings. The document also links to the Urban Design SPD and in respect of considering landscaping as part of high quality design.

Planning and Climate Change SPD 2016:

4.10 This SPD includes further guidance and justification on sustainability policies within the Local Plan (Policies ENV6, ENV7, ENV8, ENV9 and IN3).

Affordable Housing SPD (adopted November 2017)

4.11 This SPD includes further guidance on the requirements of policies H3 and H4 in the Local Plan and when affordable housing will be sought from residential development.

Crawley Community Infrastructure Levy Charging Schedule 2016

4.12 The Crawley CIL Charging Schedule is in effect from 17th of August 2016 and is also relevant to this application as the proposal would create new residential flats.

Developer Contributions Guidance Note (published July 2016)

4.13 This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought.

PLANNING CONSIDERATIONS:-

5.1 The main planning issues in the determination of this application are:

- The principle of the development at this location
- Impact upon the development potential of the adjacent allocated housing site
- The design & appearance of the proposal and its impact on the existing building, street scene & character of the area
- The impact on the amenities of neighbouring occupiers
- Noise
- The acceptability of the proposed development for future occupiers
- Impact on trees and landscaping
- The impact on access, highways, parking and the site's operational requirements
- Drainage
- Sustainability
- Housing Mix
- Provision of Affordable Housing and Infrastructure Contributions
- Gatwick Airport safeguarding

The principle of the development at this location

5.2 According to Local Plan Policy EC2 the application site is within the Three Bridges Corridor Main Employment Area. A prior approval was given for the change of use of the building on site from office to residential for 42 two-bed apartments and works have commenced to implement this prior approval. The proposal therefore would not lead to the loss of any employment floorspace as the new development would be to the side of a building that is currently being converted to residential. The principle of additional housing at this site is therefore acceptable.

Impact upon the development potential of the adjacent allocated housing site

- 5.3 To the east of the application site is a cleared site that is an allocated housing site under Policy H2. The proposed development would be to the west of the existing building and would be set in from the front and rear elevations and there would be no direct views to this site to the east. The proposal therefore is not considered to have an impact upon the development potential of the adjoining allocated housing site to the east and would be in accordance with the Local Plan Policy CH4, and the relevant paragraphs of the NPPF in this regard.

The design & appearance of the proposal and its impact on the building, street scene & character of the area

Impact on the existing building

- 5.4 The proposal seeks to add an extension to the western side of the building that would be set back from the front and rear elevations by approximately 2.5m. The building is 4-storey in height (15.5m), measures approx.42m in width and has a flat roof with a recessed upper floor. The proposal would also have a flat roof and would be 3 storey (11.5m in height) and would measure 17m in width. When compared to the existing building, the proposal is considered to be of an acceptable scale and massing relative to the existing building and would be subservient to it. The proposed extension would not dominate the overall appearance of the building and would therefore be in accordance with the advice contained in the Urban Design SPD in this regard.
- 5.5 The building is currently being converted into flats and new external materials have been incorporated into the building, such as white render, grey windows etc, as detailed in the approved application ref: CR/2019/0046/NCC. The proposal would continue the detailing of the existing building with white render, grey windows and louvres of Triton Board in 'Salt Lake Silver' colour, and is considered acceptable as it would relate sympathetically to the design and appearance of the building. It is therefore considered to be in accordance with the advice contained in the Urban Design SPD and the relevant Local Plan Policies in this regard.
- 5.6 Following concerns raised by officers over the noise environment for future occupiers (detailed below in noise section), the proposal would now incorporate wintergarden (enclosed) balconies. The existing building would have glazed balconies. It is however acknowledged that these wintergarden balcony features would be a new element on the building. but, given the need to provide an acceptable living environment for future residents, the setback of the building from the road and that the wintergarden balconies would only be enclosing a small part of the overall building, it is considered they would be acceptable.
- 5.7 It is therefore considered that the three storey side extension would not have a detrimental impact on the character of the existing building. The proposal would therefore be in accordance with the relevant Local Plan Policies, the Urban Design SPD and the relevant paragraphs of the NPPF.

