

REFERENCE NO: CR/2023/0357/OUT

LOCATION: [FORMER PAY AND DISPLAY CAR PARK, TELFORD PLACE, THREE BRIDGES, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: OUTLINE APPLICATION FOR UP TO 300 SELF-CONTAINED AFFORDABLE RESIDENTIAL UNITS TO PROVIDE LATER LIVING (C2 USE CLASS) AND AFFORDABLE RENT/SHARED OWNERSHIP (C3 USE CLASS) ACCOMMODATION WITH PRIVATE AND COMMUNAL AMENITY SPACE, TWO UNITS FOR EITHER COMMERCIAL, BUSINESS AND SERVICE (E USE CLASS) OR LOCAL COMMUNITY AND LEARNING (F USE CLASS) USES, CREATION OF NEW VEHICULAR ACCESS FROM HASLETT AVENUE EAST, CLOSURE OF EXISTING VEHICULAR ACCESS FROM SOUTHGATE AVENUE, FORMATION OF A NEW LANDSCAPED PUBLIC REALM AREA TO THE SOUTH OF CRAWLEY LIBRARY AND ANCILLARY FACILITIES SUCH AS VEHICLE PARKING, CYCLE AND BIN STORES AND PLANT ROOMS (ACCESS AND SCALE TO BE DETERMINED, WITH LAYOUT, APPEARANCE AND LANDSCAPING FORMING RESERVED MATTERS).

TARGET DECISION DATE: 15 September 2023

CASE OFFICER: Mr H. Walke

APPLICANT'S NAME: Affordable Housing and Healthcare Group Ltd

AGENT'S NAME: AHH

PLANS & DRAWINGS CONSIDERED:-

Drawing Number	Revision	Drawing Title
5849 1000	C	Telford Place Highway Improvements Location Plan
5849 1002	B	Telford Place Highway Improvements AutoTRACK Analysis
5849 1003	A	Telford Place Highway Improvements Chainage and Profiles
5849 1005	A	Telford Place Highway Improvements Proposed Highway Drainage and Visibility Splays
5849 1006		Telford Place Highway Improvements Standard Details Sheet 1 Of 2
5849 1007		Telford Place Highway Improvements Standard Details Sheet 2 Of 2
5849 1004	C	Telford Place Highway Improvements Proposed Contours And Materials
5849 1001	H	Telford Place Highway Improvements General Arrangement
1010 P 001		Location Plan
1010 P 100		Existing Site Plan
1010 P 101		Existing Site Sections
1010 P 201		Ground Floor Parameter Plan
1010 P 202		Upper Floor Parameter Plan
1010 P 203		Parameter Site Sections Sheet 1
1010 P 204		Parameter Site Sections Sheet 2

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	GAL Aerodrome Safeguarding	No objection, subject to conditions
2.	Network Rail	No objection
3.	WSCC Highways	No objection, comments provided
4.	National Air Traffic Services (NATS)	No safeguarding objection
5.	Thames Water	No objection subject to condition
6.	Sussex Building Control Partnership	No response received
7.	Police	No objection, comments provided
8.	CBC Drainage Officer	Comments provided
9.	CBC Property Division	No comment
10.	CBC Housing Enabling & Development Manager	Supports the application
11.	CBC Planning Arboricultural Officer	No objection, comments provided
12.	UK Power Networks	No response received
13.	CBC Environment Team	No response received
14.	WSCC Planning	No comment
15.	CBC Contaminated Land Officer	No objection subject to condition
16.	CBC Environmental Health Officer	Comments provided
17.	Crawley Cycle & Walking Forum	Object on cycle parking grounds
18.	CBC Refuse & Recycling Team	Comments provided
19.	Southern Water Ltd	Comments provided
20.	CBC Energy Efficiency & Sustainability	No objection subject to conditions
21.	CBC Retail & Employment	Comments provided
22.	CBC Urban Design	No objection, comments provided
23.	WSCC Lead Local Flood Authority	Comments provided
24.	CBC Countryside & Open Space	Comments provided
25.	CBC Housing	No comments received
26.	CBC Air Quality Officer	Comments and conditions provided
27.	The Gatwick Diamond Initiative	No comments received
28.	CBC Economic Development	No comments received
29.	NHS Crawley Clinical Commissioning Group	No comments received
30.	Health & Safety Executive	Comments provided
31.	Ecology - Place Services	No objection subject to conditions
32.	Town Centre BID	No comments received
33.	Active Travel England	Comments provided
34.	Newt Officer, Nature Space	Comments provided

NEIGHBOUR NOTIFICATIONS:-

2 to 22 Brunel Court

Denvale Trade Park - Halfords Autocentre, Tiles R Us, Unit 12b, Grahams, Unit 16, City Plumbing Supplies Ltd, Vanpoules Ltd, Builder Center Builders Yard, Bathstore.Com Ltd, Heating Plumbing Supplies Limited, Lawsons Timber Supplies, Unit 5, Busy Bees, Laminate Flooring Direct, Unit 18, The Electricity Network Company Ltd, Sally Hair and Beauty, Unit 17, Magnet Ltd, Bss, Unit 15, Fit4less, Wickes Building Supplies Ltd.

Crawley Library, Register Office (WSCC) and Esquires Coffee House

Images On Line Ltd IOL Building, Telford Place

Irwin Mitchell Belmont House, Station Way

Former Club Oasis, Telford Place

W & T Avery Ltd, Avery House, Brunel Place.

RESPONSES RECEIVED:-

Seven representations have been received from six people objecting to the scheme (109 Hazelwick Road (four responses), 21 Mitchells Road, 83 North Road, 14 Park Way, 15 Scallows Close, 35 Turnpike Place). Objection is raised to the loss of the existing oak tree in the north-east corner of the site. They state that this would be contrary to Council policy. The tree is mature and outstanding, views of it are appreciated by people in the area and it cannot be replaced by new trees. It is the only significant tree between Haslett Avenue East and the application site. It contributes to the public realm and should be preserved. Mature trees are good carbon sinks and should be preserved to fulfil this function and help tackle climate change. The design should be reconsidered to retain the tree, by finding an alternative access or reducing the development size. The proposal would harm green areas and trees around the town centre. The biodiversity net gain report does not acknowledge the loss of biodiversity from the removal of the oak tree. Replacement planting of 300 trees on and off site will not outweigh retaining the oak tree. Removal should be a last resort. One objection also raised the proposed access onto Haslett Avenue East at the Denvale Park roundabout. The response refers to further phases of housing development in the area and, whilst expressing support for the housing, states that the proposal should have its access onto Southgate Avenue. Denvale Park roundabout is already frequently too busy. There is no safety issue at the Southgate Avenue access, so no need to change the access to be from Haslett Avenue East. Concerns are raised about the ecology work undertaken by the applicant, biodiversity net gain and the Council's Environmental Impact Assessment screening opinion. One objector states that the application does not comply with the Council's validation requirements and should be withdrawn and resubmitted.

Four representations have been received from people in support of the scheme (78 Broadgate, 39 Cook Road, 59 Page Court and 31 Stafford Road). The comments state that they are impressed by the well thought out scheme providing a variety of accommodation on land that has been underused for too long. The proposal would give residents, like healthcare professionals, the opportunity to have an affordable home in Crawley. Looking after elderly residents in their own home would be another benefit for Crawley. The location is close to the railway station for those who commute to work. The proposal would create jobs. The closure of the Southgate Avenue access is good because exiting Telford Place is dangerous and pedestrians cannot predict cars turning in due to the bus lane. The proposal should have a green link, joining it to Memorial Gardens. The scheme should be detailed to include a high number of trees and other foliage suitable for a changing climate. The buildings need to be well maintained and should be complementary to the library building. Impressed with the plans for sustainability and green spaces. Positive comments about the public exhibition at Crawley library.

County Mall Shopping Centre has also written in support of the proposal, stating that it would be a welcome addition and that the green space would enhance the area and complement Memorial Gardens.

REASON FOR REPORTING TO COMMITTEE:-

The proposal is a major development.

THE APPLICATION SITE:-

- 1.1 Until recently, the main part of the site was in use as a public car park. It remains generally open and hard surfaced, but has now been enclosed by a timber hoarding of around two metres in height. The application site also includes the Telford Place public highway, which runs around the northern and eastern boundaries of the former car park. The Telford Place carriageway also serves four commercial units to the south and east of the former car park. The application site also includes land between Crawley Library, Telford Place and the Denvale Trade Park. The library and trade park are accessed from Haslett Avenue East.
- 1.2 The majority of the site, including the former car park and the Telford Place carriageway, is owned by Crawley Borough Council. The north-east part of the site, which is largely used as part of the library car park, is owned by West Sussex County Council.
- 1.3 To the north of Telford Place is Crawley Library, a modern, four storey building. Southgate Avenue, a busy road forming a key access into the town centre, runs to the west of the site. There are a variety

of commercial uses to the east and south, including Denvale Trade Park. The railway line between Three Bridges and Crawley stations runs further to the south, with Southgate Park lying beyond.

