

**REFERENCE NO: CR/2020/0024/FUL**

**LOCATION:** [LONGLY HOUSE, EAST PARK, SOUTHGATE, CRAWLEY](#)  
**WARD:** Southgate  
**PROPOSAL:** DEMOLITION OF LONGLY HOUSE (OFFICES ) & 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

**TARGET DECISION DATE:** 5 May 2020

**CASE OFFICER:** Mrs V. Cheesman

**APPLICANT'S NAME:** A2Dominion Group Ltd

**AGENT'S NAME:** Pegasus Group

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**PLANS & DRAWINGS CONSIDERED:**

Drawing Number	Revision	Drawing Title
LNG-ACG-XX-XX-DR-A-0800	P2	Site Location Plan
LNG-ACG-XX-XX-DR-A-0810	P2	Existing Block Plan
LNG-ACG-XX-XX-DR-A-0900	P2	Existing Site Plan
LNG-ACG-XX-00-DR-A-1051	P1	Existing Ground Floor Plan
LNG-ACG-XX-01-DR-A-1052	P1	Existing First Floor Plan
LNG-ACG-XX-02-DR-A-1053	P1	Existing Second Floor Plan
LNG-ACG-XX-03-DR-A-1054	P1	Existing Third Floor Plan
LNG-ACG-XX-RF-DR-A-1055	P1	Existing Roof Plan
LNG-ACG-XX-ZZ-DR-A-1101	P2	Existing North Elevation
LNG-ACG-XX-ZZ-DR-A-1102	P2	Existing East Elevation
LNG-ACG-XX-ZZ-DR-A-1103	P1	Existing South Elevation
LNG-ACG-XX-ZZ-DR-A-1104	P1	Existing West Elevation
LNG-ACG-XX-XX-DR-A-1201	P1	Existing Site Sections
LNG-ACG-XX-00-DR-A-1000	P3	Proposed Site Plan
LNG-ACG-XX-00-DR-A-2000	P3	Proposed Ground Floor Plan
LNG-ACG-XX-01-DR-A-2001	P2	Proposed First Floor Plan
LNG-ACG-XX-02-DR-A-2002	P2	Proposed Second Floor Plan

LNG-ACG-XX-03-DR-A-2003	P2	Proposed Third Floor Plan
LNG-ACG-XX-04-DR-A-2004	P2	Proposed Fourth Floor Plan
LNG-ACG-XX-05-DR-A-2005	P2	Proposed Fifth Floor Plan
LNG-ACG-XX-06-DR-A-2006	P2	Proposed Sixth Floor Plan
LNG-ACG-XX-07-DR-A-2007	P2	Proposed Seventh Floor Plan
LNG-ACG-XX-08-DR-A-2008	P2	Proposed Eighth Floor Plan
LNG-ACG-XX-RF-DR-A-2009	P2	Proposed Roof Plan
LNG-ACG-XX-ZZ-DR-A-4000	P2	Proposed North Elevation
LNG-ACG-XX-ZZ-DR-A-4001	P2	Proposed East Elevation
LNG-ACG-XX-ZZ-DR-A-4002	P2	Proposed South Elevation
LNG-ACG-XX-ZZ-DR-A-4003	P2	Proposed West Elevation
LNG-ACG-XX-ZZ-DR-A-4004	P2	Proposed West & South Elevations
LNG-ACG-XX-ZZ-DR-A-4006	P2	Proposed (Internal) West Elevation
LNG-ACG-XX-ZZ-DR-A-4007	P2	Proposed (Internal) East Elevation
P19-2154_02	F	Illustrative Landscape Masterplan
P19-2154_03	B	Indicative Lighting Strategy
P19-2154_04C		Southern & Eastern Site Boundary Landscape Typical Tree Pit Details
LNG-ACG-XX-ZZ-DR-A-4010		Elevations North - Proposed - For illustration purposes
LNG-ACG-XX-ZZ-DR-A-4011		Elevation East Proposed for illustrative purposes
LNG-ACG-XX-ZZ-DR-A-4012		Elevations - South - Proposed - For illustrative purposes
LNG-ACG-XX-ZZ-DR-A-4013		Elevations - West - Proposed for illustrative purposes
LNG-SKE-200911_01		Obscured Glazing

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

- |     |  |  |
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| 1.  | GAL Aerodrome Safeguarding                 | No objections subject to conditions and Informatives                     |
| 2.  | National Air Traffic Services (NATS)       | No objections  |
| 3.  | WSCC Highways                              | No objections subject to conditions                                      |
| 4.  | WSCC Lead Local Flood Authority            | No objections subject to conditions                                      |
| 5.  | WSCC Fire & Rescue                         | Comments provided  |
| 6.  | Crawley Cycle & Walking Forum              | Comment on accessibility and ease of use of the cycle parking provision. |
| 7.  | Environment Agency                         | No comments but Informatives required                                    |
| 8.  | Network Rail                               | No objections subject to Informatives                                    |
| 9.  | Thames Water                               | No objections subject to Informatives                                    |
| 10. | Southern Water Ltd                         | No comments but Informatives required                                    |
| 11. | UK Power Networks                          | No comments received   |
| 12. | Police                                     | No objections but advice provided  |
| 13. | CBC Housing Enabling & Development Manager | Supports the scheme  |

14.	CBC Planning Arboricultural Officer	No objections subject to conditions
15.	CBC Environment Team	No comments received
16.	CBC Contaminated Land	No objections subject to conditions
17.	CBC Environmental Health – Noise	No objections subject to conditions
18.	CBC Air Quality	No objections subject to conditions
18.	CBC Drainage Officer	No objections subject to conditions
19.	CBC Refuse & Recycling Team	No objections to revised proposals
20.	CBC Energy Efficiency & Sustainability	No objections subject to conditions
21.	CBC Retail & Employment	No policy objection to loss of employment floorspace in this location
22.	CBC Urban Design	Comments provided
23.	CBC Housing	No comments received
24.	CBC Economic Development	No comments received
25.	Ecology Officer	No objections subject to conditions
26.	Archaeology Officer	No archaeological concerns
27.	NHS Crawley Clinical Commissioning Group	Comments provided
28.	Sussex Building Control Partnership	No comments received

### **NEIGHBOUR NOTIFICATIONS:-**

1 to 4, 39 and 40 Clitherow Gardens  
 1 to 12, 14, and 15 Rosemead Gardens  
 1 to 3 Richmond Court  
 67 to 73 (odd numbers) East Park  
 5 Carlton Close, Southgate

Part Ground Floor, Zurich House, East Park  
 First Floor East, Zurich House  
 First Floor West Zurich House  
 East Wing Second Floor, Zurich House, East Park  
 Part Second Floor Zurich House  
 West Wing Second Floor Zurich House  
 Third Floor Zurich House

A to Z Designs Ltd, Ground Floor, Overline House  
 First Floor West Overline House  
 First Floor East Overline House  
 Phoenix 4 Trading Ltd, Part East Wing Second Floor Overline House  
 Beauty Bar, Gatwick Middle Part East Wing, Second Floor Overline House  
 West Wing Second Floor Overline House  
 Ocean City Recruitment Rooms 11 and 14 and 15 Second Floor Overline House  
 Part Third Floor West, Overline House  
 Part Third Floor East Wing Overline House  
 Fourth Floor Overline House  
 Fifth Floor Overline House  
 GN Associates Overline House

Arora Hotel, Southgate Avenue  
 Moka Station Way

### **RESPONSES RECEIVED:-**

11 letters have been received from 8 households and one letter from the Property Management Company acting for Rosemead Gardens residents objecting to the scheme on the grounds of:

- No need for more housing in Crawley
- Site is not in the town centre, the railway line forms a natural break
- Lack of infrastructure (transport, doctors)

- Concern over removal of buildings that form part of Crawley's history
- Too many flats being built in Crawley
- Not enough parking, residents will need a car, Crawley is not like London where a car may not be needed, access problems, cars parked in street, will result in longer journeys to work, no visitor parking, difficult to join cycle lane in Southgate Avenue
- Building is too high at 9 storeys, unsympathetic design and appearance, out of character with the area and existing residential dwellings, overbearing presence
- Comparison to Overline House not applicable
- Impact on privacy, loss of light and sunlight, blocking view to sky, overlooking, affect enjoyment of gardens, noise from extra residents, traffic and the sub-station, light pollution
- Noise and disturbance during construction
- Will affect property values

Two letters of objection have been received from the Arora Hotel commenting that:

- The hotel was not involved in the pre-application consultation process, on the lack of publicity for the application and that the red line for the application site is incorrect and needs to include the access road to Southgate Avenue.
- Impact on the future operation of the hotel, the limited number of spaces will cause parking problems, manoeuvring spaces are not the correct dimensions, no electric vehicle charging points, lack of continuity of footpaths to the site and concern with increased pedestrian trips, quality of cycle parking provision, non-business use of access road not appropriate, safety audit required.
- Impact on privacy given close proximity of hotel windows to the flats and overlooking issues between occupiers
- Loss of sunlight, daylight and outlook for hotel bedrooms.
- Lack of amenity space for residents.
- The amended plans do not reduce the adverse impacts of the development on the hotel.

33 letters of no objection have been received, commenting that:

- More houses are needed in Crawley, people need places to live
- Good to see more homes for local people
- Support for affordable homes
- Design is good, looks decent
- Will not cause traffic problems
- There are too many office blocks
- It will be good to have more people living in the town centre
- It will benefit the local community
- Would like to see more parking.

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

Major application.