Impact on the street scene

- 5.8 The immediate streetscene of Russell Way comprises the application site and Sutherland House to the north. Sutherland House is a building of little architectural merit. The existing building as stated above, is now finished in white render with grey windows and decorative louvres. The proposal would continue this detailing and it is considered that the extension would not detract from the visual interest within the streetscene of Russell Way and would improve the visual amenities of the area.
- 5.9 The proposed extension would be visible within the Beverley Mews streetscene from the west. Beverley Mews is a small cul-de-sac with town houses and block of flats. The proposal would incorporate a green wall on its western side facing Beverley Mews that would improve the visual amenity of this particular streetscene and would improve the attractiveness of the building in visual terms. The applicant has provided a product guide for some different live green wall systems, and the detailed design of this green wall can be subject to control by condition.
- 5.10 Overall, the proposal would have no detrimental impact on the visual amenities and character of the street scene or the wider area and would therefore be in accordance with the relevant Local Plan Policies, the Urban Design SPD and the relevant paragraphs of the NPPF in this regard.

The impact on the amenities of neighbouring occupiers

- 5.11 The nearest neighbouring buildings which could be affected by the proposal are Nos 9 and 10 Beverley Mews to the west. These properties are three storey dwellings. The proposed extension would also require the removal of two lime trees close to this western boundary would be set 6.4m away from these dwellings. Nos 9 and 10's side elevations face the application site with secondary first floor living room and second floor bathroom windows as shown on the approved plans under ref: CR/1997/0317/ARM.
- 5.12 Officers raised some concerns whether the proposal would overshadow these properties or cause an overbearing impact on them. In response to these concerns, the applicant submitted a shadow study justifying that the proposal would not significantly change the existing relationship of the application building with these dwellings. It must also be noted that at the moment there are two lime trees on the shared boundary with Beverley Mews that already overshadow these dwellings. As a result, it is considered that the proposed side extension, taking into account the new supporting information and the existence of the trees, is therefore acceptable in terms of overshadowing and loss of light.
- 5.13 In addition, the applicant revised the side elevation facing Beverley Mews by incorporating a green wall. It is acknowledged that at present the existing building is 25m away from these dwellings, and that the proposed side extension would reduce this separation distance to 6.4m and remove the lime trees on the boundary. However, given the incorporation of a green wall and the fact that the side windows of Nos 9 and 10 Beverley Mews are secondary or bathroom windows, it is not considered that the proposal would result in a harmful overbearing impact.
- 5.14 The proposed side extension would only incorporate some obscure glazed bathroom windows on its western elevation and as a result the proposed development would not result in a harmful overlooking or loss of privacy to the occupiers of Nos 9 and 10 Beverley Mews.
- 5.15 The proposed extension would be to the western side of the existing building. It would be set in from the front and rear elevations of the building by approximately 2.5m and as such it would not cause any overbearing or loss of outlook on the future occupiers of the EDF Building. The proposed extensions would have wintergarden balconies close to some windows of the existing building. This building is currently being converted into flats and the closest windows appear to serve bedrooms. The applicant submitted an example product booklet for the design of the wintergardens and clarified that they would look at incorporating a type of screen (such as options for sun shades and windowboards) to the side of the balconies to prevent overlooking. This is considered acceptable and could be conditioned.
- 5.16 Sutherland House (5 storey building) to the north, lies approximately 55m from the proposed windows on the northern elevation of the proposal. The separation distance is such that there would be no harmful impact on this building.
- 5.17 To conclude, it is considered that the proposal would not have a significant detrimental impact on the amenities enjoyed by the occupants of neighbouring properties and would accord with the relevant Local Plan Policies, the Urban Design SPD and the relevant paragraphs of the NPPF.

Noise

- 5.18 The site is bordered by the railway line to the south and Russell Way to the north. Further to the east is Stephenson Way industrial area beyond the cleared site and bridleway/public footpath and woodland. Policy ENV11 seeks to protect future residents from unacceptable noise impacts. It requires a noise impact assessment where sensitive development is proposed in noisy locations. Proposals that would expose future users of the development to unacceptable noise levels will not be permitted, unless appropriate mitigation, through careful planning, layout and design, can be provided.

- 5.19 Following discussions with Environmental Health, a revised Acoustic Assessment of Noise report has been submitted which recommends acoustic overheating vents and the wintergarden balconies. These balconies have been included in the revised elevations. The Council's Environmental Health Team raises no objection to the applicant's revised proposal in the noise report and recommends a condition for the development to be undertaken in accordance with this submitted report. This could be conditioned and the proposal would therefore be in accordance with Local Plan Policies CH3 and ENV11, and the relevant paragraphs of the NPPF in this regard.