- 1.4 The site lies within the Town Centre boundary and a Priority Area for District Energy Networks, as defined by the Local Plan. It, along with the commercial units to the south, is allocated as a Town Centre Key Opportunity Site. Council records show the site as potentially contaminated land, due to previous commercial uses. The site is within the Long Distance View Splay from Tilgate Park as identified by the Local Policy CH8. A ten metre railway buffer extends into the wider site from the south. The site lies within the Sussex North Water Resource Zone and is therefore affected by the need to demonstrate water neutrality. An area of Structural Landscaping, as set out in Policy CH7, runs along the western boundary and extends to the south across Southgate Park. Southgate Park is also an Archaeological Notification Area. The land to the east, which is in commercial use, forms part of the Three Bridges Corridor Main Employment Area defined in the Local Plan.

THE PROPOSED DEVELOPMENT:-

- 2.1 This is an outline application seeking planning permission for a predominantly residential development of up to 300 self-contained residential units. These would provide a mix of Later Living/older person (use class C2) flats, with related communal facilities, and also shared ownership and affordable rent (use class C3) flats. New commercial floorspace is also proposed, along with public realm improvements, a landscaped courtyard and parking/servicing facilities.
- 2.2 The applicant wishes for access and scale to be considered in full at this outline stage, with layout, appearance and landscaping forming reserved matters to be considered later. This is an amendment to the initial submission, with layout originally proposed to be addressed in full as part of this application but now a reserved matter.
- 2.3 A new vehicular access would be taken from Haslett Avenue East to serve the development, with the current Telford Place access from Southgate Avenue closed to vehicular traffic. Pedestrian and cycle access to the development would be from Southgate Avenue and Telford Place to the west, north and east of the proposed building. A public realm area would be formed to the north, which would create a traffic free area between the proposed development and Crawley Library to the north.
- 2.4 In terms of scale, the applicant proposes a development with blocks running along each side and a central courtyard. The development would vary in height, between four and twelve storeys. It would reach its highest points on the south-western, north-western and north-eastern corners. The central sections on the northern and southern ends of the development would be lower. The applicant has submitted a number of parameter plans, which set out the scale proposed. These parameter plans set out the maximum heights of different parts of the development and also the maximum extent of built form across the site.
- 2.5 Formal approval is sought for the details shown on the highways and access drawings and for the built form shown on the parameter plans. The applicant has also submitted various drawings illustrating the development. For layout, appearance and landscaping these are purely illustrative and shows development blocks around the edges of the site. In the centre would be podium landscaped courtyard, providing amenity space for residents, at first floor level over a ground level undercroft car park. Pedestrian access to the development would be taken from the public realm area to the north and from the Southgate Avenue frontage.
- 2.6 In support of the application, the applicant has submitted the following documents:
- Design & Access Statement
 - Planning Statement
 - Daylight/Sunlight Report
 - Transport Assessment
 - Travel Plan
 - Ecological Appraisal
 - Water Neutrality Statement
 - Biodiversity Net Gain Assessment

- Arboricultural Impact Appraisal and Method Statement
- Tree Protection Plan
- Outline Energy Statement
- Sustainability Statement
- Environmental Noise Survey
- Air Quality Assessment
- Contaminated Land and Geotechnical Investigation Report
- Flood Risk Assessment and Drainage Strategy
- Aviation Safeguarding Assessment
- Archaeological Desk Based Assessment
- Utilities Infrastructure Assessment
- Affordable Housing Scheme
- Economic Statement
- Statement of Community Involvement

2.7 In response to the submission of this outline application and in accordance with the Environmental Impact Assessment Regulations, a screening opinion was issued confirming that Environmental Impact Assessment was not required for the proposed development.

PLANNING HISTORY:-

3.1 The site has the following relevant planning history:

CR/2017/0680/FUL – APPLICATION FOR CONTINUED USE OF SITE TO PROVIDE 168 SHORT/MEDIUM STAY PUBLIC CAR PARK SPACES FOR A TEMPORARY PERIOD OF 12 MONTHS. Permit 05/07/18

CR/2012/0421/FUL – TEMPORARY USE OF SITE TO PROVIDE 168 SHORT/MEDIUM STAY PUBLIC CAR PARK SPACES FOR A PERIOD OF 24 MONTHS. Permit 17/12/12

CR/2011/0278/DEM – PRIOR NOTIFICATION OF PROPOSED DEMOLITION. Prior Approval Not Required 14/07/21

CR/2007/0114/OUT – REDEVELOPMENT OF LAND FOR THE ERECTION OF A MIXED USE BUILDING COMPRISING 872.5 SQ. M. OF NEW RETAIL (A1) FLOORSPACE ON GROUND FLOOR WITH 30 PARKING SPACES, 312 RESIDENTIAL UNITS ON GROUND TO SIXTH FLOORS WITH 198 PARKING SPACES AT GROUND FLOOR, RESIDENTS GYM, MANAGEMENT SUITE; AND 487 CYCLE PARKING SPACES WITH ASSOCIATED LANDSCAPING, REFUSE AREAS AND HIGHWAY WORKS. Permit 04/05/07

PLANNING POLICY:-

National Planning Policy Framework

- 4.1 The revised National Planning Policy Framework (NPPF) was updated in September 2023. It includes the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to policies in the NPPF.
- 4.2 The NPPF states that planning should support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that are needed. It states that decisions should support the role that town centres play in communities and support their growth, management and adaptation. Within them, residential development should be supported where appropriate. Development should be focussed on sustainable locations and travel by means such as foot, bus and cycle is encouraged. Planning should make effective use of land. Development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

- 4.3 Section 12 states that the *“creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”* Paragraph 130 sets out a range of design requirements and paragraph 131 emphasises the importance of trees in urban environments. Development should also address climate change, energy consumption and biodiversity.
- 4.4 Paragraph 57 states that planning obligations should only be sought where they meet all of the following tests:
- *“necessary to make the development acceptable in planning terms;*
 - *directly related to the development; and*
 - *fairly and reasonably related in scale and kind to the development.”*

Crawley Borough Local Plan 2015-2030

- 4.5 The following policies are relevant to this application:

- Policy SD1 (Presumption in Favour of Sustainable Development): In line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principles): States that the neighbourhood principle will be enhanced by maintaining the neighbourhood structure of the town with a clear pattern of land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) States that all proposals for development in Crawley will be required to respond and reinforce local distinctive patterns of development and landscape character, and create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas.
- Policy CH3 (Normal Requirements of All New Development) All proposals for development in Crawley will be required to be based on a thorough understanding of the site and its context, be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surroundings in terms of scale, density, height, massing, orientation, views, landscape, layout, details and materials, retain a good standard of amenity, retain trees and provide appropriate access, manoeuvring and circulation space.
- Policy CH4 (Comprehensive Development and Efficient Use of Land): States that development must use land efficiently, not prejudice either the potential of adjoining land or the proper planning and phasing of wider development.
- Policy CH5 (Standards for All New Dwellings): States that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents. New dwellings should, as a minimum, meet the nationally described space standards in accordance with Building Regulations Part M Category 2 – accessible and adaptable dwellings.
- Policy CH6 (Tree Planting and Replacement Standards): Requires landscape proposals for residential development to contribute to the character and appearance of the town by including at least one new tree for each new dwelling. In addition, any trees lost as a result of the development must be replaced or mitigated. Where possible the trees are expected to be provided on site although, where this is not feasible, commuted sums will be sought in lieu.
- Policy CH7 (Structural Landscaping): Identifies key areas of soft landscaping which contribute to the character, setting and screening of the town and which should be protected and/or enhanced.
- 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.
- Policy EC1 (Sustainable Economic Growth): States that Crawley’s role as the key economic driver for the Gatwick Diamond will be protected and enhanced. Existing Main Employment Areas will be a focus for sustainable economic growth.
- Policy EC2 (Economic Growth in the Main Employment Areas): Highlights the role of the Main Employment Areas, including the town centre, in contributing to the economy of Crawley and the wider area. Proposals for employment generating development in these locations will be

supported where they contribute to the characteristics of the area and the overall economic function of the town.

- 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. Telford Place is identified as part of one of four Key Opportunity Sites, from which minimum delivery of 499 net residential units will be required across all sites.
- Policy EC7 (Retail and Leisure Development outside the Primary Shopping Area): States that proposals for edge of centre development will be permitted where they cannot be accommodated on more central sites and where the impact would not undermine the vitality and viability of the town centre.
- Policy H1 (Housing Provision): The Council will positively consider proposals for the provision of housing to meet local housing needs, take a proactive approach to identifying sites and help to overcome constraints where possible.
- Policy H2 (Key Housing Sites): Demonstrates how the Local Plan makes provision for the delivery of a minimum of 5,100 net additional dwellings in the borough between 2015 and 2030, including a minimum of 499 net dwellings on the four Town Centre Key Opportunity Sites (including Telford Place).
- Policy H3 (Future Housing Mix): States that all housing development should provide a mix of dwelling types and sizes to address the nature of local housing needs and market demand.
- Policy H4 (Affordable and Low Cost Housing): States that 40% affordable housing will be required from all residential developments. In addition to the provision of 40% affordable housing, approximately 10% low cost housing will be sought on developments proposing 15 dwellings or more, offering up to 10% discount to first-time buyers.
- Policy ENV1 (Green Infrastructure): Advises that Crawley's multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV2 (Biodiversity): States that all development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features of nature conservation value within and around the development.
- Policy ENV5 (Provision of Open Space and Recreational Facilities): Requires development to make provision for open space and recreational facilities and confirms that the Community Infrastructure Levy will be used to enhance open space to mitigate the impact of increased population. On-site provision of open space on larger sites may be appropriate as an integral part of the development.
- Policy ENV6 (Sustainable Design and Construction): Requires all development to demonstrate how it will meet sustainability objectives, both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7 (District Energy Networks): Requires any major development proposal to demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV9 (Tackling Water Stress): Requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility. Non-residential development, where technically feasible and viable, should meet BREEAM Excellent including addressing maximum water efficiencies.
- Policy ENV10 (Pollution Management and Land Contamination): States that, where a site is known or suspected to be contaminated, information must be provided detailing the methodology to address risks and the treatment/removal of contaminants prior to commencement.
- 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. For transport sources, the Unacceptable Adverse Effect is considered to occur where noise exposure is above 66dB LAeq,16hr (57dB LAeq,8hr at night).