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

- 1.1 The application site comprises the building and car park of Longley House, which is situated to the north east of the junction of East Park and Clitherow Gardens. The building is a late C20th purpose-built 4 storey office block with surrounding parking. Vehicular access/egress is from the east, from Southgate Avenue, running across the front of the Arora Hotel, into the site. There is pedestrian/cycle access only from East Park.
- 1.2 To the immediate east is the Arora Hotel. The residential houses in Clitherow Gardens lie to the southwest and those in Richmond Court are to the immediate south, and comprise a late C20th mixed housing development of predominantly two storey buildings arranged around cul-de-sacs. The Arun Valley railway line is to the north of the site, with Crawley Railway Station and Overline House, along with a surface car park, on the northern side of the railway line. Zurich House (former

3 storey offices being converted into residential with an additional 4<sup>th</sup> floor) is on the western boundary and beyond that to the west are the two storey late C19th/early C20th semi-detached brick and (historically) slate roofed villas in East Park and surrounds. The overall character of the area is therefore a mix of commercial and residential.

- 1.3 The site is level, although the Arora Hotel and the houses to the south are elevated relative to the application site.
- 1.4 A group of 4 Monterey Pine trees in the south west corner of the site are protected by Tree Preservation Order (Ref 04/2017 - East Park, Southgate, No.1). The site lies within the Town Centre Boundary and is in the long distance view splay from Tilgate Park. The site is identified as an allocated and developable key housing site under Policy H2 of the Local Plan for 48 dwellings.

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

- 2.1 Full planning permission is sought for the demolition of the existing office building and the erection of a block of 121 flats. The building would have a maximum of 9 storeys, reducing down to 7 and then down to 4 storeys. It would have a 'U' shaped footprint with a central landscaped courtyard. The scheme would provide 100% affordable units, split 50:50 between affordable rent and shared ownership, and would comprise a mix of 1 bed, 2 bed and 3 bed units.
- 2.2 The application includes car/cycle parking, tree works, public realm improvements and an associated sub-station.
- 2.3 Vehicular access to the site would utilise the existing arrangements, being from the east from Southgate Avenue. The existing pedestrian access route from the west (from East Park) would be maintained and incorporated into the layout to provide an improved publicly accessible pedestrian and cycle path. Refuse vehicles would enter the site from the east and circulate around the perimeter of the building, egressing to the west, via controlled gates into East Park. One tree and a group of shrubs would require removal to facilitate the development.
- 2.4 The site would be landscaped with a south facing courtyard. The pedestrian/cycle path would run along the southern edge of this courtyard area. The building would use feature brickwork, differing brick and horizontal banding. Cycle storage and refuse storage is shown in part of the ground floor of the building. Vehicle parking of 58 spaces would be provided on the south, east and northern boundaries. A sub-station is to be provided in the south west corner of the site.
- 2.5 The application has been accompanied by the following supporting documents:
  - Planning Statement
  - Design and Access Statement
  - Transport Assessment and Travel Plan
  - Flood Risk Assessment and Drainage Strategy
  - Arboricultural Impact Assessment and Method Statement
  - Noise Report and Overheating Assessment
  - Energy and Sustainability Statement
  - Affordable Housing Statement
  - Air Quality Assessment and Mitigation Statement
  - Contamination Desk Study and Preliminary Risk Assessment
  - Ecological Assessment and Bird Hazard Management Plan
  - Aviation Risk Assessment
  - Habitats Regulations Assessment
  - Employment Report
  - Foul Sewage and Utilities Assessment
  - Heritage Assessment
  - Statement of Community Involvement
  - Daylight and Sunlight Report
- 2.6 The application has been revised during the course of its consideration to address identified issues

including the inclusion of the vehicular access to Southgate Avenue within the application site red line and the appropriate notices served on third party owners; reconfiguration of the floor layouts, use of saw tooth window projections and inset of building line to improve orientation and outlook of the units and the relationship with adjoining properties plus internal access to the cycle storage areas; improvements to the landscaping proposals including the east/west route through the site and the courtyard area; revisions to the parking layout and a revision to the tenure split.

### **PLANNING HISTORY:-**

- 3.1 Previous planning applications at the site have been in connection with the office use. Most recently application CR/2014/0461/FUL was refused for the change of use of part of the ground floor for a D1 use - medical consulting and counselling.

### **PLANNING POLICY:-**

#### **4.1 The National Planning Policy Framework February 2019 (NPPF)**

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three overarching objectives - economic, social and environmental. These objectives are interdependent and need to be pursued in mutually supportive ways. 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 5: delivering a sufficient supply of homes – this seeks to significantly boost the supply of housing including affordable housing.
- 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 pedestrians, then cycle and public transport movements and address the need of people with disabilities in relation to all transport. It should also 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 – 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.
- 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. Decisions should ensure developments are sympathetic to local character and history, including the surrounding built environment and landscape setting and establish or maintain a strong sense of place.
- 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 Crawley 2030: The Crawley Borough Local Plan 2015-2030**

- 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) sets out the principles for good urban design and states:

*“To assist in the creation, retention or enhancement of successful places in Crawley, development proposals will be required to:*

- a) respond to and reinforce locally distinctive patterns of development and landscape character and 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, putting people before traffic and integrating land uses and transport networks;*
- 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; and*
- g) provide diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.*

*Applications must include information that demonstrates that these principles would be achieved, or not compromised, through the proposed development.”*

- Policy CH3 (Normal Requirements of All New Development) sets out the normal requirements of all development and requires proposals to be based on a thorough understanding of the significance and distinctiveness of the site and its immediate and wider context, be of high quality in terms of landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials. In addition, proposals must provide a good standard of amenity for future residents in compliance with internal space standards and not cause unreasonable harm to the amenity of the surrounding area by way of overlooking, dominance or overshadowing, traffic generation and general activity. The policy requires the retention of existing individual or groups of trees that contribute positively to the area and seeks to ensure sufficient space for trees to reach maturity particularly when located in private gardens to ensure dwellings receive adequate daylight. Development should also meet its operational needs in respect of parking, access, refuse storage etc. The policy also requires the development to incorporate ‘Secure by Design principles’ to reduce crime, consider community safety measures and demonstrate design quality through ‘Building for life’ criteria.
- 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.
- 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) identifies important views which should be protected. These views are divided into two categories, linear contained and long distance views. Of particular relevance to this site is the long distance view from Tilgate Park.
- Policy EC4 (Employment Development and Residential Amenity) states that where residential development is proposed within or adjacent to main Employment Areas, the principal concern will be to ensure that the economic function of the area is not constrained.
- Policy EC6 (Development Sites within the Town Centre Boundary) aims to encourage residential and town centre uses. This cross references with Policy H2 which lists sites allocated solely for housing.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H2 (Key Housing Sites) 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 site is identified as a developable housing site providing an indicative minimum of 48 dwellings within years 6 – 10 of the Plan (2020/21 – 2024/25).
- Policy H3 ( Future Housing Mix) states that all housing development should provide a mix of dwelling types and sizes to address local housing needs and market demand.
- Policy H4 (Affordable and Low Cost Housing) states that 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. These targets will apply unless evidence can be provided to show that the site cannot support those requirements from a viability perspective and that the development clearly meets a demonstrable need.
- Policy ENV1 (Green Infrastructure) advises that Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining an extending links where possible, including through larger proposals.
- Policy ENV2 (Biodiversity) states that all developments will be required to incorporate features to encourage biodiversity.
- Policy ENV5 (Provision of Open Space and Recreational Facilities) requires development to make provision for open space and recreational facilities and confirms that the Community Infrastructure Levy will be used to enhance open space to mitigate the impact of increased population. On larger housing sites, on-site provision of open space may also be appropriate and be required as an integral part of the development.
- 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) requires remediation and mitigation details to address any environmental risks.
- 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. Residential and other noise sensitive development in areas that are exposed to significant noise from existing or future industrial, commercial or transport noise 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 of the development will be made acceptable. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses (existing or planned) will not be exposed to noise impact that will adversely affect the amenity of existing and future users. Proposals will be required to appropriately mitigate noise through careful planning, layout and design. 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 the existing infrastructure services.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport) Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the Borough council’s car and cycle standards.

#### 4.3 Submission Draft Local Plan (Regulation 19)

The Crawley Borough Local Plan is under review. The Council published its Submission Draft Local Plan (Regulation 19) on 20 January 2020, for a six week period of public consultation that closed on 2 March 2020. The draft Local Plan does not seek to start from a blank page. The principles and policies of the adopted Crawley Borough Local Plan 2015 remain up-to-date and sound.

The following policies are of note:

- Policy SD1: Presumption in Favour of Sustainable Development.
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy CL3: Local Character and Form of New Development.
- Policy CL4: Effective Use of Land: Sustainability, Movement and Layout.
- Policy CL5: Form of New 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
- Policy DD4: Tree and Landscape Character Planting
- Policy DD5: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding.
- Policy IN1: Infrastructure Provision.
- Policy IN3: Supporting High Quality Communications.

- Policy H1: Housing Provision
- Policy H2: Key Housing Sites
- Policy H3: Housing Typologies
- Policy H3b: Densification, Infill Opportunities and Small Sites
- Policy H5: Affordable Housing
- Policy SDC1: Sustainable Design and Construction.
- Policy SDC 2: District Energy Networks
- Policy SDC3: Tackling Water Stress.
- Policy EP4: Development and Noise.
- Policy ST1: Development and Requirements for Sustainable Transport.
- Policy ST2: Car and Cycle Parking Standards.