The acceptability of the proposed development for future occupiers

- 5.20 Policy CH5: Standards for all New Dwellings states that new dwellings must create a safe, comfortable and sustainable living environment and sets out minimum sizes for each dwelling, which is based on the Nationally Described Space Standards. A 2 bed 4 person flat should provide a minimum internal floorspace of 70sqm and a 2 bed 3 person flat 61sqm. Only one unit (Unit 46) would be slightly below the nationally described standards and by only 2sqm. This flat would also benefit from a wintergarden balcony. All the other proposed units would meet the minimum space standards.
- 5.21 The Council's Urban Design SPD recommends that a minimum of 5sqm of private outdoor space, where the smallest dimension is not less than 1500mm, is provided for 1 to 2 person flats plus an extra 1sqm for each additional occupant. The layout of the proposed development would provide balconies for each unit that would be more than 3m in depth and would measure more than 11sqm in area. The proposed private wintergarden balconies would therefore meet the requirements.
- 5.22 Officers raised concerns over the potential overlooking from future occupiers on each other because of the relationships between the wintergarden balconies. The applicant confirmed that on the ground and first floors, a solid, fire-proof party wall would divide the winter gardens. As stated above, the applicant submitted a product booklet for the design of the wintergarden balconies and clarified that they would look at incorporating a type of screen to the side of the wintergarden balconies that would face each other. This is considered acceptable to prevent overlooking and could be therefore conditioned.
- 5.23 The proposed site plan shows a bin storage area located at the entrance to the site with provision for 12x1100 litre bins in total. The Council's Refuse Team has no objection to this and commented that it would just meet the minimum required capacity for the whole development of the site (54 flats in total) and there would be no obvious issues for collection. However, no details have been submitted regarding the design and appearance of this storage area and given its location, it is considered that it needs to be controlled by condition to ensure its appearance is acceptable.
- 5.24 Overall, the proposed development would result in a satisfactory environment for future residents in terms of space standards, light, outlook and outdoor amenity space.

Impact on trees and landscaping

- 5.25 There is a row of protected lime trees located along the northern site boundary facing Russell Way, which would be retained and protected during the construction phase according to the submitted Arboricultural Impact Appraisal & Tree Protection report. There are also two lime trees within the site to the west, on the boundary with Beverley Mews that would be removed to facilitate the development. Three maple trees to the north-east boundary would also be removed due to their poor condition and replaced by betula nigra (Black Birch) species. The Council's Arboriculture Officer raises no objection to the proposed development provided that the Tree Protection plan is adhered to, which could be conditioned.
- 5.26 A landscaping plan has been submitted in support of the application and it includes 5 trees along the northern boundary, close to the protected trees. The Council's Arboriculture Officer raises no objection to the species and comments that the species choice is suitable, and would not have an adverse impact on the adjacent retained protected trees, provided the planting pits are hand dug. This could be conditioned. The landscaping plan also shows some shrubs to the west, on the

boundary with Beverley Mews, and two new trees in the north-east of the site that are considered acceptable.

- 5.27 Overall, the proposal, subject to implementation of Tree Protection Plan and the proposed landscaping plan, is considered acceptable and would accord with the relevant Local Plan Policies and the NPPF.

The impact on access, highways, parking and the site's operational requirements

- 5.28 Vehicular access to the new development would be provided via the existing access from Russell Way. WSCC Highways have been consulted and raised no objection in principle to the development in highways terms.
- 5.29 The car parking arrangement would provide a total of 75 car parking spaces that would also be shared with the 42 'prior approval' flats. The 54 resultant flats would require 81 parking spaces (Urban design SPD). The proposal is only for 12 new flats, and only this can be assessed by this current planning application, as the parking has been agreed for 42 flats by the 'prior approval' procedure. The prior approval ref CR/2018/0015/PA3 detailed that there would be 42 parking spaces for the 42 flats. Therefore, the proposed car parking arrangements effectively providing 33 car parking spaces for this development are considered acceptable.
- 5.30 The same applies for the cycle parking. A cycle parking area is proposed for 100 cycles to be shared with the 42 'prior approval' flats in the south-west corner of the site. The resultant total of 54 flats at the extended EDF Building would require 114 cycle spaces to be provided to meet the adopted minimum standard in the Urban Design SPD, again as with the car parking provision set out above, it must be highlighted that this current application can only be assessed against the requirements for 12 proposed flats. The prior approval ref CR/2018/0015/PA3 detailed that there would be 42 cycle parking spaces for the 42 flats. Therefore, the proposed cycle parking arrangements of 58 spaces being provided for 12 flats are also considered acceptable in this instance.
- 5.31 To conclude, the car and cycle parking arrangements are considered acceptable and would accord with the Local Plan Policies CH3 and IN4, and the Urban Design SPD for this proposed development.