- Policy IN1 (Infrastructure Provision) states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- Policy IN2 (Strategic Delivery of Telecommunications Infrastructure) requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.
- Policy IN3 (Development and Requirements for Sustainable Transport) Advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4 (Car and Cycle Parking Standards) states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the Borough Council's car and cycle standards.

Draft Crawley Borough Local Plan 2024-2040

4.6 The Local Plan Review 2024-2040 was submitted for examination on 31 July 2023. The examination commenced on 21 November 2023. Limited weight should therefore be given to the following 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 - Principles of Good Urban Design)
- Policy CL3 (Movement Patterns, Layout and Sustainable Urban Design)
- Policy CL4 (Compact Development – Layout, Scale and Appearance)
- Policy CL6 (Structural Landscaping)
- Policy CL7 (Important and Valued Landscape and Views)
- Policy DD1 (Normal Requirements of All New Development)
- Policy DD2 (Inclusive Design)
- Policy DD3 (Standards for All New Dwellings (including conversion))
- Policy DD4 (Tree Replacement Standards)
- Policy IN1 (Infrastructure Provision)
- Policy EC1 (Sustainable Economic Growth)
- Policy EC2 (Economic Growth in Main Employment Areas)
- Policy EC5 (Employment and Skills Development)
- Policy TC2 (Town Centre Neighbourhood Facilities)
- Policy TC3 (Town Centre Key Opportunity Sites)
- Policy H1 (Housing Provision)
- Policy H2 (Key Housing Sites)
- Policy H3 (Housing Typologies)
- Policy H3b (Densification, Infill Opportunities and Small Sites)
- Policy H3c (Town Centre Sites)
- Policy H4 (Future Housing Mix)
- Policy H5 (Affordable Housing)
- Policy GI1 (Green Infrastructure)
- Policy GI3 (Biodiversity Net Gain)
- Policy SDC1 (Sustainable Design and Construction)
- Policy SDC3 (Tackling Water Stress)
- Policy SDC4 (Water Neutrality)
- Policy EP1 (Development and Flood Risk)
- Policy EP4 (Development and Noise)
- Policy ST1 (Development and Requirements for Sustainable Transport)
- Policy ST2 (Car and Cycle Parking Standards)

4.7 Following public consultation in summer 2023 the following policies received only supportive comments or have no significant unresolved objections and are therefore considered to have significant weight. These are:

- Policy DD5 (Aerodrome Safeguarding) states that development will only be supported if it is consistent with the continued safe operation of Gatwick Airport.
- Policy OS2 (Provision of Open Space and Recreational Facilities) states that the Council will seek a financial contribution towards open space where it cannot be reasonably be provided on site. Higher density town centre development will be required to consider opportunities for on-site amenity space, play space and community food growing space.
- Policy IN3 (Supporting High Quality Communications) requires residential development of one unit or more to have provision for gigabit-capable full fibre broadband.
- Policy TC4 (Active and Engaging Frontages) requires town centre development to achieve active frontages at ground floor level to engage positively with the public realm.
- Policy SDC2 (District Energy Networks) confirms that priority areas for District Energy Networks are shown in the plan. Major developments within a priority area should follow the hierarchy within the policy, which prioritises connecting to an existing District Energy Network.
- Policy EP3 (Land and Water Quality) seeks to ensure people's health and quality of life, property and the wider environment will be protected from land contamination.
- Policy EP5 (Air Quality) requires people's health, quality of life and the wider environment to be protected from the significant adverse effects of atmospheric pollution. Development should help to improve air quality.
- Policy EP6 (External Lighting) states that development must demonstrate how it will minimise light pollution to as to avoid significant harm to biodiversity and prevent unacceptable sky glow, glare, light spillage and unnecessary energy usage.

Supplementary Planning Documents

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

- Planning and Climate Change (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 (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 (October 2016) – Sets out the Council's approach to trees, open space and biodiversity. The Local Plan identifies a corridor extending to the north from the application site as Structural Landscaping and the SPD gives guidance on supporting and enhancing Structural Landscaping. 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.
- Town Centre (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 Town Centre SPD sets a vision to *"create a residential-led, mixed-use development on the site that will contribute to establishing a gateway landmark at the town centre's south eastern entrance."* It should be noted that the allocation includes the land to the south of the current application site. The SPD states that the building should open onto the Library plaza and include active frontages. Permeability and non-motorised movement should be improved and the existing east-west alignment of Telford Place should be replaced by an extension to the Library plaza. A high density development is envisaged with a lower block fronting the plaza. If the new access cannot be delivered, the SPD proposes a new east-west link from Southgate Avenue further south in the application site.
- Affordable Housing (adopted November 2017) - This SPD includes further guidance on affordable housing policies within the Local Plan.
- 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.

Community Infrastructure Levy Charging Schedule

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

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations in the determination of this application are:

- Principle of development
- Scale of development and design
- Neighbouring amenity
- Residential accommodation and living environment for future occupiers
- Transport and parking
- Sustainability
- Trees and landscaping
- Ecology
- Aviation issues
- Contamination and air quality
- Drainage and utilities
- Water neutrality
- Affordable housing
- Infrastructure contributions
- Other issues.

Principle of development

- 5.2 The application site forms previously developed land lying in a highly sustainable location immediately to the east of Crawley town centre. It lies within a short walk of shops, commercial premises, the library and a range of leisure and food/drink outlets. Memorial Gardens is close by to the north-west and Southgate Park lies to the south, beyond the railway line. Crawley railway and bus stations are both a short distance to the west.
- 5.3 The application site, along with the land immediately to the south, is allocated in the adopted Local Plan for the provision of housing. Policies EC6 and H2, together with the Town Centre SPD, specifically identify four Town Centre Key Opportunity Sites, including the wider Telford Place site, as being suitable for redevelopment. A minimum residential requirement of 499 net dwellings is sought across the four Key Opportunity Sites. That minimum target has almost been met, with planning permission issued for a total of 490 residential units on the Town Hall and Crawley Station and car parks site. Residential use of town centre sites is also encouraged by the NPPF. The draft Crawley Borough Local Plan 2024-2040 seeks 1,500 net dwellings across seven Town Centre Key Opportunity Sites. Telford Place is one of the sites and is described as deliverable within the first five years of the plan period.
- 5.4 The proposal would deliver up to 300 self-contained affordable residential units. These would be a mix of Later Living extra care units for older people (C2 use class) and affordable rent/shared ownership flats (C3 use class). This would help to meet the housing delivery target set out in Policy H1, as well as the site specific requirements set out in policies EC6 and H2 and the supporting Town Centre SPD. It would also accord with the proposed allocation in the draft Local Plan.
- 5.5 The Council's Housing Enabling and Development Manager has written in support of the application stating:

"Housing Strategic Services is in full support of this Telford Place planning application, which we acknowledge far exceeds planning policy requirements by offering 100% affordable housing, and we are particularly satisfied with the mixed tenure proposal which addresses a wide range of affordable housing needs."

While the scheme is proposing general needs tenures in the form of Affordable Rent as well as Shared-Ownership for first-time buyers and key-workers, we are particularly pleased with the introduction of a unique tenure for Crawley in the form of Older-Persons Shared-Ownership, aimed at over-55's, offering an affordable retirement solution including the provision of care as may be required. As a result, the community being created at Telford Place will accommodate the life-passage of housing needs across all age groups, and in an integrated community setting.

This Telford Place site is of strategic significance towards the regeneration of Crawley Town Centre, which has proven challenging to bring forward, and Housing Strategic Services is delighted with the proposed enhancement that this scheme will bring to the town centre, and the significant contribution this scheme will make towards meeting the Council's very pressing need for affordable housing, and accordingly this planning application carries our full support."