#### 4.4 Supplementary Planning Guidance and Documents

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

##### Urban Design SPD (2016)

This SPD includes further design guidance and examples of residential development and sets out guidance on outdoor amenity space standards. It also includes the Crawley Borough Parking Standards.

##### Affordable Housing SPD (2018)

This SPD includes further guidance on affordable housing policies within the Local Plan.

##### Town Centre SPD (2016)

This SPD supports sustainable regeneration and development to promote the economic growth, vitality and viability of the town centre. The SPD sets out the dual approach of the town centre as a location for commercial and residential uses and states that where specific sites are allocated in the Local Plan for residential purposes, any loss of employment floor space has been assessed through the Local Plan Sustainability Appraisal and found to represent the most sustainable approach.

##### Green Infrastructure SPD (2016)

This includes guidance on designing for trees, open space and biodiversity. 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. The document also links to the Urban Design SPD in respect of considering landscaping as an integral part of high quality design.

##### Planning and Climate Change SPD (2016)

This document provides guidance and justification for the sustainability policies in the Local Plan. It 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.

##### Crawley Community Infrastructure Levy Charging Schedule 2016

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

##### Developer Contributions Guidance Note (published July 2016)

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 key planning considerations in respect of this application are as follows:

- The principle of the demolition of the offices and the erection of residential units
- Design and appearance of the proposal and the impact on the character of the area and street scene
- Impact on the amenities of the occupants of neighbouring properties
- Acceptability of the accommodation proposed for future occupiers
- Impact on highways, access and parking, and operational requirements
- Sustainability
- Drainage
- Impact on protected trees and proposed landscaping
- Affordable housing
- Infrastructure contributions
- Gatwick Airport safeguarding

### The principle of the demolition of the offices and the erection of residential units

- 5.2 The application site lies on the southern edge of Crawley town centre, within a short walk of shops, commercial premises and a range of leisure and food and drink outlets. It is also a highly sustainable location given its very close proximity to the railway station, the bus station and the associated public transport links. Local Plan Policy H2 specifically identifies the site as being suitable for redevelopment for housing with an indicative minimum number of 48 units. The residential use of town centre sites such as this is also encouraged by the NPPF.
- 5.3 Thus, as an allocated site within the town centre boundary, the principle of demolition of the existing office buildings and redevelopment for residential purposes is acceptable in principle and has been established through its inclusion on the Local Plan. As the Town Centre SPD sets out, given that residential use is supported in such locations, the requirement to justify loss of employment floor space is removed in order to facilitate delivery of high quality town centre homes through the planning process.
- 5.4 Whilst policy H2 shows the site allocated for 48 dwellings, in view of the highly sustainable location of the site, the need to increase densities and to make the most effective use of previously developed urban land, as encouraged in the NPPF, it is considered that in principle a higher number of dwellings could be accommodated on the site. The Policy H2 figure is an indicative minimum. The key issues are thus whether a scheme of 121 units of the scale, layout and design proposed is in accordance with the other relevant policies of the Local Plan and gives rise to an acceptable and high quality development as a whole, having full regard to the constraints that apply to this site. These more detailed policy and other considerations are addressed below.

### Design and appearance of the proposal and the impact on the character of the area and street scene

- 5.5 The site sits in an area with a mixed character, comprising the Arora Hotel to the east, Zurich House and the Victorian/Edwardian semi-detached houses in East Park to the west and the more modern dwellings to the south in Clitherow Gardens and Richmond Court. In addition, there is the railway line to the north beyond which is Overline House and Moka (both sites proposed to be redeveloped for high rise residential). There is thus a variety of uses and buildings of differing form, scale and massing in the immediate vicinity of Longley House.
- 5.6 The proposed building would have a U shaped footprint and would extend up to 9 floors along the northern boundary, with lower elements of 7 storeys and then down to 4 storeys on the 2 southern projecting arms. The building would have brick walls and a flat roof. The windows would be slightly recessed from the facades of the elevations and all the flats would have recessed balconies.
- 5.7 The maximum height of the building above ground level would be 30.77m, which would be to the top of the lift overrun. The height to the top of the roof of the 9 storey element would be 29.77m, the 7 storey part would be 23.59m high and the 4 storey wings would be 13.95m high.
- 5.8 Given the relatively tall and dense forms of the Arora Hotel, Zurich House, Overline House (existing and proposed) and Moka (proposed) in the immediate vicinity and elsewhere in the town centre (including those under construction at The Boulevard and Crawley College sites), it is considered that a high rise and relatively dense (242dph) development for this site within the town centre

boundary is appropriate. However, it is also important that the scheme respects the variety in the character of the area and has due regard to the lower density and low rise form of the 2 storey adjacent residential areas to the south and west (Clitherow Gardens, Richmond Court, and the Victorian / Edwardian vernacular of East Park). These are of a more domestic scale than the commercial form that surrounds the northern and eastern parts of the site. The building design has responded to reflect the surrounding change in height, grain, massing and urban character along the site boundaries. The height and massing of the scheme at these points reflects this and incorporates design features to respond to this scale and character and provide a transition between the differing scales of the surrounding development.

- 5.9 Whilst it is clear from the elevational approach taken that the design intent is to create a built form that reads architecturally as one consistent form, specific aspects of the design have been developed further to address the above aspects. In this regard, the scheme steps down in height towards the southern boundary from 9 floors to 7 and then down to 4 floors. Thus the main 9 storey element is along the northern boundary parallel with the railway line and opposite Overline House. Then where the 2 arms of the U shaped footprint project to the south, the storey heights reduce and this is where the building would be closest to the adjacent 2 storey housing in Clitherow Gardens and Richmond Court. This means that the upper floors (levels 5– 9) are set back to the northern part of the site, parallel with the railway line, so that their dominance is reduced when viewed from the south, east and west.
- 5.10 In addition, the brick tones have been further defined to separate the lower seven floors from the upper two floors, with a lighter brick used on the upper levels. Overall the main brickwork is to be in stretcher bond, but variations in the brick detailing are to be utilised. The four lower floors (ground to 3<sup>rd</sup> floor) would have a brick 'bands' created from two projecting brick courses in the sections of the walls between the windows on each floor. These bands are to be positioned at the top of the lower floor window and at the bottom of the window in the floor above. This arrangement alters higher up the building, so that on the 4<sup>th</sup> to the 6<sup>th</sup> floors, the projecting course is at the bottom of the band only. Then there is no projecting brickwork on the upper 2 floors. This helps to break down the building massing, with the lower floors having more detailing and responding to the scale of the domestic houses to the south. The detailing thus reduces up the building, creating more separation between the volumes and so that the upper portion appears lighter, which is also assisted by the choice of a lighter toned brick.
- 5.11 A further feature of the detailing is on the south eastern wing, where it reduces down to 4 storeys. On this part of the building, the main brick work is to be in Flemish bond design with burnt headers. This brick detailing would return around the window reveals, up to the recessed windows. The brick banding features on this section would still be utilised, but would be plain brick in stretcher bond. This different detailing would help to create a visual separation of this wing from the main bulk of the building, and would add more character to this part of the building, referencing similar brick features found in the surrounding locality.
- 5.12 The revised design also has introduced saw tooth window projections on the north and east elevations. This is mainly to improve the outlook and aspect of the flats, and the relationship with adjoining premises (aspects which are covered in sections below), but also has the effect of creating visual interest on these elevations as the projections are stacked directly above each other on each floor, creating a vertical feature and thus assists in breaking down the perceived massing.
- 5.13 These issues regarding the relationship with the scale and character of surrounding development were a key aspect of the appeal relating to Zurich House (CR/2017/0180/FUL) which was dismissed and the subsequent approved scheme CR/2017/0974/FUL. The Inspector in dismissing the appeal scheme referred to the smaller more 'human scale' of East Park, and commented there was a lack of definition between floors, the transition in height was too abrupt and the bulk and height was excessive. The approved scheme then incorporated more of a step-up in heights, with setbacks, a horizontal emphasis and detailing, with materials to reflect the colour palette of surrounding properties and lighter materials on the upper floors.
- 5.14 With regard to the view of the site from along East Park, the southern elevation of the south west arm of the building would be in line with Zurich House and at this point is 4 storeys high, and so would not be unduly prominent in the street scene. The tallest element of the building at 9 storeys is

set parallel to the railway line and so it would be towards the back of the site. Moving to the east, the building is then recessed around the central courtyard and then it is the south eastern arm of 7 storeys, reducing down to 4 storeys, that projects further to the south. However, at this point, the building is at its furthest from East Park and would be screened by the retained trees and the landscaping to be planted in the courtyard and around the pathway through the site. In the context of East Park, the scheme would also be viewed against a backdrop of other, existing and proposed, taller buildings. The brick tone and detailing on the lower 4 floors would contrast with that to be used on the upper storeys and would provide a connection in detailing and scale terms to the existing houses in the vicinity.