Drainage

- 5.32 The submitted SuDs Drainage Strategy and Flood Risk Assessment reports have been reviewed by the Council's Drainage Officer. Additional confirmation was provided by the applicant that the future landlord/maintenance contractor would be the ones in charge of the future maintenance of the permeable paving and the SuDs Assets. The Council's Drainage Officer raised no objection and recommended a condition for the development to be implemented in accordance with these reports and the confirmation from the applicant over the compliance and liability of the future maintenance of the SuDs assets.
- 5.33 Overall, the proposal, subject to the implementation condition, is not considered to have a detrimental flood risk and would accord with the relevant Local Plan Policies, and the NPPF.

Sustainability

- 5.34 The proposal is accompanied by an Energy and Sustainability Statement. This represents an acceptable response to Policies ENV6 and ENV9, and exceeds the policy requirements. The Council's Energy Efficiency & Sustainability Officer raised no objection, subject to implementation conditions on energy and water. He also requested clarification over the proposed approach in respect of Policy ENV7: District Energy Network. This clarification has been provided through a revised Energy and Sustainability Statement explaining why a District Energy Network is considered inappropriate and not feasible for this development. The proposal, subject to condition, is therefore considered to accord with Policies ENV6, ENV9 and ENV7.

Housing Mix

5.35 In respect of housing mix, it is noted that the proposed accommodation mix of 12x2 bedroom units is not compliant with Policy H3 which seeks a mix of dwelling types and sizes based on evidence in the Strategic Housing Market Assessment. Based on the evidence in this document, there should be a greater mix of larger units of 3 bedroom dwellings within this proposed development. The proposal, as detailed in the section below, would provide 4x2-bedroom affordable rent units to meet the Affordable Housing mix requirements in Policy H3. The resultant 8 remaining flats would then be considered against the policy and in order to comply one 3 bed dwelling would be required. Policy H3 accepts that the appropriate mix of house types will depend upon the size and characteristics of the site and the viability of the scheme. Given the provision of affordable rent housing and the fact that the proposal is for 2-bedroom flats (and does not include small 1-bed flats), it is considered that as the shortfall in terms of provision is only one unit on balance the proposals are acceptable in this regard.

Provision of Affordable Housing and Infrastructure Contributions

5.36 Crawley Borough Local Plan Policy H4 states that 40% affordable housing will be required from all residential developments. Further guidance on how this is applied is set out in the adopted Affordable Housing SPD 2017. Originally, the applicant submitted a Viability Assessment arguing that it would not be viable to provide affordable housing. This was independently assessed on behalf of the Council and the resultant assessment report concluded that the scheme could provide affordable housing in accordance with Policy H4. The applicant accepted these findings and it was agreed with the Council's Housing Enabling and Development Manager that the development could provide 4xAffordable Rented Properties. This would be secured through a legal agreement. It must be noted that the proposal would require 4.8 affordable units to be provided, and the loss of this 0.8 units is justified by the requirement for all the 4 units to be affordable rented rather than there being a greater mix of tenure types.

5.37 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 is in effect from 17 August 2016 and is relevant to this application for new residential units. The charge for residential within the boroughwide 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.

5.38 The proposal would involve the creation of 12 new residential units. According to the Local Plan Policy CH6 one tree per new dwelling created would need to be provided on site or as payment in lieu (£700 per tree) of this provision. The Policy also requires a payment for any existing trees lost as a result of the development based on the girth of the trees. The proposal would involve the removal of 5 trees, and based on the girth of these trees, it would require 17 replacement trees. In total, 29 trees would need to be provided (12 new trees plus 17 replacement trees) on site. The proposal would, however, provide 7 new trees. Therefore, a contribution of £15,400 (£700x22 trees) would be required as a payment in lieu of this provision. The applicant has agreed to make this contribution towards the cost of purchasing, planting, protecting, establishing and initially maintaining new trees in locations that contribute to the character and appearance of Crawley. This would be secured through a legal agreement.

