

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

TARGET DECISION DATE: 18 December 2019

CASE OFFICER: Mr H. Walke

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

AGENT'S NAME:

PLANS & DRAWINGS CONSIDERED:

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

CONSULTEE NOTIFICATIONS & RESPONSES:-

Statutory consultees

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

Other consultees

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

NEIGHBOUR NOTIFICATIONS:-

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

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

RESPONSES RECEIVED:-

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

REASON FOR REPORTING TO COMMITTEE:-

This is a major development.

THE APPLICATION SITE:-

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

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

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

PROPOSED DEVELOPMENT:-

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

2.6 Externally, the station forecourt area would be redeveloped to form stepped and ramped access, outdoor seating areas and a drop off area. These works are also predominantly covered by the concurrent reserved matters application, although the proposed canopy and the part of the proposed raised plinth under it falls within the current full application site.

2.7 The applicant has submitted the following documents in support of the application:

- Design and Access Statement
- Schedule of Accommodation
- Planning Statement
- Transport Statement
- Stage 1 Road Safety Audit
- Acoustic Report
- Air Quality Assessment
- Ventilation Statement
- Internal Daylight and Sunlight Assessment
- Flood Risk Assessment
- Asbestos Report and Management Survey
- Energy Statement
- Archaeological Desk Based Assessment and Evaluation Report
- Utilities Statement
- Employment and Sequential Assessment
- Viability Report.

2.8 The proposal has been amended since first submitted. The number of flats proposed has increased from 81 to 83. This has been achieved through partially continuing the front and rear elevations up to the sixth floor (rather than recessing the sixth floor) to create additional floorspace and through amendments to the sixth floor plant rooms to create two additional units. The ground floor uses and layout have been amended, notably by the removal of the existing Indigo car park office and the expansion of the proposed retail unit from 70 sqm to 123 sqm. The refuse/recycling store has been relocated externally to the west of the building and the cycle store extended in size and capacity. The external appearance and materials of the scheme have also been significantly revised and enhancements made to internal flat layouts. The applicant has also confirmed that 10% affordable housing will be delivered within the Overline House scheme.

2.9 In support of the amendments and to address queries raised by officers since the application was submitted, the applicant has submitted written responses and updated plans, together with:

- Design and Access Statement Addendum
- Updated Schedule of Accommodation
- Transport Statement Addendum
- Stage 1 Road Safety Audit – Designer’s Response
- Bird Hazard Management Plan

2.10 The interests of a number of commercial and public sector bodies in both the site and its immediate surroundings has added some complexity to the Overline House application and to the two adjoining applications. The applicant is the leaseholder of Overline House. Network Rail is the freeholder of the building and the surrounding car parking areas. Govia Thameslink/Southern is the train operator currently operating at Crawley railway station.

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

PLANNING HISTORY:-

Overline House and car park

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

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

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

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

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

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

Moka nightclub site, Station Way

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

Zurich House, East Park

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

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

Longley House, East Park

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

PLANNING POLICY:-

National Planning Policy Framework (NPPF)

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

- 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 EC1 (Sustainable Economic Growth) states that Crawley’s role as the key economic driver for the Gatwick Diamond will be protected and enhanced. To ensure that Crawley’s recognised economic role and function is maintained and enhanced the council will ensure that the town’s Main Employment Areas are the focus for sustainable economic growth.
- Policy EC2 (Economic Growth in Main Employment Areas) Proposals that involve a net loss of employment floorspace will only be permitted where they demonstrate that: i) the site is no longer suitable, viable or appropriate; ii) the loss will result in wider social, environmental or economic benefit; and iii) there is no adverse impact on the economic role or function of the Main Employment Area or Crawley as a whole.
- Policy EC6 (Development Sites within the Town Centre Boundary) states that sites within the Town Centre Boundary provide an important opportunity to promote town centre viability in a sustainable location through mixed use development that meets the economic and housing needs of the borough.
- Policy EC7 (Retail and Leisure Development outside the Primary Shopping Area) states that the NPPF ‘Town Centre First’ principle will be followed, with development directed to the most sequentially preferable and sustainable locations.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs, ensuring that town-cramming or unacceptable impact on the planned character or neighbourhoods or residential amenity do not result.
- Policy H2 (Key Housing Sites) this policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030. This Policy encourages residential uses in the town centre, identifying the area as a broad location for housing.
- Policy H3: Future Housing Mix. All housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand. The appropriate mix of house types and sizes for each site will depend upon the size and characteristics of the site and the viability of the scheme. However, consideration should be given to the evidence established in the Strategic Housing Market Assessment and its updates for market housing needs and demand in Crawley.

