

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

**WARD:** Three Bridges

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

**TARGET DECISION DATE:** 14 November 2019

**CASE OFFICER:** Mr H. Walke

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

**AGENT'S NAME:**

**PLANS & DRAWINGS CONSIDERED:**

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

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

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

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

### **Statutory consultees**

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

### **Other consultees**

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

## **NEIGHBOUR NOTIFICATIONS:-**

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

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

## **RESPONSES RECEIVED:-**

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

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

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

This is a major development.

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

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

## **THE PROPOSED DEVELOPMENT:-**

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

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

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

## **PLANNING HISTORY:-**

### **Overline House and car park**

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

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

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

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

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

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

### **Moka nightclub site, Station Way**

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

### **Zurich House, East Park**

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

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

### **Longley House, East Park**

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

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

## **PLANNING POLICY:-**

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

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

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

*“Planning policies and decisions should ensure that developments:*

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

*over the lifetime of the development;*

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

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

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

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

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

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

#### Crawley Borough Local Plan 2015-2030

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

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

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

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

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

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

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

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

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

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

- Policy CH3 (Normal Requirements of All New Development) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet their own operational requirements necessary for the safe and proper use of the site.
- Policy CH4 (Comprehensive Development and Efficient Use of Land) confirms that development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.
- Policy CH5 (Standards for All New Dwellings) states that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings. Residential developments should be designed to include amenity space standards adequate to meet basic privacy, amenity and usability requirements.
- Policy CH6 (Tree Planting and Replacement Standards) requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH8 (Important views) requires that the important views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The site lies within the Long Distance View Splay from Tilgate Park and the Linear Contained View from Brighton Road.
- Policy EC6 (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs, ensuring that town-cramming or unacceptable impact on the planned character or neighbourhoods or residential amenity do not result.
- Policy H2 (Key Housing Sites) this policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030. This Policy encourages residential uses in the town centre, identifying the area as a broad location for housing.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley.
- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent or Social rent where other forms of subsidy exist, and up to 30% intermediate rent. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. These targets apply unless evidence is provided to show that they cannot be supported from a viability perspective and where the development meets a demonstrable need.
- Policy ENV2 (Biodiversity) states that all development proposals will be expected to incorporate features to encourage biodiversity where appropriate.
- Policy ENV5 (Provision of Open Space and Recreational Facilities) confirms that the impact of the increased population from residential development on open space and recreational facilities across the Borough will be mitigated by enhancement to existing areas of open space. This Policy requires development to make provision for open space and recreational facilities.

- Policy ENV6 (Sustainable Design and Construction) requires all homes to address carbon efficiency and meet the strengthened on-site energy performance standards of Building Regulations. New homes should actively reduce the need to consume energy, seek to utilise renewable and low carbon energy technologies, minimise the amount of carbon emitted throughout the implementation and construction process and ensure any existing embedded carbon onsite is retained and also specifically achieve BREEAM excellent for water and energy credits where viable. Policy ENV7 (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8 (Development and Flood Risk) advises that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV10 (Pollution Management and Land Contamination) states that where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed, and ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.
- Policy ENV11 (Development and Noise) advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure, both on and off site, and if mitigation can be provided to avoid any significant cumulative effects on existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed and connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport) advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.
- Policy IN6 (Improving Rail Stations) expects developments at or within the vicinity of railway stations to enhance the role of the station. For Crawley station, the policy seeks to support the role as a major gateway to the town centre and to improve integration with the shopping area and bus station.

#### Draft Crawley Borough Local Plan 2021-2037

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

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

- Policy CL2: Making Successful Places: Principle of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact Development - Layout, Scale and Appearance
- Policy CL7: Important and Valued Views
- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings (including conversions)
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy HA1: Heritage Assets
- Policy HA2: Conservation Areas
- Policy HA4: Listed Buildings and Structures
- Policy HA7: Heritage Assets of Archaeological Value
- Policy OS2: Provision of Open Space and Recreational Facilities
- Policy OS3: Rights of Way and Access to the Countryside
- Policy IN1: Infrastructure Provision
- Policy IN2: The Location and Provision of New Infrastructure
- Policy IN3: Supporting High Quality Communications
- Policy EC11: Employment Development and Residential Amenity
- Policy TC3: Town Centre Key Opportunity Sites
- Policy TC4: Active and Engaging Frontages
- Policy H1: Housing Provision
- Policy H2: Key Housing Sites
- Policy H3: Housing Typologies
- Policy H3b: Densification, Infill Opportunities and Small Sites
- Policy H3c: Town Centre Sites
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- Policy GI1: Green Infrastructure
- Policy GI3: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC2: District Energy Networks
- Policy SDC3: Tackling Water Stress
- Policy EP1: Development and Flood Risk
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise
- Policy EP6: External Lighting
- Policy ST1: Development Requirements for Sustainable Transport
- Policy ST2: Car and Cycle Parking Standards
- Policy ST3: Improving Rail Stations