- 5.6 The Economic Statement submitted with the outline application states that the development would generate the equivalent of 142 full time jobs over the projected four year construction period, with a related positive impact on the wider economy. The proposed development includes two commercial units, with a total floor area of 153 square metres. The Economic Statement also states that occupation of the proposed commercial units, depending on their specific use, would generate between 8-15 full time equivalent jobs. It is anticipated that the residential uses would generate around 50 full time equivalent jobs, in roles such as care provision, property management and maintenance, catering and landscaping. The temporary construction roles and subsequent permanent positions would all have a positive impact upon Crawley's economy. The development would also introduce a significant number of new residents into the area, helping to support the town centre economy.
- 5.7 The proposed uses also include commercial space (use classes E or F), which could be used for purposes such as offices, retail, restaurant/café or community use. It is considered that the site represents an edge-of-centre site in terms of the NPPF although, due to the limited floorspace, no impact assessment is required. Planning policy directs that sites within the Primary Shopping Area should be considered before edge-of-centre sites are considered. There are potentially available vacant units of a similar size within the Primary Shopping Area. However, the proposed commercial space would provide an active frontage onto the proposed public realm area between the development and Crawley Library, forms part of the wider comprehensive development proposed and is located in very close proximity to the Primary Shopping Area. It is not of a scale that would have a harmful impact upon the town centre, but would be likely to have a beneficial impact upon the current proposals and the success of the proposed public realm. It is therefore considered that the policy requirements relating to shopping areas have been satisfactorily addressed.
- 5.8 The proposal would represent a highly significant contribution towards housing delivery in the town centre, including major provision of housing for older people and people in need of care, on a site allocated within the Local Plan. It would bring a long vacant (other than for temporary car parking) site back into a far more beneficial use. The principle of redeveloping the site for these purposes is therefore considered acceptable and in line with both local and national planning policies.

Scale of development and design

- 5.9 This is an outline application with scale to be determined at this stage, but with layout and appearance to form reserved matters. Various illustrative drawings and details have been submitted too. These are helpful in illustrating how the proposed development could look, but are not to be approved at this stage.
- 5.10 In addressing scale, the applicant has submitted a series of parameter plans. These show the extent, both in terms of height and footprint/massing of the blocks that would form the development. The parameter plans would be approved as part of this outline application and would set the maximum height and extent of the proposed buildings. The maximum height proposed (116.60 metres AOD including lift overrun) accords with the maximum height allowed by Gatwick Airport. The illustrative scheme has lower towers on the north-east (112.55 metres AOD) and south-west (109.40 metres AOD). The development would step down along the four sides, with the main pedestrian entrance from the northern plaza and the car park entrance area being at podium level (effectively single storey). These lower levels will help highlight the entrance and allow light penetration into the

courtyard and proposed buildings. The Council's Urban Designer has raised no objection to the massing and scale proposed, although comments that a high level of detail will be required in future application to address design issues.

- 5.11 The proposed buildings, due to their height, would be visible over a fairly wide area, including views from Southgate Park, Memorial Gardens and parts of the Queens Square and The Broadway conservation area. The urban context includes existing tall buildings along The Boulevard and at Crawley College, as well as a number of recent approvals for buildings of a similar height on sites such as Moka and adjacent to Crawley railway station. In this context and given the separation distances from more sensitive nearby areas, the proposed scale and massing is considered acceptable.
- 5.12 The site is set within the long distance view from Tilgate Park. Given the proposed height, the development would be visible in that view. However, it would be viewed in the context of the wider urban area and with the recent taller buildings, such as the Town Hall and Geraint Thomas House, also visible, along with, in future, permitted schemes such as Moka and Station Gateway. It is not considered that significant harm to the long distance view would result.
- 5.13 The illustrative scheme would create a podium landscaped courtyard with primarily residential blocks enclosing it. Residents of the proposed development would benefit from views onto the landscaped courtyard. Two commercial units and the restaurant for the Later Living (C2) flats on the northern side of the building would face onto the proposed new public realm area. These would provide the required active frontage and help to create an attractive and lively plaza between the library and the proposed development. Layout and appearance would be determined as reserved matters if outline planning permission is granted, but officers would work with the applicant to ensure that a high quality scheme, including design, materials and landscaping, is achieved.

Neighbouring amenity

- 5.14 There are no residential properties in close proximity to the site. The nearest flats are in Brunel Court, which lies to the south-west on the opposite side of Southgate Avenue just to the north of the railway line. Brunel Court is approximately 56 metres away from the proposed building. This distance considerably exceeds the 30 metre minimum distance set out the Urban Design SPD and any views between the buildings would be angled. Given the busy road separating them, it is not considered that the proposal would cause any significant impact upon occupants of Brunel Court.
- 5.15 The other neighbouring buildings are Crawley Library and Registry Office to the north, commercial units within the Denvale Trade Park to the north-east and to the south of Telford Place, offices uses in Avery House and Belmont House to the west and County Mall, also to the west.
- 5.16 Crawley Library and Registry Office is potentially the most affected neighbour. The proposed building would be to the south of the library and up to a maximum of twelve storeys high. The height would be staggered on the north elevation of the proposed building, with the tallest elements currently proposed to be on the north-west and north-east corners. The library building is approximately 48 metres north of the proposed building. In overlooking terms, this exceeds the policy requirement of 30 metres and, as a public building, the library is less sensitive to overlooking. The building is lit by artificial light throughout its working hours and the applicant's Daylight and Sunlight Assessment therefore argues that any loss of light would not be significant. Although the relationship has not been assessed in the Daylight and Sunlight Assessment, the building would be up to 42 metres high on the north-west corner and 37 metres on the north-east corner. Some loss of light and overbearing impact upon the library could result, although the drop in height in the centre of the northern block of the development would help mitigate this.
- 5.17 County Mall has blank elevations facing the site and no adverse impact through matters such as overlooking or overshadowing would result. As a neighbour, County Mall's operators have written in support of the scheme, welcoming the open green space that the scheme would provide. The proximity of residents in the proposed scheme to County Mall would also, to some extent help to support the ongoing viability of businesses within County Mall.

- 5.18 The adjoining occupiers of Denvale Trade Park and the commercial units to the south of Telford Place have industrial sheds with limited fenestration. Given their employment related uses and limited availability of natural light at present, it is not considered that the proposal would have a significant impact upon the use of the buildings. These occupiers would notice additional traffic movements along the proposed vehicular access and onto Haslett Avenue East. This is addressed in the transport section below.

Residential accommodation and living environment for future occupiers

- 5.19 Policy CH5 (Standards for All New Dwellings (including conversions) of the Crawley Borough Local Plan 2015-2030 and Policy DD3 of the Draft Local Plan state that all new dwellings must create a safe, comfortable and sustainable living environment, capable of adapting to the changing needs of residents through the application of Building Regulations and would meet the Nationally Described Space Standards.
- 5.20 The Design and Access Statement confirms that all flats within the outline proposal would meet the national minimum space standards. It states that all flats would have a minimum balcony/patio area of 5 square metres as required. These requirements can be addressed in detail at Reserved Matters stage, but conditions are recommended at outline stage to ensure that they are fully addressed.
- 5.21 With regard to the Extra Care provision, the Design and Access Statement confirms that the flats would meet Lifetime Homes standards, would meet the Building Regulations requirements for Accessible and Adaptable Dwellings and that fully wheelchair accessible flats can be provided as required by local circumstances. At this stage, the level of detail provided is satisfactory and these issues can be pursued further through the reserved matters application dealing with layout and appearance.
- 5.22 The applicant's Daylight and Sunlight Assessment uses the BRE guidance to assess, as far as possible at this outline stage, the availability of natural light within the proposed flats, the central courtyard and the public realm area between the proposal and Crawley Library. The Daylight and Sunlight Assessment states that around 80% of rooms within the proposed development would achieve the required levels of daylight. Further refinement to the scheme in preparing a reserved matters application could increase this, through detailed consideration of room layout, shape and size, together with window and balcony positions. As scale is to be approved at this stage, the assessment of sunlight within the proposed courtyard has been carried out. This shows that 70% of its area would achieve the required standard of two hours sunlight on 21 March. The same assessment for the public realm area to the north showed full compliance. Overall, it is considered that sufficient evidence has been submitted at this stage to conclude that the scheme should deliver adequate levels of daylight and sunlight for future occupiers.
- 5.23 The proposal would create a substantial development of up to twelve storeys in height. There would be a central courtyard and public realm area running east-west between the site and the library. As with the Town Hall application, officers consider that a wind assessment should be undertaken to ensure that the spaces within and around the development and the roof terraces benefit from an environment that is suitable for pedestrian usage and, in the case of the roof terraces, for seated leisure use. This can be secured by condition, along with any mitigation, such as screens, that may be required.
- 5.24 Sussex Police has commented on security and other issues associated with the proposal, following liaison with the applicant. The Police comments highlight their Crime Prevention Through Environmental Design and Secured By Design initiatives. Their comments cover matters such as access controls, compartmentalisation of the development, cycle parking, routes through the development, undercroft car parking, lighting, landscaping, licensing and alarms. These are important matters, but cannot be fully addressed at this outline stage. It is therefore recommended that they are addressed by a condition requiring a security strategy to be submitted and agreed.

Transport and parking

- 5.25 The site is currently accessed by vehicles from Southgate Avenue, with Telford Place running east from the junction initially and then turning south. As well as serving the former car park on the

application site, Telford Place also provides vehicular access to a number of businesses to the south and east of the site. Telford Place forms a cul-de-sac, with a roundabout at the southern end providing a turning head.