- Policy H4 (Affordable and Low Cost Housing) states that 40% affordable housing will be required from all residential developments. The council will expect a minimum of 70% of the affordable housing to be Affordable Rent or Social rent where other forms of subsidy exist, and up to 30% intermediate rent. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers. These targets apply unless evidence is provided to show that they cannot be supported from a viability perspective and where the development meets a demonstrable need.
- Policy ENV2 (Biodiversity) states that all development proposals will be expected to incorporate features to encourage biodiversity where appropriate.
- Policy ENV5 (Provision of Open Space and Recreational Facilities) confirms that the impact of the increased population from residential development on open space and recreational facilities across the Borough will be mitigated by enhancement to existing areas of open space. This Policy requires development to make provision for open space and recreational facilities.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7 (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8 (Development and Flood Risk) advises that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV10 (Pollution Management and Land Contamination) states that where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed, and ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.
- Policy ENV11 (Development and Noise) advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.
- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure, both on and off site, and if mitigation can be provided to avoid any significant cumulative effects on existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed and connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport) advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.
- Policy IN6 (Improving Rail Stations) expects developments at or within the vicinity of railway stations to enhance the role of the station. For Crawley station, the policy seeks to support the

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

Draft Crawley Borough Local Plan 2021-2037

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

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy SD2: Enabling Healthy Lifestyles and Wellbeing
- Policy CL1: Neighbourhood Principle
- Policy CL2: Making Successful Places: Principle of Good Urban Design
- Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
- Policy CL4: Compact Development - Layout, Scale and Appearance
- Policy CL7: Important and Valued Views
- Policy DD1: Normal Requirements of All New Development
- Policy DD2: Inclusive Design
- Policy DD3: Standards for All New Dwellings (including conversions)
- Policy DD4: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy HA1: Heritage Assets
- Policy HA2: Conservation Areas
- Policy OS2: Provision of Open Space and Recreational Facilities
- Policy IN1: Infrastructure Provision
- Policy IN2: The Location and Provision of New Infrastructure
- Policy IN3: Supporting High Quality Communications
- Policy EC1: Sustainable Economic Growth
- Policy EC2: Employment Growth in Main Employment Areas
- Policy EC4: Employment and Skills Development
- Policy EC5: High Quality Office Provision
- Policy EC7: Evening and Night Time Economy
- Policy EC11: Employment Development and Residential Amenity
- Policy TC2: Town Centre Neighbourhood Facilities
- Policy TC3: Town Centre Key Opportunity Sites
- Policy TC4: Active and Engaging Frontages
- Policy TC5: Town Centre First
- Policy H1: Housing Provision
- Policy H2: Key Housing Sites
- Policy H3: Housing Typologies
- Policy H3c: Housing Typologies: Town Centre Residential Sites
- Policy H3d: Housing Typologies: Upward Extensions
- Policy H3e: Housing Typologies: Conversions from Commercial/Non-Residential Uses
- Policy H4: Future Housing Mix
- Policy H5: Affordable Housing
- Policy GI1: Green Infrastructure
- Policy GI3: Biodiversity and Net Gain
- Policy SDC1: Sustainable Design and Construction
- Policy SDC2: District Energy Networks
- Policy SDC3: Tackling Water Stress
- Policy EP1: Development and Flood Risk
- Policy EP3: Land and Water Quality
- Policy EP4: Development and Noise
- Policy EP6: External Lighting

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

Supplementary Planning Guidance and Documents

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

Community Infrastructure Levy

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

PLANNING CONSIDERATIONS:-

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

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

Principle of the proposed uses and implications for Crawley railway station

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

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

Design and impact on visual amenity

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

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

Residential environment for future occupiers and housing mix

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

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

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

Impact on neighbouring properties

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

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

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

light to some of the flats to the north, but this is not considered to be significant enough to cause harm to the future occupiers given the level and nature of the separation between the prospective buildings on either side of the railway line.”