- 5.15 In longer distance elevated views, such as from Tilgate Park, the building would be visible, but would be seen in the context of the town centre. Taller buildings are under construction on The Boulevard and Crawley College sites and there are planning permissions for development of a similar height at Overline House and Moka. There are also bulky buildings with a more horizontal emphasis, such as the Arora Hotel and County Mall, nearby. The proposed building would be seen in the context of these developments and the cluster of taller/bulkier buildings in and around the town centre. Within this context and as part of a grouping of other larger buildings, the proposal's longer distance visual impact is considered acceptable.
- 5.16 Full details of the proposed materials could be secured by condition to ensure they would create a high quality and distinctive development. This would include the brickwork detailing. It is also considered appropriate to control by condition the details of potential installation of pipework, flues and other features that otherwise may have a significant and discordant visual impact on the building design.
- 5.17 The proposal incorporates a south facing courtyard and improvements to the public realm in the form of a revised pedestrian and cycle path through the site that leads from East Park, through the site and connects to the access road that passes by the Arora Hotel and leads down to Southgate Avenue. The design of these elements has evolved during the course of the consideration of the application and now clearly defines the private, semi-private and public areas. The scheme includes appropriate low level buffer planting to separate the flat windows from any public pathways. The pathway itself has been widened and repositioned to better connect both physically and visually to East Park and to better separate the courtyard from the parking spaces along the southern boundary of the site. Also the parking spaces that would have intruded into its northern extent have been relocated elsewhere on the site, emphasising the car-free nature of the path at this point.
- 5.18 The scheme would represent a significant visual change to the appearance of the site. Overall the revised building is considered to be well-designed and detailed. Whilst it is a large tall building, it is located amongst other existing or proposed dense and high rise developments within the town centre, including Zurich House, the Arora Hotel, Overline House and Moka, and in this context would not be unsympathetic. However, it is also adjacent to the more domestic scale of the existing dwellings to the south and west, and in this regard the design has employed specific features to address concerns of scale and massing. The stepped design gives transition to the scale of the building and it is considered that this appropriately addresses the character and scale of the surrounding uses around the boundaries of the site. As a result the scheme is considered to accord with Policies CH2 and CH3 of the Crawley Borough Local Plan (2015 – 2030) and the guidance in the Urban Design SPD (2019).

#### Impact on the amenities of the occupants of neighbouring properties

- 5.19 The properties that would be most impacted upon by this development are the houses in Clitherow Gardens and Richmond Court to the south, the flats in Zurich House to the west and the Arora Hotel to the east. In respect of land across the railway line, it is the flats to be provided in the Overline House development to the north west and in the Moka development to the north east that could be affected.
- 5.20 The Urban Design SPD seeks a 30m window to window distance between rear facing windows of 3 storey properties in order to achieve acceptable levels of privacy.

- 5.21 In respect to Clitherow Gardens, the side elevation of No.1 abuts the southern boundary of the application site, with its front elevation facing to the west and rear elevation to the east. Its front elevation is broadly in line with the west elevation of the proposed flats. There are no habitable room windows in the side elevation of No.1 and so there would be no direct window to window overlooking. The main impacts would thus be one of possible overbearing/dominance experienced from the rear elevation and rear garden of this house and potential overlooking of the rear garden. The closest projecting wing of the new block would be the southwest arm, which would be positioned 21m from the side elevation of No.1. The south east projecting wing would be 30m away from the rear corner of the house and the main 9 storey element of the development would be positioned 30m away from the side boundary of the garden.
- 5.22 Richmond Court is a cul de sac to the east of Clitherow Gardens. The side elevation of No.2 Richmond Court also adjoins the southern boundary of the site. It has its front elevation facing to the east and its rear elevation faces west. It has no habitable room windows in the side elevation and so there would be no direct window to window overlooking. The main impact would thus be one of possible overbearing/dominance and overlooking experienced from the front elevation and the front garden area and from the rear elevation and rear garden of this house. The closest projecting wing of the new flats would be the southeast arm, which would be positioned 14.4m from the side elevation of the house. The flats would look directly across to the side gable wall of No.2 and its front garden area and the end of the cul de sac. It is considered that this aspect across to the front garden of the house is the more public area and is one where issues of privacy and overlooking are not as sensitive as for the more private rear gardens, where higher levels of privacy would be expected. In respect of its rear garden, at this point the southeast arm block is set further away such that views would be at an angle and not direct. The south west arm would be some 31m away from the rear corner of the house and the distance to the main 9 storey element would be 34m from the side boundary of the garden.
- 5.23 Whilst visually there would be a significant change in surroundings for the residents of both No.1 Clitherow Gardens and No.2 Richmond Court from the development of this site, there would be no direct window to window overlooking and, as both properties lie to the south of the application site, there would be no loss of sunlight or shading impact. There would be an impact in terms of dominance and presence from the new building, especially in views from the rear gardens, but there would not be a significant loss of outlook from their front or rear windows. Overall, the relationships between the buildings and the separation distances are considered to be acceptable.
- 5.24 The layout shows that some of the parking spaces are to be provided along the southern boundary of the site adjacent to these 2 houses. This part of the site is already used for parking associated with the existing offices. It should be noted that the existing dwellings are at a slightly higher level than the application site at this point and the boundary treatment comprises a low brick wall with fencing on top. The revised plans now include a 1m buffer behind the parking spaces to allow for defensible landscaping along this boundary. In this respect, existing residents will notice little difference from the current parking provision.
- 5.25 Zurich House is set to the immediate west of the site. It is currently being converted to flats with an additional floor being added. The existing three storey side elevation of Zurich House would be set 17.4m from proposed side elevation of the south west wing. The separation distance for the new additional floor would be increased to 18.4m due to the 1m set in from the side wall. There are staircase/landing windows on the existing side elevation of the building. There would be 3 windows on this side elevation of its new 4<sup>th</sup> floor, which serve one flat. Two of these windows are secondary windows to the living area and a bedroom. The third window serves a bedroom and would look across to the flats at this level on the south west arm of the proposed Longley House scheme. Whilst this is not ideal, the flat does benefit from dual aspect rooms, with its main outlook to the front and rear and this relationship must be viewed as part of the overall planning balance.
- 5.26 The Arora Hotel lies to the immediate east of the site, with a 5 storey block of accommodation, containing hotel bedrooms that look across to the application site. This block is set in 4m from the site boundary. The proposed flats are set parallel to this but at a slight angle such that there would be a minimum separation distance between these hotel rooms and the proposed flats of 12m, widening to 19m further south. It is acknowledged that this is a close relationship and this aspect has been the subject of discussions and negotiations to improve the situation for the hotel and also

for the future occupiers of the flats. The latter issue is examined in more detail in subsequent paragraphs.

- 5.27 With regard to the impact on the Hotel, and the objections that have been made by the owners of the Hotel, officers consider that hotel bedroom windows are less sensitive than those in a dwellings to dwellings relationship, so it is considered that the SPD guidance should not be so strictly applied. The occupation of hotel bedrooms is such that guests are there for only a temporary period, it is not their main place of residence and, given the location and client base of this hotel, guests are there primarily for its proximity to Gatwick Airport and Manor Royal, rather than the hotel's surroundings or grounds. It should also be noted that the hotel bedroom windows have a mirror tint and blinds and so clear views into the rooms from outside are not achievable. Also the floor levels of the 2 developments are staggered as the hotel is on higher ground so the windows would not be at similar heights thus reducing the extent of direct overlooking.
- 5.28 However, the amended plans have improved the relationship, with the introduction of the angled saw tooth projections which direct main views from the proposed living rooms towards the south; plus the use of recessed balconies and with bedrooms behind and so increasing the window to window distances; and the introduction of semi opaque glazing, resulting in a reduction in the amount of direct window to window relationships. In addition, further landscaping is proposed along the eastern boundary to provide a green buffer between the 2 sites.
- 5.29 In these circumstances and with the revised scheme details, it is not considered that issues of overlooking and dominance of the building are now such that they would detrimentally affect the quality of life of the occupiers of the hotel bedrooms to such a degree as to warrant a refusal on these grounds.
- 5.30 With regard to the proposed flats to the north at Overline House, these were permitted at outline stage under ref CR/2016/0294/OUT. Subsequent applications under current consideration are CR/2019/0602/ARM for the new blocks to the west of Overline House and CR/2019/0660/FUL is a new full application for the conversion of Overline House, with 2 additional floors and remodelled station. The windows on the lower existing floors will be in the same position as those currently on the south elevation of the Overline House building. The additional two floors are shown to be slightly set back from its south elevation.
- 5.31 Longley House is directly opposite the station's surface car park, which is to be retained. Overline House is set to the west. The north west corner of the new Longley House block would thus be opposite the south east corner of Overline House. There would be no direct window to window relationships as the two properties are offset from each other. The new blocks forming the remainder of the Station Gateway scheme would be further west, beyond the station.
- 5.32 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.
- 5.33 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 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.
- 5.34 With regard to the Moka development, this is positioned to the north east of the site on the other side of the railway line, such that it is more directly opposite the Arora Hotel. Thus the north east corner of the new Longley House block would be opposite the south west corner of the proposed Moka building. As the two properties would be offset from each other, there would be no direct window to window relationships. At their closest point the two corners of the buildings would have a separation distance of some 43m with the railway line intervening, which complies with the SPD guidance.

- 5.35 The Daylight and Sunlight report analyses the availability of sunlight and daylight to the surrounding properties. The report concludes that, in daylight terms, the majority of rooms and windows of these properties meet the target daylight levels with the proposal in place, and for the instances where they do not, they are windows serving circulation space or are secondary windows and the other windows meet the target levels such that the room is well lit. In respect of the Arora Hotel, it would meet the alternative target values as set out in the BRE Guidelines to be used when considering fair and appropriate development on neighbouring sites in urban areas. These include where an existing building has windows that are unusually close to the boundary and taking more than their fair share of light.
- 5.36 Overall the proposed development would have a degree of impact on the amenities enjoyed by the occupants of neighbouring properties but, given the relative position and orientation of the dwellings, the separation distances and angles, and the design features of the proposals to address such issues, it is considered that, on balance, an acceptable arrangement between properties has been achieved in regards to overbearing impact and loss of outlook, overlooking and loss of privacy.