- 5.26 The proposal would alter the access arrangements to the site. Full planning permission is sought for the proposed accesses to the development. In accordance with the adopted Town Centre Supplementary Planning Document, vehicular access would be taken from the Haslett Avenue East roundabout and then the Denvale Trade Park mini roundabout. The remaining east-west stretch of Telford Place to the north of the application site, between Southgate Avenue and the new access road, would be pedestrianised, landscaped and used to create new public realm. The existing Southgate Avenue/Telford Place junction would be closed to vehicular traffic, although would remain open for pedestrian and cyclists.
- 5.27 The site's former use as a public car park provided around 168 spaces. The east-west section of Telford Place provides 27 pay and display parking spaces to the north of the carriageway, with a further five spaces on the north-south section. Otherwise, there are double yellow line parking restrictions in force along the road. The Crawley Library car park provides 40 spaces, accessed from Haslett Avenue East.
- 5.28 The proposal seeks outline planning permission for up to 300 flats. Approval of access is sought in full as part of the application. Layout, which would include the proposed car and cycle parking arrangements under the building and courtyard, would be a reserved matter. The illustrative scheme shows 75 undercroft car parking spaces beneath the proposed building and a further 15 on-street spaces. Of the on-street spaces to the north of the site, twelve would be for public parking and three would be for car club provision.
- 5.29 The application is supported by a Transport Assessment (TA). WSCC Highways state that the proposal was the subject of pre-application advice. The Transport Assessment includes trip generation data from the Trip Rate Information System (TRICS) database, a Stage 1 Road Safety Audit (RSA) and junction capacity testing. Highways officers have visited the site in assessing the application.
- 5.30 The Telford Place site is situated within a sustainable location, close to the range of facilities available in the town centre. The Manual for Streets and the CIHT document, Providing for Journeys on Foot, recognise that walking can replace some car journeys for trips of up to 2km in distance and that journeys of up to 800 metres are frequently undertaken on foot. The whole town centre is within walking distance. WSCC Highways comment that there are good walking routes to/from the site. A signalised crossing is adjacent to the north-west of the site with tactile paving and pedestrian refuge over the Southgate Avenue dual carriageway. Shared cycle routes are available along Southgate Avenue and Haslett Avenue. Crawley railway and bus stations are also in close proximity. Bus services pass the site along Southgate Avenue and Haslett Avenue East. Future occupiers would therefore have access to a wide range of sustainable transport options.
- 5.31 The Transport Assessment sets out detailed information, using TRICS data, on proposed and former traffic flows, based on the proposed use and the former public car park use of the site. This data shows that the proposal (maximum of 300 units) could generate 42-49 two way movements during the AM and PM peak hour periods, and a total of 553 two-way movements across the day. The Transport Assessment compares this to the previous use and suggests the proposal would represent a reduction of 38-57 vehicle movements at peak hours. The capacity of nearby junctions has been assessed and WSCC Highways are satisfied that the junctions would continue to operate within capacity in all scenarios with little queuing or delays. They therefore raise no concerns about adverse impact upon the surrounding road network. A Stage 1 Road Safety Audit has also been undertaken, queries raised by WSCC have been addressed and it is now considered to be acceptable.
- 5.32 A small parking area would be provided off the new access road (north of the proposed building) with three dedicated car club spaces and five public spaces. This would represent a slight loss in on street parking on Telford Place, in order to deliver the proposed public realm improvements. WSCC Highways suggest turning provision be made within this space, but are otherwise satisfied with the proposed arrangements. An additional seven public parking bays would be provided further south on

Telford Place to help mitigate the loss. Clearly there are many other public vehicle parking options nearby, including the library car park, County Mall and Kingsgate.

- 5.33 The existing cycleway on Southgate Avenue would not be affected, but the applicant proposes new tactile paving to connect the proposed public realm area to the existing toucan crossing over Southgate Avenue. The east-west section of Telford Place would be converted to a pedestrian and cycle zone, providing access from Southgate Avenue to the development and across to Haslett Avenue East. The public realm area would be subject to further consideration as part of the landscaping scheme, but the intention is to secure pedestrian and cycle access along the route, with appropriate segregation as required.
- 5.34 WSCC Highways state that the access would have sufficient radii to allow large vehicles, including HGVs to manoeuvre in/out safely. Visibility splays of 2.4 metres x 25 metres would be achieved in both directions, which accord with in line with the speed limit of 20 mph and the standards within Manual for Streets. A separate two metre wide footway would provide safe access for pedestrians along the access route. These access works would be subject to a Section 278 agreement with the Local Highway Authority. Servicing, such as refuse/recycling collections and deliveries, is proposed to take place within the development, with a turning area to allow access/egress in a forward gear. Full details would be provided in assessing layout as part of a reserved matters application.
- 5.35 The proposed access from Haslett Avenue East would involve the loss of the existing oak tree to the north-east of the application site. The arboricultural impact of this is addressed below. Objections have been received to its loss. Given the proposed loss of the tree, planning officers, the applicant's transport consultant and WSCC Highways considered routing alternatives that would not require the loss of the tree. One option considered was to divert the access road around the oak tree to the west. A second option was to create a single lane, priority route to the east of the tree.
- 5.36 The first option would involve a significant diversion of the access route around the west side of the tree. The route would encroach significantly on parking provision within the Crawley Library car park, reducing the number of spaces from 46 to around 26, and would be likely to create a difficult junction layout. Proposed public on-street spaces in Telford Place would also be lost. It would also require widening of the access to allow HGV use and a wider junction with pedestrian refuge.
- 5.37 The second, single lane option, depending on which direction had priority, could lead to queuing traffic at the other end. This could impact upon the operation of the Denvale Trade Park roundabout. The distance between the tree and Unit 10 of Denvale Trade Park is also limited. Even if a single lane route could be achieved, it would require vehicles to pass beneath the tree's canopy. Given that HGVs would be using the route, this would necessitate raising the tree's canopy and regular pruning.
- 5.38 These options have been considered, but both would have a significant impact upon either the proposed development, public and library parking or the tree itself. Given that both options would make HGV access more challenging, occupiers of the units to the south of Telford Place may well have concerns about the impact on their businesses. The County Council, in its library and parking provider roles, would be likely to raise concerns. The applicant's highways consultant considers both options to be unacceptable in highways terms. WSCC Highways would require safety audit work and further consideration of traffic flows. Officers have concluded that neither option offers a demonstrably satisfactory solution to attempts to retain the oak tree, in either arboricultural and highways terms.
- 5.39 Since 1 June 2023, Active Travel England, an agency for the Department for Transport, has been a statutory consultee for applications for larger developments. Active Travel England seeks to help deliver walking, wheeling and cycling infrastructure on large developments to enable people to make healthier, greener and cheaper travel choices. They have commented on the application seeking enhanced provision for walking and cycling. The Active Travel England comments have referred to improvements to College Road (which have recently been carried out) and a potential toucan crossing over Southgate Avenue to the south side of Station Way.
- 5.40 Whilst improvements to active travel would be welcome, in terms of meeting the S106 tests, any improvements, either by the applicant or the Local Highway Authority, need to be necessary, directly related to the development and fairly and reasonably related in scale and kind to the development. WSCC Highways has not stated that any of these improvements are required as a result of the

development or sought any financial contribution towards them. There are no proposals within the Borough Council's Local Cycling and Walking Infrastructure Plan that would be directly related to the proposed development. As previously stated, the site is in an accessible and sustainable location in the town centre. Pedestrian and cycle access over Southgate Avenue, along College Road and along Southgate Avenue is good. Improvements to Station Way's public realm are planned. In this case, it is not considered that seeking a financial contribution from the applicant for off-site improvements as sought by Active Travel England is justified, although it is worth noting that the application scheme itself would deliver a significantly enhanced pedestrian and cycling environment between the development and the library.