5.39 The proposal would involve the creation of 12 new residential units and therefore it would trigger off-site contributions towards children's/youth play, amenity green space and allotments. According to the Countryside & Open Space Officer, the proposed development would trigger contributions which would total £6,945. In particular, the contribution towards Provision for children/youth play space could be directed at the children's play space within Three Bridges or the youth play space facilities near Three Bridges Football Club. The contribution towards Amenity Green Space could be used within Three Bridges nearby at Hazelwick Avenue, Rye Ash or Coppice Walk. The contribution towards Allotments could be directed towards enhancing such provision within Three Bridges for example at Hazelwick Avenue or Scallows Close. The applicant has agreed to make this contribution which would be secured through a legal agreement.

Gatwick Airport safeguarding

5.40 Gatwick Airport Safeguarding and NATS have both commented on the application. NATS raises no objection. GAL Safeguarding raises no objection, subject to a condition for a Bird Hazard Management Plan to be submitted and implemented, and a cranes informative. This could be addressed by condition.

CONCLUSIONS:-

- 6.1 The application seeks planning permission for the erection of a three storey side extension comprising 12 two bedroom flats, onto the former EDF Building, that is being converted into flats through the 'prior approval' procedure. The principle of development is therefore acceptable. The proposal is considered to be of an acceptable scale and massing that would respect the existing building and would be subservient to it. It would continue the existing building's detailing and it is considered that the overall building would add visual interest to the streetscene of Russell Way and would not harm the visual amenities of the area.
- 6.2 The proposal would not have a significant detrimental impact on the amenities enjoyed by the occupants of neighbouring properties. The impact on the protected trees, drainage, landscaping and sustainability issues are all acceptable.
- 6.3 The proposed development would result in a satisfactory environment for future residents in terms of space standards, noise, light, outlook and outdoor amenity space. The development would meet the Nationally Described Space Standards and the external private amenity space standards contained within the Urban Design SPD.
- 6.4 The car parking arrangement would provide a total of 75 car parking spaces to be shared with the 42 'prior approval' flats within the surface parking area. Cycle parking area is also proposed for 100 cycles to be shared with the 42 'prior approval' flats. The car and cycle parking arrangements are considered acceptable for the proposed development.
- 6.5 The applicant has also agreed to provide 4 on site affordable rented units. The applicant would also pay the contributions towards the cost of purchasing, planting, protecting, establishing and initially maintaining new trees, and towards children's/youth play, amenity green space and allotments.
- 6.6 It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure:
- On site 4 Affordable Rented 2-bedroom Units;
 - The tree mitigation (£15,400) infrastructure contributions; and
 - Open space (£6,945) infrastructure contributions.

RECOMMENDATION RE: CR/2018/0891/FUL

PERMIT - Subject to the conclusion of a Section 106 agreement to secure 4 Affordable Rented 2-bedroom Units and the financial contributions of £15,400 for tree mitigation and £6,945 for open space, 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. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details and samples associated with the application:
 - Walls Render White RAL 9010
 - Decorative Louvres Triton Board in 'Salt Lake Silver' colour
 - Window Frames Grey RAL 7016REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. Notwithstanding the approved plans, the building shall not be occupied until a green wall to the west elevation has been provided in accordance with details and an on-going maintenance management plan that have first been submitted to and approved in writing by the Local Planning Authority. The green wall shall thereafter be retained and maintained in accordance with the approved maintenance management plan.
REASON: In the interests of the amenity enjoyed by neighbours and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
5. The building shall not be occupied until details of the screens to the wintergarden balconies have been submitted to and approved in writing by the Local Planning Authority. The screens shall be implemented in accordance with the agreed details prior to occupation of the building and thereafter retained.
REASON: To ensure that the amenity of the future occupiers of the development is protected in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
6. The development shall not be occupied until the parking spaces, manoeuvring and turning facilities shown on the approved plans have been fully provided and made available for use by residents. The areas of land so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD.
7. No part of the development shall be occupied unless and until covered and secure cycle parking spaces have been provided in accordance with details that have first been submitted to and approved by the Local Planning Authority. The cycle spaces shall be made available for use by residents and shall be maintained as such thereafter.
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.
8. No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.
 - details of dust management plan.REASON: In the interests of highway safety and the amenities of the area and to accord with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
9. No part of the development shall be 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 plan shall thereafter be implemented in accordance with the approved details.