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

Transport, parking and servicing

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

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

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

Aviation

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

Sustainability

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

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

Refuse and recycling

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

Trees, ecology and landscaping

5.55 There are no existing trees within the application site and it appears to have very limited ecological value. Landscaping, including tree planting, is proposed as part of the wider development site (through the concurrent Reserved Matters application) and the adjoining Station Way public realm improvements.

5.56 In accordance with Policy CH6 of the Local Plan and the Green Infrastructure SPD, an offsite contribution towards tree planting would be required. No trees are likely to be planted within the application site itself, so a contribution of £58,100 (number of flats (83) x £700 per tree) would be sought. This can be secured through a legal agreement.

Drainage, groundwater and contamination

5.57 With regard to surface water drainage, WSCC recognise that the site is at low risk of flooding. The Borough Council's Drainage Engineer comments that the applicant has provided a well-developed Flood Risk Assessment, but no design details relating to proposed surface water drainage measures. Further details are required to agree how surface water will be dealt with during construction and once the development is complete. The drainage engineers also seek formal confirmation that the agreed surface water management plan has been implemented as agreed and details of ongoing management and maintenance of SUDS. Thames Water's comments state that the company would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. It is considered that these surface water drainage issues can be satisfactorily dealt with by conditions.

5.58 Southern Water has no objection to the proposal, but requests an informative regarding connection to the fresh water supply.

5.59 Given the above technical comments, it is considered that water issues can be satisfactorily addressed through the conditions recommended by the consultees. In any case, the water strategy is likely to be linked to a scheme for the wider site delivered comprehensively.

Affordable housing, infrastructure contributions and Community Infrastructure Levy

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

- 5.61 Viability was considered for the comprehensive scheme at outline application stage. It was concluded that the development could not viably support affordable housing. Given that three years have passed since then and in connection with a legal matter relating to the reserved matters application, an updated Viability Assessment was submitted during pre-application discussions. This was independently scrutinised by the District Valuer. The updated Assessment concluded that the scheme could still not support the 40% affordable housing requirement of Policy H4. The applicant has set out a number of issues related to the proposal. These include physical restrictions on construction space, the costs and difficulties associated with working in close proximity to a railway, the need to keep the station open at all times, phasing of sales, public realm and footbridge costs. The District Valuer queried some items but, following further information from the applicant, concluded that the scheme still could not support affordable housing.
- 5.62 Subsequent to that, the Council successfully defended an appeal on Brighton Road in relation to a major development of 20 flats on the basis that the NPPF seeks a minimum of 10% affordable provision within such schemes. A similar level of affordable provision was then secured in the recently approved development on the Moka site adjacent to Overline House. Given this context, officers have sought and the applicant has agreed to provide 10% affordable housing within the Overline House scheme. Officers consider that this satisfactorily addresses the national policy requirement.
- 5.63 Whilst it is unfortunate that the wider scheme cannot deliver 40% affordable housing, this has been justified in viability terms. The Overline House proposal, in the context of the wider development, would make a small contribution towards addressing Crawley's affordable housing needs. This represents an improvement on the outline permission, which did not secure any affordable housing. Provision of this level of affordable housing can be secured through a Section 106 agreement and officers consider that it represents a satisfactory outcome. Given that the scheme does not deliver 40% affordable housing, in accordance with paragraphs 4.6-4.7 of the Affordable Housing SPD and the Planning Practice Guidance, a review mechanism of viability should be secured to address potential improvements in viability as the scheme progresses.
- 5.64 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016.
- 5.65 The previous outline application was approved before the adoption of CIL by the Borough Council. There has been discussion with the applicant on how to address other infrastructure contributions as part of consideration of the current application. The outline permission for the wider development (308 flats) was subject to a S106 to secure contributions towards a range of infrastructure. That application was determined before Crawley's CIL came into force. The S106 secured contributions towards matters, such as education, which are now covered by CIL. The S106 will still apply in respect of the reserved matters application elsewhere on this agenda. As is explained in the separate report on the reserved matters application, officers recommend that the previous S106 be amended on a pro-rata basis for the 223 flats covered by that application, rather than 308 originally given outline approval.
- 5.66 However, for the current Overline House full application, contributions will be based on the Borough Council's current requirements. This will avoid potential double counting in relation to CIL, which will be applicable to this proposal.
- 5.67 For the full planning application considered in this report therefore, the Borough Council seeks £30,673.75 towards open space, which is proposed to be spent enhancing Southgate Park play area, improving amenity green space in Northgate or Haslett Avenue and enhancing allotment provision within the local area, such as at Riley Road. The Green Infrastructure SPD sets out the method for calculating the required contribution to new tree planting. In this case, the requirement is for 83 trees (one per flat), with a contribution of £58,100 (83 x £700) to be secured through a legal agreement.
- 5.68 The applicant has confirmed their understanding and acceptance that the Overline House full application contributions will be based on current adopted policy.
- 5.69 As this report covers a new full planning application, if permission is granted, the conversion of Overline House would be liable for CIL. The additional floorspace created (1539 sqm) on the new seventh and eighth floors would generate a CIL payment of around £180,000. Depending on previous