- 5.41 The scheme is for up to 300 residential units, roughly a third of which would be Extra Care flats for older people. In this town centre location, the parking standards require one car parking space per one or two bedroom flat and two-three spaces per three or more bed flat. Based on the illustrative scheme of 293 flats, this would give a requirement for 312-331 spaces. The level of parking is below Crawley's parking standards, with the illustrative scheme showing 75 undercroft car parking spaces and 15 on-street car parking spaces. The on-street parking will comprise of 12 public spaces and 3 car club spaces. However, it should be noted that this calculation includes the Extra Care flats. In reality, many of the residents of those flats would not own or drive a car. In addition, this is a town centre location, close to a range of retail, service, leisure and sustainable transport facilities. A significantly lower level of car parking provision has previously been accepted as Geraint Thomas House and on the Moka site, both of which have a similar location on the edge of the town centre. Residents would be aware of the limited on-site parking prior to occupying a flat and the surrounding area has extensive parking controls. WSCC does not consider that the shortfall in provision against the Council's parking standards would result in safety concerns. Given the extent of parking controls in the surrounding area, significant overspill parking on surrounding streets is unlikely and would be subject to controls. The provision of three car club spaces would also offer residents the opportunity to use a car without owning one, thus reducing demand for the undercroft parking spaces. Overall, taking account of the WSCC Highways comments, previous approvals in the town centre and the site's location, the illustrative parking spaces for the proposal are considered acceptable. The final parking layout would be confirmed at reserved matters stage.
- 5.42 The applicant has revised the proposed cycle parking, increasing the number of secure space for residents spaces from 75 to 156. Visitor cycle parking has been increased from 15 to 35 spaces, with the applicant also noting that the 21 cycle spaces at Crawley Library are underutilised. The Council's cycle parking standards would require one space per one bed dwelling, two spaces per two or more bed dwelling and one space per eight dwellings for visitors. A standard in the range of one space per 100-150 sqm for staff would apply to the commercial units with an additional requirement for visitor parking.
- 5.43 The scheme seeks permission for up to 300 units. It may vary at reserved matters stage when the layout is confirmed, but the current illustrative scheme is for a total of 293 residential units. Of these, 102 units are proposed to be Extra Care Shared Ownership (C2). The applicant states that the average age of their residents is around 76 years old. There would be very few, if any, cyclists at that age. The C3 residential accommodation would include 94 one bedroom units, 79 two bedroom units and 19 three bedroom units. For the C3 accommodation, the cycle parking requirement would be 290 spaces plus visitor parking. Assuming that the commercial units are in retail use, a standard of two spaces (one staff plus one visitor) would be required per 100sqm. This would give a total of two or three spaces required. The illustrative proposal does therefore fall short of the required level of cycle parking and Crawley's Cycle and Walking Forum object on this basis. This matter will need further and more detailed consideration at reserved matters stage, so the shortfall can be addressed.
- 5.44 The applicant has submitted a Travel Plan, which WSCC Highways has confirmed accords with their requirements. The Travel Plan is considered an essential requirement to promote the use of sustainable transport and also to address the shortfall in vehicle parking. The Travel Plan sets targets for shifting transport modes from the private car (which it is assumed would account for around 48% of trips to/from the site) towards more sustainable modes, such as buses, walking and cycling. This would be subject to ongoing monitoring. Specific physical measures proposed to encourage sustainable travel include an improved pedestrian environment and footways, bus kerbs on nearby stops and three on-street car club parking spaces. Other measures include providing travel planning information, vouchers to promote sustainable travel and car club use and use of shared food

deliveries. Implementation of the Travel Plan and the associated WSCC monitoring can be secured through a S106 agreement.

- 5.45 Appendix 12 of the Transport Assessment confirms that the applicant has contacted a car club provider, who has expressed an interest in providing up to three car club cars for the application site. It is proposed that three on-street visitor spaces south of the library car park along Telford Place would form car club spaces. The Transport Assessment states that residents of the site would benefit from three years membership and a contribution towards drive time costs. The on-street location of these car club spaces would provide passive promotion of the car club to passing members of the public, who would also be able to access the cars uptake of the car club by others, not related to the scheme. The provision of the spaces and cars can be secured through the S106 agreement and proposed Traffic Regulation Order. Electric vehicle charging points will also need to be secured as part of consideration of any reserved matters application.
- 5.46 The Local Highway Authority concludes that it *"has been demonstrated the proposals would not have a 'Severe' impact on the operation of the local highway network in accordance with paragraph 111 of the National Planning Policy Framework (NPPF)."* Overall, the scheme is considered acceptable in transport and highways terms, subject to securing measures to encourage and support travel by sustainable means, addressing cycle parking and to clarification of servicing and parking management.

Sustainability

- 5.47 Local policy is contained within policies SD1, ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the related Planning and Climate Change SPD. The emerging policies SD1, SDC1, SDC2 and SDC3 of the Draft Local Plan are also relevant. In support of this outline application, the applicant has provided an Outline Energy Statement and a Sustainability Statement. As this is an outline proposal, limited firm detail is currently available, but the two statements set out a clear strategy and commitment for delivering a sustainable development and meeting the local planning policy requirements.
- 5.48 The Outline Energy Statement sets out the key sustainable features to be incorporated within the scheme. These include a 'Be Lean' approach to building fabric to reduce energy usage and CO² emissions. A strategy for the generation and delivery of decentralised energy, through an energy centre utilising an air source heat pump heating network and, potentially, connection to the District Energy Network is proposed. The Statement also recognises the need to address issues such as daylight, overheating, noise and air quality in meeting energy needs. The Statement confirms that the scheme would deliver a 56.5% reduction in residential CO₂ emissions over the baseline and a 7.1% reduction in non-residential emissions.
- 5.49 A District Heating Network (DHN) is operational in part of the town centre. The network is the subject of current feasibility work about extension work along College Road, which could enable the network to serve the application site. That would enable the development to connect to a decentralised, more sustainable, less wasteful and cost-effective source of energy. The Outline Energy Statement confirms that the development would incorporate the "necessary infrastructure to facilitate future connection to the existing district heat network." This is considered acceptable and conditions are recommended requiring details of provisions within the scheme to facilitate connection to the DHN to be agreed and, post-construction, an evaluation of the appropriateness of connecting to the DHN. These would ensure that the development is 'network ready' for connection to the District Heating Network and address the relevant adopted and draft policies.
- 5.50 Reference is made within the Outline Energy Strategy to the use of PV panels on appropriate roof spaces to generate additional electricity. Further detail would be provided through a Reserved Matters application. In principle, a PV array would be welcome and enhance the development's sustainability credentials, but this would need to be subject to agreement from Gatwick Airport in relation to aviation safety. Further details can be secured by condition.
- 5.51 The Sustainability Statement also addresses a range of other issues, such as construction waste, refuse and recycling arising from occupation of the development, sourcing building materials locally

and responsibly, along with issues such as daylighting and noise that are addressed elsewhere in this report.

- 5.52 Overall, subject to a range of further information being secured by conditions, the scheme is considered acceptable in sustainability terms.

Trees and landscaping

- 5.53 The outline application includes an Arboricultural Impact Assessment and Method Statement. In arboricultural terms, the proposed development would involve the loss of one category A oak tree and three category C alders. The Arboricultural officer has raised no objection to the loss of the three category C trees, which are relatively small and located adjacent to the Denvale Trade Park roundabout. The applicant's report also states that the root protection areas of one category A tree and one category B tree would need to be carefully addressed and protected during construction.
- 5.54 The main concern relates to the oak tree that is proposed to be removed. This is situated in the north-east corner of the application site, adjacent to the Formula One Autocentre unit. Objections to the removal of the oak tree have been received from five respondents. They state that the tree is mature and is important in views in and around the site. They consider that the tree would soften views of the proposed development and state that it also has benefits for biodiversity and carbon storage. Some objectors state that the scheme should be redesigned to allow the tree to be retained.
- 5.55 As set out in the transport section above, planning, arboricultural and highways officers have all considered whether there are alternative access routes that could facilitate retention of the tree. The Council's Arboricultural officer comments that the alternative options considered above would compromise the root protection area of the oak tree and that one of the options would require removal of the main lower limbs on the east side of the oak. He considers that these options are impractical and disproportionate to the value of the tree. The Arboricultural officer states that the gain of 300 flats and the considerable landscaping scheme is sufficient to offset the loss of the oak tree. The removal of the oak tree has been assessed ecologically and its loss would be mitigated by the Biodiversity Net Gain proposals and the planting requirements specified in Policy CH6. Officers fully accept that the loss of the mature oak tree would result in harm visually and ecologically. This will need to be carefully considered, but there is no alternative option for access that would retain the tree without significant implications for the proposed building, parking arrangements (including the library) or the vehicular access.
- 5.56 In terms of the replacement planting, landscaping would be dealt with at reserved matters stage. In order to comply with Policy CH6 of the Local Plan and the Green Infrastructure SPD, up to 300 new trees (one per flat) would be required to be planted on site or subject to a requirement for an off-site contribution. In addition, thirteen replacement trees would be required in accordance with Policy CH6 for the proposed tree loss on site. This would give a total of up to 313 new trees to be planted.
- 5.57 Although landscaping is a reserved matter, the applicant has submitted an illustrative Proposed Site Plan with the application, along with commentary in the Design and Access Statement. The proposed development would include the creation of a new public realm area to the north of the proposed building along the east-west alignment of the existing Telford Place carriageway. This would include the planting of new trees, with 22 shown on the illustrative site plan. A further seven new trees are shown on that plan on the Southgate Avenue frontage to supplement the Structural Landscaping and nine trees along the site's southern boundary.
- 5.58 The illustrative scheme also includes a central landscaped courtyard. This too would include new tree planting. There would be a significant amount of new tree planting in the proposed courtyard and around the site boundaries. Setting aside the loss of the oak tree, this planting would significantly enhance and soften the appearance of the proposed building and create a more attractive living environment for residents.
- 5.59 The triangular piece of land along the site's western boundary contains a line of trees that are designated as Structural Landscaping in the Local Plan. These trees are to be retained and improved by new tree planting towards their northern end. Tree protection is proposed for this group, which can be secured by condition.

- 5.60 A Tree Protection Plan has also been submitted with the outline application. Although the Council's Arboricultural officer is broadly satisfied with the details shown, the layout of the proposed development could change at reserved matters stage. It is therefore appropriate to attach a condition to any outline consent to require tree protection measures to be addressed at that stage.
- 5.61 To conclude, the loss of the oak tree on the site would be a negative impact arising from the proposed development. The applicant and officers have considered alternatives, but there is no clear solution that would retain the tree without significant impact upon the development or its access. The required replacement and additional tree planting would provide some mitigation. The harm arising from the loss of the oak tree will need to be taken into account in reaching a balanced decision on the outline application.