#### Supplementary Planning Guidance and Documents

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

- Planning and Climate Change (adopted October 2016) – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
- Urban Design (adopted October 2016) – With specific reference to Crawley’s character, the SPD addresses in more detail the seven key principles of good urban design identified in Local

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

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

### Community Infrastructure Levy

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

### **PLANNING CONSIDERATIONS:-**

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

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

### **Principle of the proposal**

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

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

## Design and visual appearance

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

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

5.10 The outline application considered photomontages showing the visual impact of the proposal’s height. It was considered that the scheme “*would not adversely detract from either the linear Brighton Road contained view or the long distance view from Tilgate Park*” and that it was “*not considered the proposal has an adverse impact on wider views or setting of the Malthouse Road or Brighton Road Conservation Areas.*” The revisions to the scheme have not significantly altered the relationship to either the long distance views or the nearby conservation areas.

5.11 Looking more widely, the Reserved Matters proposals reflect a similar design approach to those proposed within the Overline House application. The use of varied brick panels would be repeated throughout the elevations of wider Reserved Matters scheme. Overline House would have its own distinctive appearance though, with more extensive glazing to the lower two floors, a single different brick and a stronger horizontal roofline. In this context, it is considered that the buildings would share some visual links, but that key elements, such as the station, will have appropriate distinctiveness and prominence.

5.12 The outline application report stated:

*“Given the number of units proposed, the development would result in a much more intensive use of the site with almost the entire site being covered by substantial buildings rising from the back edge of the footpath which would dramatically change the character of this section of the south side of Station Way. However, notwithstanding this, in general terms the bulk and massing are considered acceptable in this town centre location where the urban form can be a greater scale ...”*

The Reserved Matters scheme follows the parameters established by the outline permission in terms of building height and massing. Overall, the detailed scheme design is considered satisfactory.

### **Residential environment for future occupiers and housing mix**

5.13 Policies CH3, CH5 and H3 of the Local Plan set out the Council’s approach to residential amenity, internal space, private amenity space and achieving a mix of dwelling types and sizes to meet the town’s needs.

5.14 The proposed scheme would create 223 flats across three buildings. The following table provides a breakdown of the proposed unit sizes:

<b>Size of flat</b>	<b>Quantity</b>
Studio	9
1 bed	132
2 bed	81
3 bed	1
<b>Total</b>	<b>223</b>

5.15 Whilst a higher number of larger flats would be preferable to meet Crawley’s identified needs, it must also be recognised that this is a town centre location. The development does have a focus on one bedroom units, but a significant number of family sized two bedroom units would be available too. Given the town centre location, the outline permission and the flatted nature of the development without private gardens, the proposed mix of unit sizes is considered adequate.

5.16 Policy CH5 of the Local Plan sets out the minimum space standards required for individual flats. The applicant’s Design and Access Statement Addendum states that all the flats meet the required space standards. The majority do and, in a number of cases, they exceed them. There are three 2 person studio flat types proposed though which have floor areas below the required 50sqm. The floor areas of the three studio flat types are 48.3 sqm, 46.6sqm and 40.5sqm. There are a total of ten of these studio flats within the overall scheme of 223 units. One would be a south facing flat within Building 1 with a large (22sqm) balcony, with three more vertically stacked above it. Four would be south facing units on the eighth and ninth floors of Building 3, one of which would have an outdoor terrace. The