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

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

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

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

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

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

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

CONCLUSIONS:-

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

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

RECOMMENDATION RE: CR/2019/0660/FUL

PERMIT subject to the completion of a S106 agreement to:

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

And subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No above ground development shall be carried out unless and until a schedule and samples of materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to any elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.

5. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
- the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - noise and dust emissions from the development site;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
 - details of cranes and other tall construction equipment (including details of obstacle lighting); and details of public engagement both prior to and during construction works.

REASON: In the interests of highway safety and the amenities of the area and to ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment in accordance with policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

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

6. The Bird Hazard Management Plan dated 1 September 2020 shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policy IN1 of the Crawley Borough Local Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9. The rated sound level from a grille serving any plant or plant room and opening on to an amenity space or the public realm shall not exceed the background sound level for the area into which the plant is discharging as measured at three metres from the location where the discharge occurs when tested in accordance with BS4142:2014.

REASON: To safeguard the amenities of future residents in the proposed flats in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

10. The motors and moving components of any security shutters or roller gates shall be acoustically isolated from the building structure to prevent the transmission of sound to the structure.

REASON: To safeguard the amenities of future residents in the proposed flats in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

11. The inherent airborne sound insulation between the noise generating uses (including but not exclusively commercial uses and the waste stores) and residential properties shall be at least 65 DnTw+Ctr dB. Occupation of the residential properties shall not take place until evidence has been submitted to and approved in writing by the Local Planning Authority demonstrating that the sound insulation value has been achieved.

REASON: To safeguard the amenities of future residents in the proposed flats against noise transmission from commercial premises to residential premises on floors above in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015-2030.

12. None of the flats hereby approved shall be occupied until confirmation has been provided that either:
1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or

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

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

13. Development should not commence until finalised detailed surface water drainage designs for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus 40% for climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.

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

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

14. Development shall not commence until full details of the maintenance and management of the SUDS system is set out in a site-specific maintenance manual and submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented and maintained in accordance with the approved details.

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

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

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

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

16. No part of the development shall be first occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents.

REASON: To encourage sustainable travel options and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.