REASON: To encourage and promote sustainable transport in accordance with Policies IN3, IN4 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

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 in accordance with the Tree Protection Plan within the Arboricultural Impact Appraisal and Tree Protection report provided by Arb Innovations and dated 22nd November 2018. 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 are an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
11. The works to implement the development hereby approved shall only be undertaken in accordance with the Arboricultural Impact Appraisal and Tree Protection report provided by Arb Innovations and dated 22nd November 2018.
REASON: To ensure the retention and maintenance of trees important to the visual amenity / the ecological quality / and for the environment of the development in accordance with Policies CH2 and CH3 of Crawley Borough Local Plan 2015-2030.
12. The soft landscaping scheme of the development hereby approved shall be implemented in accordance with the approved landscape proposals associated with the application and any planting pits next to the any retained trees shall be hand dug.
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. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
14. No part of the development shall be occupied until the refuse and recycling storage has been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The agreed refuse and recycling storage shall be subsequently maintained for the use of residents.
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 and the Urban Design Supplementary Planning Document (2016).
15. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
The Bird Hazard Management Plan shall be implemented as approved upon completion of the roof and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

16. The development hereby approved shall only be undertaken in accordance with the Flood Risk Assessment report referenced 70591.01R2 provided by GeoSmart Information Ltd and dated 7th November 2018, the SuDs report referenced 70591.02R1 provided by GeoSmart Information Ltd and dated 15th February 2019, and the compliance/liability of the future maintenance of the permeable paving and the SUDs Assets as set out in the email from DPA (London) Ltd dated 30 April 2018.
REASON: To reduce the risk of flooding and safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
17. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: To protect underground utility infrastructure that the proposed works will be in close proximity to in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
18. The development hereby approved shall only be undertaken in accordance with the Acoustic Assessment of Noise report referenced 481819 Rev A provided by Ned Johnson Acoustic Consultants Limited and dated 29th April 2019, including the acoustic overheating vents and the wintergarden balconies stated in the report.
REASON: To safeguard future occupants of the site from unacceptable noise impacts in accordance with Policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.
19. The works for the development hereby approved shall only be undertaken in accordance with the Contaminated Land Assessment report referenced 70591R2 provided by GeoSmart Information Ltd and dated November 2018.
REASON: To safeguard future occupants of the site in accordance with Policies CH3 and ENV10 of the Crawley Borough Local Plan 2015-2030 due to the fact that the proposed site is adjacent to a former works and railway land and there is a risk of contamination on the site.
20. The residential units shall not be occupied until details have been submitted to and approved by the Local Planning Authority to demonstrate that they will achieve a water efficiency standard consistent with the submitted Energy & Sustainability Statement by consuming not more than 90 litres per person per day maximum water consumption. The scheme shall be implemented in accordance with the agreed details.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with Policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.
21. Unless otherwise agreed in writing by the Local Planning Authority the development shall achieve an environmental performance consistent with the submitted Energy & Sustainability Statement by achieving an average Dwelling Emission Rate (DER) not exceeding 69% of the equivalent Target Emission Rate (TER) at the point of compliance with Part L1A of the Building Regulations.
REASON: In the interests of environmental sustainability, in accordance with Policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030.
22. No above ground development shall take place unless and until a scheme to provide combined television reception facilities and superfast broadband for the dwelling 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.
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.

INFORMATIVE(S)

1. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before

development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:

- Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.

- A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.

- Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefitting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

2. The applicant's attention is drawn to the advice provided by Thames Water in their correspondence of 19th February 2019 stating the following:

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

Piling has the potential to impact on local underground sewerage utility infrastructure. Please read our guide '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/Working-near-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

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "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 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

3. The applicant's attention is drawn to the advice provided by Environment Agency in their correspondence of 19th February 2019 stating the following:

The applicant may be required to apply for other consents directly from us. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and we have a regulatory role in issuing and monitoring them.

The applicant should contact 03708 506 506 or consult our website (<https://www.gov.uk/environmental-permit-check-if-you-need-one>) to establish whether a consent will be required.

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/
5. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