Ecology

- 5.62 The applicant has submitted various documents covering ecological assessment and Biodiversity Net Gain, including a Biodiversity Metric calculation tool which is used to measure biodiversity net gains. The site's former use as a surfaced public car park limits its current ecological value, but there are some grassed areas, shrubs and trees within the site. The ecological assessment found no evidence of use of the site by protected species, although notes that it could be used by nesting birds and foraging bats. The assessment states that the loss of trees has potential to affect nesting birds and the site may have some general use by foraging bats. The applicant's ecologist recommends that swift boxes, bat boxes, other bird boxes and bee bricks should be incorporated within the scheme. Works to trees should also be carried out outside the nesting season and a lighting scheme is recommended to avoid adverse impact upon bats.
- 5.63 The details provided have been assessed by the Council's ecology consultants, Place Services. Place Services are satisfied that the proposal would deliver measurable biodiversity net gains, in compliance with the NPPF. The Biodiversity Metric calculation tool concludes that the proposal would deliver a net change of 4.85 habitat units (62.47% net change) on site. They conclude that the proposal is acceptable in ecological and biodiversity enhancement terms, subject to a number of conditions to secure implementation.
- 5.64 The site lies within a Red Zone for Great Crested Newts. Nature Space, the Local Planning Authority's advisors on newt issues, has commented on the application. They state that the development would present a low risk to great crested newts and their habitats. They recommend that an informative on great crested newts should be attached to any planning permission.
- 5.65 Overall, taking account of both the loss of vegetation including the oak tree and proposed measures, the proposal would cause no harm to protected species and would deliver measurable enhancement to the site's ecological value. The ecological improvements and Biodiversity Net Gain would be delivered within the site and can be secured by planning conditions.

Aviation issues

- 5.66 NATS Safeguarding have confirmed that they have no objection from a safeguarding point of view. Gatwick Airport Safeguarding also raise no objection subject to conditions. The recommended conditions include a limit on the overall height of the development and the removal of permitted development rights for works that could increase the roof height. They also require the installation of obstacle lighting on the roof, the submission and implementation of a Bird Hazard Management Plan, Construction Management Strategy and, if required, renewable energy scheme. Officers are satisfied that these conditions are all necessary in order to ensure aviation safety. Subject to these conditions though, it is not considered that the proposed development would have a harmful impact upon the continued operation of Gatwick Airport.

Contamination and air quality

- 5.67 The site has a history of commercial and vehicle related uses, including as a milk depot and builder's yard. Underground and above ground tanks are also known to have been on the site. Consequently, there are a variety of potential sources of contamination that could affect future occupants of the site.

The applicant has submitted a Contaminated Land and Geotechnical Investigation report. This included intrusive investigations to establish contamination that might be present.

- 5.68 The conclusion is that there is a potential risk to future residents from metals, asbestos and PAH compounds, along with a need for gas protection measures. The report mentions some mitigation measures that would be required, such as excavation of contaminated soil, removal of the underground tank and an asbestos management plan.
- 5.69 Environmental Health have considered the report and recognise that a number of pollutant linkages have been identified. However, they state that the methods by which the site would be properly remediated to ensure that any potential pollutant linkages are broken have not been fully set. Further details of this necessary work are required. Environmental Health are satisfied that this can be addressed by condition.
- 5.70 The applicant has submitted an Air Quality Assessment with the application. The Council's Air Quality Management Officer has reviewed the report and accepts its findings. She considers that dust emissions during construction can be resolved by mitigation measures in accordance with best practice. This can be secured by condition.
- 5.71 In terms of the proposed use, the Assessment has calculated the impact on air quality of the additional trip rates, related pollutants and resultant harm to air quality. Using the agreed methodology, required mitigation to the value of £20,591 has been calculated. This mitigation needs to be delivered within the development and additional to any related policy requirements for other reasons. This air quality mitigation can be addressed by condition.

Drainage and utilities

- 5.72 Southern Water have commented on the application in terms of protection of the water distribution mains. They have confirmed that they can facilitate a water supply to the proposed development. There is an existing water main running along the northern and eastern boundaries of the site within the public highway. The applicant's Utilities Infrastructure Assessment states that this may need to be diverted or lowered as part of the development, but that the developer will seek to avoid this by raising finished levels. Further information is required to address this issue, which can be secured by condition.
- 5.73 Thames Water raises no objection, subject to a condition requiring a Piling Management Plan as piling could cause damage to below ground sewerage infrastructure. They have also requested informatives relating to water and sewerage issues.
- 5.74 WSCC and the Borough Council's Drainage officer have requested conditions to address drainage issues. The conditions address matters such as the preparation of a sustainable drainage strategy, along with its implementation and ongoing maintenance.

Water neutrality

- 5.75 The applicant submitted a Water Neutrality Statement with the application. The scheme would include water efficient fixtures and fittings, leading to a water consumption of 84.8 litres per person per day for the residential units. Further water usage has been calculated for the commercial areas, staff areas and landscaping. The Statement has taken a precautionary approach, using 300 flats, rather than the 293 flats that the illustrative scheme currently proposes to deliver. The Statement has been independently assessed by the Council's consultants, Water Environment. Clearly the proposed development would significantly increase water consumption on the site. It is proposed that this would be offset by the Crawley Homes retrofitting programme, which has been agreed. Following confirmation by Water Environment that they considered the proposal, subject to offsetting, to be water neutral, officers drafted an Appropriate Assessment. In accordance with the Habitats Regulations, Natural England were consulted on this assessment. They confirmed that, subject to securing the required offsetting, they were satisfied that the proposed development would be water neutral. The Appropriate Assessment has therefore been completed. The implementation of the water neutrality strategy, addressing the specific number of flats proposed and including both on-site measures and offsetting elsewhere, can be secured through the S106 agreement.

Affordable housing

- 5.76 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. Whilst limited weight can be attached to it at present, Policy H5 of the draft Local Plan is more explicit that this requirement covers both C3 and C2 residential uses.
- 5.77 The Borough Council currently owns the majority of the application site, which will be sold to the applicant if planning permission is granted. The applicant would then build the scheme and Crawley Borough Council would buy back the affordable rent element. The applicant would be responsible for delivering the shared ownership components, including the Later Living flats. The resulting development would therefore be a 100% affordable scheme, which would make a significant contribution towards meeting Crawley's affordable housing needs.
- 5.78 Provision of a minimum of 40% affordable housing, in line with Policy H4 of the adopted Local Plan and emerging policy H5, must be secured through a Section 106 agreement. This would deliver 40% of the affordable rent and shared ownership C3 flats as affordable housing, with the usual breakdown of 70% of these being affordable rent and 30% shared ownership. The same 40% affordable requirement would apply to the Later Living C2 flats, although these would all be shared ownership. This provision of a minimum of 40% affordable across the scheme is justified in planning terms and meets the tests set out in the NPPF. The applicant has agreed to this level of provision and it can be secured through a S106 agreement.

Infrastructure contributions

- 5.79 Another key requirement is a financial contribution towards open space provision. This has been calculated in accordance with Council policy, taking account of the residents within the development and their open space needs. A contribution of £149,582.16 has been agreed with the applicant to provide or improve play space, outdoor sports space and allotments in the surrounding area.
- 5.80 As set out above, contributions are also sought towards highways requirements. These would cover the costs associated with Travel Plan monitoring and the implementation of a Traffic Regulation Order by West Sussex County Council. The provision of the three car club cars to occupy the designated parking spaces would also be secured through the proposed S106, along with tree planting, including any contribution towards off-site planting, in line with Council policy.

Other issues

- 5.81 The Health and Safety Executive and West Sussex Fire and Rescue Service have commented on the application from a fire safety viewpoint. They have requested further information on matters such as fire safety standards, location of dry riser inlets and the fire strategy relating to the additional staircase. These are detailed matters. The application seeks outline planning permission only and the layout of the proposed development would be the subject of a future reserved matters application. Further detail at the appropriate stage can be secured through a condition requiring submission and approval of a Fire Strategy.

CONCLUSIONS:-

- 6.1 The application site has been allocated for development, as one of four Key Opportunity Sites in the town centre, in the Crawley Borough Local Plan 2015-2030 and the Town Centre SPD. It is also proposed to be allocated in the Draft Crawley Borough Local Plan 2024-2040. The proposal accords

with these policy requirements, including in terms of vehicular access, and would provide a highly significant number of new residential units in a very sustainable location on the edge of the town centre. The scheme would deliver affordable shared ownership flats for older people in the Extra Care block, as well as affordable rent and shared ownership flats in the other blocks. The proposal would also create a safer and far more attractive environment for pedestrians between the proposed building and the library. This public realm would link into the town centre, be landscaped, have an active frontage and provide a significant enhancement to this area.