#### Acceptability of the accommodation proposed for future occupiers

- 5.37 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. All the proposed units would meet the minimum space standards for 1, 2 and 3 bed flats. The revised scheme has incorporated dual aspect to many of the flats, such that no flats on the north elevation would have their sole outlook to the north and across to the railway line and station, following the introduction of the saw tooth projections. As such, the proposed development is considered acceptable and would accord with Policy CH5.
- 5.38 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. It also states that while balconies provide a good solution, they may not be appropriate in all contexts and a semi-private outdoor, communal space may be suitable.
- 5.39 The proposal would provide private balconies to all of the 121 flats. In the main, these would all achieve the 5sqm requirement and have a width of no less than 1.5m, apart from 15 units where the shortfall in balcony area is between 0.66sqm to 1.87sqm. In addition a landscaped courtyard is proposed of 300sqm in area which would provide hard and soft landscaping with a feature tree, wild flower mound with specimen shrubs, seating areas and opportunities for children's play.
- 5.40 Whilst there are a few flats that would not meet the required balcony areas, the number is relatively small and the deficit is similarly at a low level. The scheme does provide for an external amenity area too and in terms of public amenity space, the site is within walking distance of both Memorial Gardens and Southgate playing fields.
- 5.41 In accordance with the Council's policy requirements, a contribution towards the open space facilities in the locality would be sought if the scheme were considered acceptable.
- 5.42 The amended scheme includes revised balconies/ terraces for the ground floor units. This provides active frontages on all elevations, giving natural surveillance particularly to the rear and sides of the building. However, as this could give rise to security and privacy issues, the submitted details show defensible space and low level landscaping around the terraces. Also all the balconies are recessed providing further separation and privacy.
- 5.43 The internal layout of the ground floor has also been revised with the floor layouts of certain flats being changed to ensure that the proposed main pedestrian entrances into the building are not immediately adjacent to bedrooms.
- 5.44 The relationships between this site and adjacent properties is detailed in the section above. In respect of the living environment for the occupiers of the new flats, the main areas of concern are



the outlook and aspect of the flats adjacent to the Arora Hotel and Zurich House, given the close proximity and height/massing of these existing buildings. In addition, the flats on the northern elevation need careful assessment due to their northern outlook and proximity to the railway line and the station.

- 5.45 With regard to the relationship with the Arora Hotel, the eastern elevation now incorporates saw tooth projections to the centrally located flats. The corner units are now dual aspect and so do not include the projections. These central bays direct views from the living rooms towards the south, rather than due east towards the hotel. This provides their living areas with two points of outlook (one to the south and one to the north east) and improves the relationship between the two sites. This design provides a much wider outlook from within the flat and the maximum amount of glazing to the living rooms has been provided along the recessed wall of the balcony, increasing daylight into these units. Also the angled form of the projections means that the neighbouring projections do not block the view. There are bedrooms that will have their sole outlook across to the Arora Hotel and this aspect of the scheme is of concern but some are set behind the recessed balconies which gives an added degree of separation and protection and in all regards the flats along this elevation will have a dual aspect. This relationship needs to be considered as part of the overall planning balance.
- 5.46 In respect of the relationship to Zurich House the units on the ground floor to the 3<sup>rd</sup> floor of the proposal in the south west wing are the closest to the Zurich House building, with those on the 4<sup>th</sup> floor and above stepping away by 8m as they form part of the main 9 storey element, which set to the rear of the application site parallel to the railway line. The living rooms of the units in the western elevation on this lower south west arm of the proposal have recessed balconies with 2 windows such that all these flats are dual aspect. There would be no direct window to window relationship for the proposed units in Longley House on the first 3 floors of this wing as the side elevation of Zurich House contains a landing/staircase window on the 3 existing floors. There are to be 3 windows on this side elevation of the new 4<sup>th</sup> floor of Zurich House, which serve one flat. Two of the windows are secondary windows to the living area and a bedroom. The third window serves another bedroom. Whilst this is not ideal, the flats in Longley House would be also dual aspect and this relationship must be viewed as part of the overall planning balance. Overall there would be a good relationship with Zurich House and residents would have a good outlook with little overlooking.
- 5.47 The flats on the northern elevation of the proposal as originally submitted would have had their sole outlook to the north, looking directly over the railway line and across to the station car park. The amended scheme now incorporates for the central flats angled projecting bays which give outlook to the north west and north east, widening and improving the aspect for the living rooms along this elevation, particularly with the increased glazing onto the recessed balcony. The bedrooms are also recessed, as they look onto the balcony areas, thus setting them further away from the railway line and the station. The 2 corner units on each floor are dual aspect and so do not include the projections. The building would not be directly opposite the proposed flats at Overline House or those at Moka so, as the properties are offset from each other, there would be no direct window to window relationships.
- 5.48 The Daylight and Sunlight report analyses the availability of sunlight and daylight to the flats and the outdoor space. The majority of the proposed flats would meet the target values for daylight and sunlight and the balconies provide a good additional source of daylight and sunlight amenity. The amenity space meets the criteria for sunlight, receiving at least 2 hours of direct sunlight to 100% of its area. Thus there are shortfalls, but in the context of the whole scheme, the overall level of daylight and sunlight amenity is considered to be acceptable.
- 5.49 Given the extent and the specific nature of the separation distances between the proposal and these neighbouring buildings, and the bespoke design and detailing that has been employed to address the concerns of the living environment, it is now considered that the amended design provides an acceptable standard of development and the issues of privacy and outlook for future occupiers of the apartments have been resolved to a satisfactory degree.
- 5.50 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.

- 5.51 In this case the specific noise impacts arise from the operation of the railway line and the station with associated train noise and the general operation of the station including tannoy announcements. The proximity of the nightclub (Moka) is also a consideration although that has now closed and planning permission has been granted for its redevelopment onto flats.
- 5.52 In light of the current NPPF which sets out a higher requirement for the consideration of noise issues and the concept of the 'agent of change', the LPA will need to ensure that, in introducing noise sensitive uses on the site (residential flats), the operation of the established commercial premises (including the railway station) are not prejudiced.
- 5.53 The scheme has evolved, both since pre-application stage and during the course of the consideration of the application to address these issues. In terms of design and layout, the scheme now shows the building set further away from the northern boundary; a reduced number of flats on the ground floor north elevation so that none have their sole outlook to the north; the remaining 2 units are at each corner and so have a dual aspect; the use of recessed balconies with solid balustrades and soffits with acoustic absorbing materials on the balconies; and, for the central units on the upper floors, the living rooms have been revised with the use of the saw tooth projections to give an outlook to the west rather than solely to the north.
- 5.54 The Environmental Health officer comments that in general he is pleased to see that good acoustic design has been incorporated into and throughout the development. He requested some additional information of the monitored sound levels and the predicted sound levels at the facades of the building and the proposed sound resistance between each of the storeys and that between the living accommodation and the plant, services and bike stores. Further information on the ventilation system and an overheating assessment was also required.
- 5.55 Further technical details have now been supplied and the Environmental Health officer has reviewed the scheme as a whole. He comments that *'I would like to draw the Committee's attention to some of the good acoustic design as it is some of the first that we have seen in this Borough and would expect to see these principles in future applications where appropriate. The projections of each saw tooth serve to provide a vertical noise barrier and will reduce noise from trains approaching in either direction. The recessed balconies provide good quality outdoor space, reduce overheating by providing shade from the sun (this is more important for the East and West elevations) and the solid balustrade forms a noise barrier. Those balconies at higher levels are much more effective at reducing noise due to the reduced angle of incidence of the sound on the surface. The soffit to the balcony will have acoustic absorbent material and this reduces reflections into the balcony area. This can achieve significant reductions in sound level and windows opening onto the balcony benefit from this and also the noise reduction across the open window.'*
- 5.56 He recommends conditions relating to balcony construction, glazing, the ventilation system, an insulation scheme to protect the dwellings from noise from plant and services in the building, and a scheme to prevent overheating.

#### Impact on highways, access and parking, and operational requirements

- 5.57 The access road to the development would be via the existing route to the east from Southgate Avenue. This will be the only point of access/egress for cars. Refuse vehicles and emergency vehicles will be able to enter from the east, but will be able to circumnavigate the site round to the rear of the building and exit by a controlled barrier onto East Park.
- 5.58 Pedestrians and cyclists will be also able to access the site by the path from East Park which is to be retained and improved to provide a dual use route through to Southgate Avenue. The design of this has been revised to an increased width of 4m and to provide a more legible, direct and user friendly route, which would increase connectivity, whilst protecting the amenities and security of residents in the new flats.