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

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

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

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

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

19. The residential units shall not be occupied until design stage SAP calculations have been submitted to and agreed in writing by the Local Planning Authority confirming calculation of an average dwelling fabric energy efficiency (DFEE) across the residential units not greater than 28 kilowatt-hours per square metre, or, in the event of any exceedance of this figure, the inclusion of sufficient additional low-zero carbon energy sources to satisfy the additional energy demand. The development is to be implemented in accordance with the agreed details.
REASON: In the interests of sustainable design and construction in accordance with policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015.
20. The residential units shall not be occupied until all water fittings have been installed in accordance with the specifications provided on p.24 of the Energy Statement submitted with this application and dated August 2019.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with policy ENV9 of the Crawley Borough Local Plan 2015-2030.
21. Within three months of the occupation of any non-residential floorspace forming part of the scheme a post-construction report shall be submitted to and agreed in writing by the local planning authority, verifying that the area of floorspace occupied or the non-residential part of the scheme as a whole has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.
REASON: In the interests of sustainable design and construction in accordance with policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015.
22. No above ground development shall be carried out unless and until details of the air source heat pumps to serve the ground floor commercial units hereby approved, including their capacity to connect to a future District Energy Network, have been submitted to and approved in writing by the Local Planning Authority. The air source heat pumps shall be fully implemented as approved prior to first occupation of the ground floor commercial units unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the development addresses energy efficiency and climate change and to address the visual and noise impact of the proposed equipment in accordance with Policies CH3, ENV6, ENV7 and ENV11 of the Crawley Borough Local Plan 2015-2030 and the Planning and Climate Change Supplementary Planning Document.
23. No works on the new building shall commence until a scheme to provide combined television reception facilities and superfast broadband for all dwellings within the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details prior to first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity, to help reduce social exclusion and to allow good access to services in accordance with Policies CH3 and IN2 of the Crawley Borough Local Plan 2015 - 2030.
24. The Business Use / Office unit at the western end of the ground floor shown on drawing 116-L(20)-OV-300 Rev P19 shall be used only for purposes within Use Class E(g)(i) as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended) and shall not be changed to any other use, falling within Class E or not, without the prior written consent of the Local Planning Authority.
REASON: To help meet local business needs and support Crawley's economy, to accord with the wider scheme granted outline planning permission under reference CR/2016/0294/OUT and to enable the Local Planning Authority to properly consider the impact of any proposed change of use on these issues in accordance with policies EC2, EC6 and IN5 of the Crawley Borough Local Plan and the National Planning Policy Framework.

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

INFORMATIVES

1. The water efficiency standard required under condition 20 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1.
2. A formal application for connection to the water supply is required in order to service this development.
For further advice, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119), www.southernwater.co.uk or by email at developerservices@southernwater.co.uk.
3. The applicant is advised that there are public sewers crossing or close to the proposed development. It is important to minimize the risk of damage to the public sewers. Thames Water will need to check that the development does not limit repair or maintenance activities, or inhibit the services they provide in any other way. The applicant is advised to read the Thames Water guide to working near or diverting its pipes. The guide can be found here: <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.
4. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk.
5. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>).
6. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant should note that as part of these works there is also land which shall be adopted as highway maintainable at the public expense. The applicant is requested to contact the Highways Implementation Team through <https://www.westsussex.gov.uk/roads-and-travel/make-an-enquiry-about-a-road-or-pavement/> to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
7. The applicant is advised that they must apply and obtain approval from West Sussex County Council as Highway Authority for all temporary directional signs to housing developments that are to be located on the highway. Further details of the process and how to apply are available here: <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/temporary-development-signs/#overview>
8. This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development. For more information on CIL and associated forms visit

www.crawley.gov.uk/cil, email development.control@crawley.gov.uk or telephone 01293 438644 or 438568. To avoid additional financial penalties the requirements of CIL must be managed before development is commenced and subsequently payment made in accordance with the requirements of the CIL Demand Notice issued. Please also note that any reliefs or exemptions from CIL are subject to the correct procedures being followed as laid down in the regulations, including the following:

- a) Where a CIL exemption or relief has to be applied for and granted by the council, it can only be valid where the development in question has not yet commenced at the time when exemption or relief is granted by the council.
- b) A person will cease to be eligible for any CIL relief or exemption granted by the council if a Commencement Notice is not submitted to the council before the day on which the development concerned is commenced.
- c) Any event occurred during the 'clawback period' for a CIL relief or exemption which causes the relief or exemption to be withdrawn is known as a 'disqualifying event'. When such an event occurs the person benefiting from the relief or exemption must notify the council of the event within 14 days, or a surcharge will become applicable.

1. NPPF Statement

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

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

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



ArcGIS Web Map



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1:750