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

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

### **Impact upon neighbouring properties and the surrounding area**

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

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

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

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

### **Transport, parking and servicing**

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

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

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

## **Aviation**

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

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

## **Sustainability**

- 5.44 Sustainability was considered and addressed at outline application stage. Condition 20 of the outline permission requires the submission of further details to address renewable energy and low carbon technologies, water consumption, measures to reduce energy consumption and District Energy Networks. The current Reserved Matters application cannot seek to discharge the outline condition, but does provide some further information on sustainability.
- 5.45 The main changes since the outline permission has been specifying a high level of fabric efficiency and a switch to electric heating. The Council's Energy Efficiency and Sustainability officer has considered the proposals. He states that decarbonisation of the electricity grid over the last decade, which will shortly be reflected in revisions to the Building Regulations, will significantly reduce the CO<sub>2</sub> emissions associated with electric heating. He states that the proposed fabric efficiency levels are challenging and significantly exceed anything achieved in Crawley in recent years.
- 5.46 The applicant confirms that the water efficiency standard of a maximum of 110 litres per person per day is achievable. With regard to the proposed solar PV panels, the applicant has raised some viability concerns although confirmed that this will be considered further. A relatively limited 11kW system is proposed, which should save around 4,700 kg CO<sub>2</sub>. Given the successful implementation of solar PV systems on other developments, even with the reduction in feed in tariff, it seems unlikely that the small system proposed would not be viable. The Energy Efficiency and Sustainability officer confirms that he thinks the applicant's comments are unduly pessimistic on this.
- 5.47 These matters will all be dealt with later in discharging condition 20 of the outline permission though and it is not necessary to consider them in more detail here.

## **Heritage and archaeology**

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

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

## **Ecology, trees and landscaping**

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

## **Other matters**

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

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

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

### **Affordable housing, infrastructure contributions and Community Infrastructure Levy**

- 5.63 Policy H4 of the Crawley Borough Local Plan sets out the expected levels of affordable and low cost housing within new housing developments. It seeks 40% affordable housing from all new developments. The policy states that this will apply to all developments unless evidence demonstrates that this cannot be achieved from a viability perspective and the development meets a demonstrable need.
- 5.64 Viability was considered for the comprehensive Station Gateway scheme, including the demolition and redevelopment of Overline House, at outline application stage. It was concluded that the development could not viably support affordable housing. Given that over three years have passed since then, that Overline House is now to be retained and in connection with a legal matter relating to the Reserved Matters application, an updated Viability Assessment was submitted during pre-application discussions. This was independently scrutinised by the District Valuer. The updated Assessment concluded that the scheme could still not support the 40% affordable housing requirement of Policy H4. The applicant has set out a number of issues related to the proposal. These include physical restrictions on construction space, the costs and difficulties associated with working in close proximity to a railway, the need to keep the station open at all times, phasing of sales, public realm and footbridge costs. The District Valuer queried some items but, following further information from the applicant, concluded that the revised scheme still could not support affordable housing.
- 5.65 Whilst it is unfortunate that the wider scheme cannot deliver 40% affordable housing, this has been justified in viability terms both at outline application stage and more recently. As set out in the report on the full application on this agenda, the Overline House refurbishment proposal would make a small contribution towards addressing Crawley's affordable housing needs. Given the viability work and the extant outline planning permission, the affordable housing issue cannot be pursued in respect of the Reserved Matters application.
- 5.66 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016. The outline application was determined before Crawley's CIL came into force and a CIL payment will not apply to the proposal within this Reserved Matters application.
- 5.67 However, the outline permission for the wider development (308 flats) was subject to a Section 106 agreement to secure contributions towards a range of infrastructure. The S106 secured contributions towards some matters, such as education, which are now covered by CIL. Other matters, such as open space and trees, are still covered through the S106.
- 5.68 The S106 still applies in respect of this Reserved Matters application. However, the Reserved Matters scheme is for 223 flats, rather than the 308 flats originally given outline approval. Officers therefore recommend that the previous S106 be amended to secure contributions on a pro-rata basis for the 223 flats covered by the current reserved matters application, rather than the previously approved 308 flats. There has been discussion with the applicant on how to address other infrastructure contributions as part of consideration of the current application. West Sussex County Council needs

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

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

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

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

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

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

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

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

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

## **CONCLUSIONS:-**

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

## **RECOMMENDATION RE: CR/2019/0602/ARM**

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

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

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

And subject to the following conditions:

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

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

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

## INFORMATIVES

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email [gal.safeguarding@gatwickairport.com](mailto:gal.safeguarding@gatwickairport.com). The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)
2. As part of the Building Regulations 2004, adequate access for firefighting vehicles and equipment from the public highway must be available and may require additional works on or off site, particularly in very large developments. BS5588 Part B 5 applies. For further information, please contact the Fire and Rescue Service.
3. The applicant is advised that the EV charging points required under condition 7 should be provided in accordance with the West Sussex County Council Guidance on Parking at New Developments document unless otherwise agreed by the Local Planning Authority.
4. A formal application for connection to the water supply is required in order to service this development.  
For further advice, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119), [www.southernwater.co.uk](http://www.southernwater.co.uk) or by email at [developerservices@southernwater.co.uk](mailto:developerservices@southernwater.co.uk).
5. The applicant is strongly advised to consider and implement the safety and security measures set out in the comments received from Sussex Police and British Transport Police. These include the Secured by Design initiative and those set out in the Security in Design of Stations document.

### 1. NPPF Statement

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

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

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



# ArcGIS Web Map



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