- 5.59 58 parking spaces are to be provided around the site along the northern, southern and eastern boundaries, including 3 to accessible standards. 189 cycle parking spaces for residents will be within the building in cycle store areas with 16 visitor spaces outside to the front of the building, adjacent to the pedestrian /cycle path. A Framework Travel Plan has been submitted which includes measures to reduce the reliance on the private car and to promote sustainable modes of travel. These include the setting up of a cyclist users group, a car share group and encouraging public transport use.
- 5.60 WSCC Highways comment that there are no particular in principle issues and they are satisfied that the development would not result in any unacceptable or otherwise severe highway impacts and there are no objections to the development.
- 5.61 WSCC go on to advise that the access arrangements should be restricted via condition to prevent the East Park access being opened to all traffic. The existing lawful office use would generate more vehicle trips than the residential use proposed. The proposal would not give rise to any intensification of the use of the existing access or other junctions on the surrounding highway network. The footway to the east needs to be physically connected to the existing footway that runs to the front of the Arora Hotel and this can be secured by condition. The site is located in Crawley town centre. Access to Crawley railway station, high frequency bus services, and a wide range of services are all within a very short walk of the development over the existing footbridge. A revised travel plan to further promote sustainable transport modes should be secured by a condition.
- 5.62 WSCC Fire and Rescue Service comment on the access arrangements for fire appliances, distances to dry risers and the requirement for firefighting shafts. The applicant has advised that the route for emergency vehicle will be entering from Southgate Avenue and can travel around the rear of the site. Dry risers will be provided within the stair core. Stair cores 02 and 03 are firefighting shafts.
- 5.63 The car parking standards for this location require one parking space per flat. The number of car parking spaces proposed equates to a 48% ratio of spaces to units. However, given the very sustainable location of the site which is within the town centre boundary and in very close proximity to the railway station and bus station, it is considered a reasonable approach and insistence on a 1:1 provision would either result in a proliferation of car parking spaces across the layout, which would be visually unattractive and a poor layout, or a reduction of the number of flats overall which would be an inefficient use of the site. Residents would have a realistic alternative transport choices for their day to day requirements and would not be reliant on the use of a private car in such a location. Other recent high density schemes that have been permitted in the town centre have also had low levels of car parking or zero parking and include 15-29 The Broadway, 11-13 The Boulevard, Moka and Bridgefield House (Crawley College site). It is considered that a car park management plan is required in order to control the allocation of spaces to occupants and a revised travel plan to further promote sustainable transport modes, including access to a car club for residents, both of which can be secured by a s106 legal agreement.
- 5.64 Representations received have referred to parking issues in the locality and concerns that insufficient parking would be provided on the site, leading to knock-on effects elsewhere. These concerns are acknowledged given the close proximity of the surrounding residential roads in the East Park area, including those in the Controlled Parking Zone (CPZ).
- 5.65 East Park is located within the Zone D Controlled Parking Zone (CPZ) where parking is restricted between 9:00 and 17:00 Monday to Saturday to permit holders only. Only the residents in Zone D are allowed to receive a permit and there is no cap on the number of permits than can be issued. Thus it is likely that there are more households in Zone D than spaces available. Longley House is located outside of Zone D and therefore the future residents would not be eligible for a parking permit for this CPZ. Therefore, when the CPZ is in force the development would have a very limited impact upon the availability of parking as parking is controlled during those hours. So the main impact on parking in East Park would be outside the CPZ hours.
- 5.66 This was a major issue at the appeal for the redevelopment of the Zurich House site CR/2017/0180/FUL. That application was refused by CBC on grounds of inadequate parking and the effect this could have on the living conditions of nearby residents. The Zurich House scheme

proposed 75 flats with 48 parking spaces and the operation of a car club (a shortfall of 27 spaces against the adopted standards).

5.67 The parking arguments were thoroughly scrutinised by the appeal Inspector at the Hearing, who considered the evidence of both the appellant, LPA and local residents. Key points from the appeal decision are:

- whilst some streets were near to capacity, it was localised and the Inspector concluded that Zone D as a whole was not suffering from parking stress and would have the capacity to accommodate the entire potential shortfall of 27 parking spaces 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. In respect of Longley House he opined that any development could be designed to meet the parking standards if that proved necessary.
- the parking standards were indicative minimums and a lower provision is not ruled out if it can be justified by site specific evidence. As the evidence needs to be site specific, he was of the view that the parking provision approved at other developments is of limited relevance.
- 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 the site and would not be eligible for a space in the CPZ.
- 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.

5.68 Thus, whilst that application was refused by CBC on parking grounds, the Appeal Inspector did not support that view and considered that the level of parking was adequate. (The scheme was however dismissed on design grounds.) It should be noted that the current scheme being implemented at Zurich House is not the appeal scheme, but it is the prior approval and additional floor permissions that are being built out, and in this respect the car parking provision complies with the standard at one space per flat.

5.69 WSCC Highways comment that overall they are satisfied that there are measures in place to ensure that overflow parking demands do not affect the safe operation of the highway network.

5.70 With regard to this application, the car park management plan and the travel plan, which is to include initiatives to promote sustainable modes of transport and to secure a mechanism for residents to use a car club, plus the capacity that is available on–street are significant factors to be taken into account in reaching a conclusion on this point.

5.71 The cycle parking standards for this development require a total of 205 cycle spaces, of which 189 are for residents and 16 are for visitors. The scheme meets this standard with the residents' spaces being in internal cycle stores and the visitor spaces are sited in the landscaped grounds to the front of the building.

5.72 Following concerns raised by the Cycle Forum, the bike stores now all have internal and external access doors. The applicants have confirmed that the size and configuration of the cycle stores can accommodate the number of cycles and that a 2 tier racking system is to be used. The precise details of this can be secured via a condition. Specific details of the barrier along western access road can be secured by planning condition. The applicants have advised that it is the intention that the width of the barrier would allow for a cyclist to go around the side of the barrier.

5.73 Three stores are proposed on the ground floor of the building to accommodate the refuse and recycling bins. The Refuse and Recycling officer has commented that he can foresee no major

issues with servicing this development but did query the calculation of bin numbers per store. The applicant has advised that the apartment mix has been updated since the original submission to provide 61 shared ownership units and 60 affordable rent, with each tenure requiring 7 x refuse bins and 7 x recycling bins, totalling 14 each. For the shared ownership 14 bins are shown in Core 03 and for the affordable units 4 bins are provided in core 01, with 14 provided in core 02. Whilst there is an overprovision, the additional 4 bins in core 1 are provided so that the 30m travel distance required for Building Regulation Part H is not exceeded. This means there would be an overprovision for the affordable core. The Refuse and Recycling officer has advised the revised details are acceptable, providing that the number of flats using the small store for Core 1 is no more than 18.

- 5.74 Overall, the scheme is considered acceptable in transport and highways terms. The car parking provision is considered to be adequate given the highly sustainable location of the site and having regard to the approach taken by the appeal Inspector in relation to Zurich House and his conclusion on parking levels. The cycle parking meets the required standard and the refuse and recycling facilities are acceptable. The various measures to promote and encourage sustainable transport can be secured by conditions and a legal agreement.

### Sustainability

- 5.75 Policies ENV6 (Sustainable Design & Construction), ENV 7 (District Energy Networks) and ENV9 (Tackling Water Stress) of the Crawley Borough Local Plan and the Planning and Climate Change SPD are relevant to this proposal from the perspective of climate change mitigation and adaptation.
- 5.76 The proposal is supported by an 'Energy and Sustainability Strategy' document which identifies and responds to the Local Plan policies identified above.
- 5.77 In response to policies ENV6 and ENV7 the Strategy sets out an approach to mitigating energy consumption and CO2 emissions in relation to the 'Be Clean', 'Be Lean', 'Be Green' Energy Hierarchy. At the 'be lean' stage, modelled emissions and energy use are reduced in comparison with a notional equivalent Building Regulations compliant building through 'passive' measures, i.e. the specification of more efficient fabric elements, and by a greater level of air tightness. 'Active' measures at this stage include energy efficient lighting.
- 5.78 In respect of 'be clean' measures and policy ENV7, work has commenced on the Town Hall District Heat network. A communal gas-fired system is proposed for the supply of heating and hot water to the development. This should make the development capable of connection to the district heat network in future, in accordance with policy ENV7, and represents a more efficient heating system in the meantime (although these savings are already taken into account at the 'be lean' stage of the modelling). It is suggested that service ducts could be provided to facilitate the future connection.
- 5.79 At the next point in the energy hierarchy ('be green'), a renewable energy supply is proposed in the form of a 25kWp solar PV array installed on the roof, estimated to generate 13,729kWh of energy per annum.
- 5.80 Cumulatively these measures are estimated to reduce CO2 emissions by 7.42% compared with the equivalent notional Building Regulations compliant development, with an 18.28% reduction in energy demand for heating and cooling. The provision of a network ready heating system should provide the potential for further savings to be realised in future.
- 5.81 In respect of Policy ENV9, the Statement indicates that the proposal intends to meet the 'optional' water efficiency requirement identified in the policy, and proposes water meters for the individual apartments. Subject to further clarification at conditions stage, this is acceptable.
- 5.82 In summary, the proposed measures (with some modification in respect of water fittings) are considered to represent an acceptable response to the identified policy requirements, subject to their being secured by appropriate conditions.

- 5.83 With regard to the PV array, the proximity of the site to Gatwick Airport means there is a need for caution to avoid an adverse impact on aviation through glare and other effects. Further details can be secured by a condition in consultation with the airport.

#### Drainage and contamination

- 5.84 The application has been accompanied by a Flood Risk Assessment and Drainage Strategy. The site falls in flood zone 1, which is land at low risk of flooding. It is proposed to continue the discharge of surface water runoff to the existing public surface water sewer. Below ground SuDS are to be used, in that runoff is to be collected in a gravity pipe network and conveyed to an area of sub surface storage comprising cellular storage crates. This would enable runoff to be limited to pre-development levels in accordance with local and national policy. Drainage maintenance and management is to be the responsibility of a Management Company.
- 5.85 The Drainage Officer has no objection subject to confirmation that the owner of the sewer asset will take the discharge from this development. The applicant has advised that it is proposed to reuse the connections to the public sewers which are owned by Thames Water. The drainage strategy demonstrates that surface water runoff rates will be significantly reduced by virtue of the new development (by up to 90%). With regards to foul water sewerage, it should be noted that Thames Water have commented on the application and they have not raised concerns. In any event, they are obliged to take flow from new development under the latest Ofwat charging rules.
- 5.86 The Drainage Officer notes the explanation and has confirmed that as the developer plans to reuse the existing connection with no increase in surface water flow as a result of the development, he has no objections to this proposal.
- 5.87 The Environmental Health Officer advises that the site is on a former builder's works, railway land, wood yard and filled ground. The applicant's submitted report has highlighted a number of potential pollutate linkages that will require further investigation. Environmental Health recommend a condition that requires a detailed site investigation, a remediation statement and post remediation verification testing and report.

#### Impact on protected trees and proposed landscaping

- 5.88 There are protected trees in the south west corner of the site adjacent to East Park. The Council's Arboricultural Officer has commented that he is satisfied that the retained trees can be successfully protected and integrated into the new development. Provided all the works are in accordance with the Arboricultural Impact Assessment, Method Statement and the Tree Protection Plan he has no objections. A condition is therefore recommended in this regard.
- 5.89 With regard to landscaping, the proposals include the central courtyard with a broadleaved feature tree, shrubs, bulb planting and wildflower grass mound. There are to be planted beds around the building, plus trees and shrub planting along the southern and eastern boundaries. Full details of the planting and the boundary treatment can be secured via the landscaping conditions.
- 5.90 The Ecology Officer comments that there are no biodiversity policy reasons for refusal or requiring amendment of the proposals and recommends a condition requiring the mitigation and enhancement recommendations of the ecological assessment to be implemented. These measures comprise the proposed landscaping, the installation of bat and bird boxes and a suitable lighting scheme.

#### Affordable housing

- 5.91 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.

- 5.92 In order to be policy compliant, the scheme should provide 48 affordable units on site or an appropriate contribution. However, in this case the applicant is a Registered Provider and for this development is proposing a 100% affordable scheme, i.e. 121 affordable units. It thus exceeds the affordable housing requirements and the tenure split is 50:50 between affordable rent (60 units) and shared ownership (61 units).
- 5.93 Policy H3 requires housing developments to provide a mix of dwelling types and sizes to address local housing needs and market demands. The scheme would provide 53 x one bed 2 person flats, 62 x two bed flats (19 x 2bed 3 person and 43x2 bed 4person units) and 6 x three bed 4 person flats. A significant proportion of local need is for smaller units, but the provision of the larger town centre flats is also welcomed. The proposed mix of dwelling types and sizes is considered acceptable on this sustainable town centre site.
- 5.94 The Housing Enabling and Development Officer states that he is *'in full support of this scheme, with a good tenure split for the town centre which effectively includes owner-occupiers through shared-ownership, which is a strategic housing priority for the town centre, and the unit mix includes some three-beds with a predominant provision of two-beds which is our greatest need'*.
- 5.95 The s106 legal agreement will secure the affordable housing provision at a policy compliant level of 40% in the event the site is sold on.
- 5.96 The provision of 100% affordable units is a major material consideration to meet the Borough's considerable affordable housing need in the analysis of this scheme and has to be given due weight in the planning balance.

#### Infrastructure contributions

- 5.97 Policy CH6 requires that 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. As required by the Green Infrastructure SPD, for this development 121 new trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. In addition, replacement trees are required for those to be removed as part of the development.
- 5.98 Given the site layout limitations for extensive new tree planting, the application proposes a relatively limited planting scheme. The illustrative landscape masterplan proposals show 13 new trees with one existing tree to be removed. The precise detail, including the number of specimens, will be part of the landscaping scheme required by conditions. Thus a formula for calculating the appropriate payment will need to be included in the s106 agreement as the basis of the commuted sum (121 units minus the number of trees to be provided on site x £700). Based on the above numbers the maximum contribution could be £77,000 for the 110 trees.
- 5.99 Policy ENV5 relates to open space provision and, accordance with the Green Infrastructure SPD methodology, contributions totalling £39,059.25 are required and can be secured through the s106 agreement. This amount comprises £11,227.50 towards the provision of allotments. This could be directed towards enhancing such provision at Malthouse Road. A contribution of £10,990.50 towards provision for children/teenagers is required. This can be directed at the children's play space at Baker Close playground and the youth play space located within Southgate Park. A contribution of £16,841.25 is required for amenity green space, which can go towards facilities in Goffs Park.
- 5.100 The s106 agreement can also secure the travel plan, the car park management plan and the sustainable transport initiatives, including the car club, car sharing group and the cycling user group.
- 5.101 The approval of this application would result in additional residential floorspace which would be CIL liable. The charge and any exemptions will be calculated and a CIL Liability Notice will be issued.

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.

- 5.102 The Crawley Clinical Commissioning Group has commented that future residents would new likely to register with Saxonbrook Medical Centre. This could exacerbate pressure 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.

#### Gatwick Airport safeguarding

- 5.103 The maximum height of the building would be 108.795 metres AOD. Gatwick Airport Safeguarding and NATS have both commented on the application. An Aviation Impact Assessment was required to be submitted as part of this scheme and following assessment of this GAL have advised that conditions are required relating to the heights of buildings and structures not to exceed 108.795m AOD, no further additions to the building, an obstacle lighting scheme, construction management strategy, bird hazard management plan, control over PV panels and a Cranes Informative.

### **CONCLUSIONS**

- 6.1 The redevelopment of this site for residential purposes is acceptable in principle, being an allocated site in the current Local Plan. This high density scheme would enable the delivery of much needed units in the town centre and in particular the provision of a 100% affordable unit scheme is welcomed to meet Borough's housing need
- 6.2 The site is however, subject to a number of constraints, including the scale and massing of the scheme in regard to its context, relationship with adjoining properties, noise issues arising from proximity to the railway and parking provisions. Such a situation requires an innovative and bespoke approach to resolving the identified issues. In this regard the scheme has been refined and specific design solutions have been put forward to address these concerns and to provide a high quality living environment and, overall, a high standard of development that is sympathetic to the character of the area and complies with Local Plan policies.
- 6.3 Whilst there are some minor design aspects that have not been completely resolved, it is necessary to weigh the social, environmental and economic impact of the proposal to come to a conclusion on this planning application. The proposal would provide a significant number of new affordable residential units in a highly sustainable location within the town centre boundary and meet the general objectives of the NPPF. It is this considered on balance that the benefits of the scheme outweigh the adverse impacts identified in this report.
- 6.4 It is therefore recommended that the scheme is granted planning permission subject to conditions and the completion of a s106 legal agreement to secure:
- provision of affordable housing
  - open space contributions (£39,059.25)
  - tree planting contributions (£77,000)
  - the implementation of measures within the Travel Plan
  - the car park management scheme

### **RECOMMENDATION RE: CR/2020/0024/FUL**

**PERMIT** – subject to the completion of a section 106 agreement to secure the infrastructure contributions and provisions set out in paragraph 6.4 of this report and the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.



2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No works above ground level 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, roofs, balconies and glazing of the proposed building(s) have been submitted to and approved by the Local Planning Authority. The development shall be carried out in strict accordance with the agreed details.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:-
- the anticipated number, frequency and types of vehicles used during construction,
  - the method of access and routing of vehicles during construction,
  - details of the area(s) subject to construction activity,
  - details of cranes and other tall construction equipment (including details of obstacle lighting)
  - the parking of vehicles by site operatives and visitors,
  - the loading and unloading of plant, materials and waste,
  - the height and areas for the storage of plant, equipment and materials used in construction of the development,
  - details of temporary lighting
  - 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 a dust and smoke management plan
  - control and disposal of putrescible waste to prevent attraction of birds
  - site restoration
  - protection and mitigation measures for wildlife and habitat
- REASON: In the interests of highway safety, the amenities of the area, to ensure that the development does not endanger the safe movements of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids & surveillance equipment and to accord with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.
5. No on-site preparation works or development related to this planning permission shall take place until the approved details as set out in the Arboricultural Impact Assessment dated 20th December 2019 and the Arboricultural Method Statement dated 23rd December 2019 including the tree protection measures have been implemented in full. The development shall be implemented in accordance with the approved details and the tree protection measures shall thereafter be retained in accordance with the approved details throughout the construction period until the development is completed.  
REASON: To ensure the retention and maintenance of trees important to the visual amenity and the environment of the development in accordance with Policy CH3 of Crawley Borough Local Plan 2015-2030 and the Green Infrastructure Supplementary Planning Document.
6. Development shall not begin until a scheme to deal with contamination of the site and / or ground water has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all the following measures:
1. A Desk Study (including Conceptual Model of potential pollutant linkages) The study shall detail the history of the site uses and identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. Two full copies of the desk-top study and the non-technical summary shall be submitted to the LPA.

and the following stages where required:-

2. A Detailed Site Investigation. This shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology BS 10175:2011. The site investigation should fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications, including an assessment of risk to any potential receptors. A full report on the findings of the site investigation shall be submitted to the LPA

3. Remediation. A written remediation statement, detailing the works necessary so as to render harmless the identified contamination given the proposed end use of the site and surrounding environment, including any controlled waters, shall be submitted to the LPA and agreed in writing with the LPA prior to any remediation commencing on site. Two copies of the remediation report shall be submitted to the LPA.

4. Post Remediation Verification Testing and Report. Approved remediation works shall be carried out in full on site, under a quality assured scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the remediation works contamination is encountered that had not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA in accordance with the process laid out at points 1 – 3 above.

5. Upon completion of the remediation works, this condition shall not be discharged until further validation report has been submitted to, and approved by the LPA. The validation report shall include quality assurance certificates to show that the works have been carried out in accordance with the approved methodology. Details of any post remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the validation report together with the necessary documentation detailing what waste materials have been removed from the site.

Development shall not commence until the measures approved in the scheme have been implemented.

REASON: To safeguard occupiers of the site in accordance with Policy ENV10 of the Crawley Borough Local Plan 2015 - 2030.

7. No building or structure that forms part of the development hereby permitted shall exceed 108.795m 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. 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, 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.

9. Obstacle lights shall be placed on the four corners of the upper roof level. These obstacle lights must be Type B, steady state red lights at 32 candelas. Details of these lights can be found in Table Q-1. Characteristics of obstacle lights & Table Q-2. Light distribution for low intensity obstacle lights in Chapter Q – Visual Aids for Denoting Obstacles of CS ADR-DSN available at

<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 the development 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 2015-2030.

10. No development shall commence unless and until details of the balcony construction, the glazing and the ventilation system have been submitted to and agreed in writing by the Local Planning Authority. Once so agreed the development shall be implemented in accordance with the approved details and maintained in perpetuity for the life of the development. The details shall include the design drawings, supporting documentation and scientific and technical details supporting the choice of design.

REASON: To prevent noise giving rise to significant adverse impacts on health and quality of life in accordance with paragraph 170 and 180 of the National Planning Policy Framework and the Noise Policy Statement for England and policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

11. For the development hereby permitted the separating structural elements (floors and walls) between any residential dwelling and any service area or room housing plant shall achieve a minimum airborne sound insulation value of 65 dB DnT,w+Ctr. Upon completion of the construction and prior to occupation of the flats post-completion testing shall be carried out to ensure that the above sound insulation value has been achieved. The results of the assessment shall be submitted in writing to the Local Planning Authority together with plans, drawings and a detailed description of the construction that achieved the stipulated sound insulation value.

REASON: To prevent noise giving rise to significant adverse impacts on health and quality of life in accordance with paragraph 170 and 180 of the National Planning Policy Framework and the Noise Policy Statement for England and policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

12. All plant, machinery and equipment (including fans, ducting and external openings) to be installed as part of the development shall be maintained and operated so as to prevent the transmission of noise and vibration into any premises either attached to, or in the vicinity of the premises to which the application refers.

REASON: To prevent noise giving rise to significant adverse impacts on health and quality of life in accordance with paragraph 170 and 180 of the National Planning Policy Framework and the Noise Policy Statement for England and policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

13. No development shall commence until a scheme has been submitted to and agreed in writing by the Local Planning Authority in relation to the prevention of overheating in the dwellings. Once so agreed the scheme shall be implemented strictly in accordance with the agreed details and maintained in perpetuity for the life of the development. The scheme shall include a Chartered Institute of Building Service Engineers Technical Manual 59 (CIBSE TM:59) assessment for Design Standard Years (DSY) 1, 2 and 3 for 2020's, 2050's and 2080's respectively and must demonstrate a pass for all dwellings against DSY 1 and show how failures have been prevented or minimised for DSY 2 by good design. In designing to prevent overheating then regard shall be had to the cooling hierarchy:

- Minimise internal heat generation through energy efficient design;
- Reduce the amount of heat entering a 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;
- Provide active cooling (ensuring they are the lowest carbon options).

REASON: To secure sustainable development in accordance with Chapter 2 of the NPPF and policies CH3 and ENV6 of the Crawley Borough Local Plan 2015-2030.

14. No development shall commence until a checklist of actions required to implement the mitigation and enhancement recommendations set out in the ecological assessment report by Ecology Solutions has been prepared and a copy sent to, and approved in writing by, the Local Planning Authority. The actions set out in the approved checklist shall be implemented in full unless otherwise approved in writing by the Local Planning Authority and a completed copy, signed by the project ecologist shall be submitted to the Local Planning Authority for approval prior to first occupation of any unit.

Reason: To ensure that the proposals avoid adverse impacts on protected and priority species and contribute to a net gain in biodiversity, in accordance with Policy ENV2 of the Local Plan and paragraph 175 of the NPPF.

15. No vehicles other than emergency and refuse vehicles shall be permitted to enter or exit the site via East Park.  
REASON: In the interest of highway safety, the amenities of the area and to ensure a satisfactory standard of access to the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.
16. No part of the development shall be occupied until a footway providing a continuous connection from the eastern boundary of the site to connect with the existing footway within the adjoining Arora Hotel site has been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing.  
Reason: In the interests of highway safety, improved connectivity and to accord with Policy CH3 of the Crawley Borough Local Plan 2015- 2030.
17. The development shall not be occupied until the vehicle parking and turning spaces have been constructed and provided in accordance with the approved plans. These spaces shall thereafter only be used and retained for their designated use.  
REASON: To provide adequate on-site parking and turning space for the development in accordance with Policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030.
18. The development shall not be occupied unless and until the bollards and traffic barriers have been installed in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. The bollards and barrier shall thereafter be retained as part of the development.  
REASON: in the interest of road safety and amenity and in accordance with policy CH3 of the Crawley Borough Local Plan 2015 -2030
19. The development shall not be occupied until the cycle parking facilities have been provided in accordance with the details shown on approved plans. These facilities shall thereafter be retained for their designated use.  
REASON: To provide alternative travel options to the use of the car in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015 – 2030.
20. The development hereby approved shall not be occupied until the facilities for refuse and recycling bin storage and collection and access for collection have been provided in accordance with the approved plans and details. The facilities shall subsequently be maintained and be retained for the use of residents.  
REASON: To ensure the operational requirements of the site are met in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
21. 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 development shall be carried out in accordance with the approved details.  
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.
22. No above ground development shall take place unless and until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, new specimens to be planted and details of the boundary treatments, the external appearance of the sub -station, the electric vehicle charging points and external lighting. The scheme shall be implemented in accordance with the approved details.  
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.
23. 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.

24. No above ground development shall take place unless and until there has been submitted to and approved in writing by the Local Planning Authority a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas. The landscaping management plans shall be carried out as approved.

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.

25. No development above slab level shall take place unless and until a scheme to provide combined television reception facilities and superfast broadband to the dwellings 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 unless otherwise agreed in writing by the Local Planning Authority. The approved facilities shall be made available to each individual unit prior to that unit being occupied.

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.

26. Prior to their installation, details of rainwater goods, external extract grilles, pipes and flues shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved 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.

27. The residential units shall not be occupied until design-stage SAP calculation summaries for the development, detailing a level of environmental performance consistent with the submitted Energy and Sustainability Strategy dated 6 January 2020, have 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 environmental sustainability, in accordance with policy ENV6 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.

28. 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 they shall achieve a water efficiency standard by consuming not more than 110 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 Policy ENV9 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.

29. No works on the new building shall commence on site until full details of the PV solar energy scheme referred to in the submitted Energy and Sustainability Strategy dated 6 January 2020 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 glint and glare in accordance with Policies ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change SPD.

30. Before above ground works commence, details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that a District Energy Scheme is delivered in the vicinity, referred to in the submitted Energy and Sustainability Strategy dated 6 January 2020, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.  
REASON: In the interests of environmental sustainability, in accordance with policy ENV7 of the Crawley Borough Local Plan 2015 and the Planning and Climate Change SPD.
31. The Bird Hazard Management Plan dated December 2019 shall be implemented as approved upon completion of the roof and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.  
REASON: It is necessary to manage the roof in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

### **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 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.

2. 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](mailto: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/](http://www.aoa.org.uk/policy-campaigns/operations-safety/)
3. 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](http://www.crawley.gov.uk/cil), email [development.control@crawley.gov.uk](mailto: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.

4. The water efficiency standard required under condition 28 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
5. The applicant is advised to consider the incorporation into the scheme of the Secured by Design measures set out in detail in the letter from Sussex Police dated 27th July 2020
6. The applicant is strongly encouraged to safeguard the space identified within the development to enable the building to be 'Network Ready' in the event the Town Centre Energy Scheme is delivered allowing the development to benefit from this technology.
7. Southern Water requires a formal application for connection and on-site mains to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent: 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, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).  
Website: [southernwater.co.uk](http://southernwater.co.uk) or by email at: [developerservices@southernwater.co.uk](mailto:developerservices@southernwater.co.uk)
8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. The developer should 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 [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to surface water drainage, Thames Water advise that where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.  
<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

9. Due to the close proximity of the proposed demolition and erection of a new building to Network Rail land, the developer must contact Network Rail's Asset Protection team via [AssetProtectionLondonSouthEast@networkrail.co.uk](mailto:AssetProtectionLondonSouthEast@networkrail.co.uk) prior to any works commencing on site, with a view to enter into an Asset Protection Agreement to enable approval of detailed works. More information can also be obtained from the website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

As well as contacting the Asset Protection team, the applicant must follow Network Rail guidance for developments within close proximity to the operational railway.

10. The applicant may be required to apply for other consents directly from the environment Agency. The term 'consent' covers consents, permissions or licences for different activities (such as water abstraction or discharging to a stream), and the EA have a regulatory role in issuing and monitoring them.  
The applicant should contact 03708 506 506 or consult the website (<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>) to establish whether a consent will be required.

## **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 through pre-application discussions/correspondence.

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

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





# ArcGIS Web Map



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Crawley, West Sussex,  
RH10 1UZ  
Tel: 01293 438000

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