- 6.2 The scheme would result in the loss of some trees, including the oak tree, from the site. In terms of ecology and biodiversity, the proposal is considered acceptable. No significant amenity impacts have been identified and the development is acceptable, subject to some revisions to the layout, in highways and parking terms. The development would be supported by the Crawley Homes retrofitting project and would be water neutral. Matters such as drainage and pollution can be resolved through planning conditions.
- 6.3 The major benefits to the town centre and to meeting Crawley's housing needs, including affordable housing needs, need to be considered against the adverse impact identified arising from the loss of the oak tree. Overall, having weighed up the social, environmental and economic impacts of the proposal, taking a balanced planning view, it is considered that the proposal would bring a long under-utilised brownfield site back into beneficial use, offers major benefits in terms of delivering much needed affordable housing, including for older people, across the site and would also bring significant public realm enhancement. Officers consider that these benefits would substantially outweigh the adverse impacts arising from the loss of the oak tree and therefore recommend that outline planning permission be granted.

RECOMMENDATION RE: CR/2023/0357/OUT:-

Delegate the decision to **PERMIT** the application to the Head of Economy and Planning, subject to the completion of a S106 agreement to secure:

- 40% affordable housing provision within both the Later Living flats (C2) and the other flats (C3), with a 70%/30% split between affordable rent and shared ownership for the C3 use;
- A financial contribution of £149,582.16 towards provision of play space, outdoor sports space and allotments;
- New and replacement trees in accordance with the formula set out in Policy CH6 of the Local Plan and the Green Infrastructure SPD;
- Financial contributions of £3,500 towards Travel Plan monitoring and £8,322 towards implementation of a Traffic Regulation Order;
- Provision of three car club cars to occupy the designated spaces in accordance with the details set out in the Transport Assessment; and
- The submission and implementation of a water neutrality strategy;

And subject to the following conditions:

1. i) Details of the appearance, landscaping and layout, (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.
ii) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last reserved matters to be approved.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.
3. 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.

4. No development shall take place, including any works of site clearance, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period, unless otherwise agreed in writing by the Local Planning Authority. The Plan shall provide details as appropriate, but not necessarily be restricted to the following matters:
- the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
 - the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530);
 - Access arrangements from the public highway, including temporary accesses and alterations to existing accesses;
 - details of public engagement both prior to and during construction works;
 - the control of noise from the works; and
 - Details of cranes and other tall construction equipment (including the details of obstacle lighting), which shall comply with Advice Note 4 'Cranes and Other Construction Issues', available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>.
- REASON: In the interests of highway safety, the amenities of the area and to ensure construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) or impact on communication, navigation and surveillance equipment utilised by London Gatwick airport in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.
- REASON why pre-commencement condition: As it relates to potential impact upon the surrounding area starting with the setting up for construction activities.
5. No development shall take place until a dust management plan to control the emission of dust from the construction works at the site has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall have reference to the Institute of Air Quality Management Guidance on the assessment of dust from demolition and construction. The approved plan shall be fully implemented throughout the duration of construction works, with all equipment maintained in accordance with the manufacturer's instructions at all times until completion of the development, unless otherwise agreed in writing by the Local Planning Authority.
- REASON: To control construction dust emissions in the interests of amenity of the locality in accordance with policies CH3 and ENV10 of the Crawley Borough Local Plan 2015-2030, Policy EP5 of the Draft Crawley Borough Local Plan 2024-2040 and the relevant paragraphs of the National Planning Policy Framework.
- REASON why pre-commencement condition: As it relates to potential impact of dust upon the surrounding area starting with the setting up for construction activities and site preparation.
6. (i) The development hereby permitted shall not be commenced until there has been submitted to and approved in writing by the Local Planning Authority:
- (a) a desk top study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS10175:2011 - Investigation of Potentially Contaminated Sites - Code of Practice; and, unless otherwise agreed in writing by the Local Planning Authority,
 - (b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175:2011; and, unless otherwise agreed in writing by the Local Planning Authority,
 - (c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and

monitoring. Such scheme shall include the nomination of a competent person to oversee the implementation of the works.

(ii) The development hereby permitted shall not be occupied or brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of (i)(c) above that any remediation scheme required and approved under the provisions of (i)(c) above has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise:

- a) As built drawings of the implemented scheme;
 - b) Photographs of the remediation works in progress; and
 - c) Certificates demonstrating that imported and/or material left in situ is free from contamination.
- Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under (i)(c).

If, during any works, contamination is encountered which has not been previously identified, it should be reported immediately to the Local Planning Authority. The additional contamination shall be fully assessed and an appropriate remediation scheme, agreed in writing with the Local Planning Authority. REASON: To safeguard the health of future residents or occupiers of the site in accordance with Policy ENV10 of the Crawley Borough Council Local Plan 2015-2030, Policy EP3 of the Draft Crawley Borough Local Plan 2024-2040 and the relevant parts of the National Planning Policy Framework.

REASON why pre-commencement condition: As potential contamination could be encountered starting with the setting up for construction activities and site preparation.

7. No development, including site works of any description, shall take place unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence to be approved by the Local Planning Authority erected around each tree or group of vegetation at a radius from the bole or boles of 5 metres, or such distance as may be agreed in writing by the Local Planning Authority. Within the areas so fenced off, the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered.

REASON: To ensure the retention and maintenance of trees and vegetation which forms an important feature of the area in accordance with Policies CH3 and CH7 of the Crawley Borough Local Plan 2015-2030, the Green Infrastructure Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.

REASON why pre-commencement condition: As setting up for construction activities and site preparation works could cause harm to vegetation to be retained on and around the application site.

8. All mitigation measures and/or works shall be carried out in strict accordance with the details contained in the Ecological Appraisal (LC Ecological Services Ltd, April 2023) submitted with the outline planning application unless otherwise agreed in writing by Local Planning Authority.

REASON: To conserve protected and Priority species and allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030, the Green Infrastructure Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.

9. No development, including site works of any description, shall take place unless and until a Biodiversity Net Gain Plan has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Net Gain Plan shall include the following:

- Baseline data collection and assessment of the current conditions of the relevant sites;
- Provision of the full Biodiversity Net Gain calculations using the Secretary of State's Biodiversity Metric, with plans for pre-development and post development proposals and detailed justifications for the choice of habitat types, condition and ecological functionality; and
- A management and monitoring plan for on-site Biodiversity Net Gain including 30-year objectives, management responsibilities, maintenance schedules and a methodology to ensure the submission of monitoring reports in years 2, 5, 10, 15, 20, 25 and 30 from commencement of development, demonstrating how the Biodiversity Net Gain is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed

The proposed enhancement measures shall be implemented in accordance with the approved Bioversity Net Gain Plan and shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to demonstrate measurable Biodiversity Net Gain and to allow the Local Planning Authority to discharge its duties under the National Planning Policy Framework and in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030, the Green Infrastructure Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.

REASON why pre-commencement condition: As setting up for construction activities and site preparation works could cause harm to biodiversity on and around the application site.

10. No development, including site works of any description, shall take place unless and until a Landscape and Ecological Management Plan (LEMP) has been submitted to and be approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed;
 - b) Ecological trends and constraints on site that might influence management;
 - c) Aims and objectives of management;
 - d) Appropriate management options for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 30-year period);
 - g) Details of the body or organisation responsible for implementation of the plan; and
 - h) Ongoing monitoring and remedial measures.

The LEMP shall be completed in line with the finalised Biodiversity Net Gain Report and shall also include details of the legal and funding mechanisms by which the long-term implementation of the plan will be secured by the developer with the management bodies responsible for its delivery. The plan shall also set out, where the results from monitoring show that conservation aims and objectives of the LEMP are not being met, how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the Natural Environment and Rural Communities Act 2006 and Policy ENV2 of the Crawley Borough Local Plan 2015-2030, the Green Infrastructure Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.

REASON why pre-commencement condition: As setting up for construction activities and site preparation works could cause harm to biodiversity on and around the application site.

11. Prior to the commencement of the development hereby approved, full details of the measures to be undertaken to divert and/or protect the public water supply main during construction works and the subsequent landscaping implementation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the agreed measures.
- REASON: To ensure adequate protection for existing water supply infrastructure in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
- REASON why pre-commencement condition: As it relates to potential impact upon the public water supply main area starting with the setting up for construction activities and site preparation.

12. No piling or any other foundation designs using penetrative methods shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved Piling Method Statement, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect nearby underground sewerage utility infrastructure and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

REASON why pre-commencement condition: As foundations will be constructed at a very early stage in the development process and to ensure that any piling details and required protection measures are agreed in good time.

13. No development shall take place unless and until a scheme for the disposing of surface water by means of a sustainable drainage system has been submitted to and approved in writing by the Local Planning Authority in accordance with the approved drainage strategy and discharge rates as contained within the approved Flood Risk Assessment & Drainage Strategy Report (Jubb, version 3.0, dated 30/10/23). The scheme shall be implemented in full in accordance with the approved details prior to first use of the development unless otherwise agreed in writing by the Local Planning Authority. The submitted scheme shall:
- Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharge from the site via a proposed sustainable drainage system and the measures taken to prevent pollution of the receiving surface waters;
 - Demonstrate that the proposed surface water drainage system does not surcharge in the 1 in 1 critical storm duration, flood in the 1 in 30 plus climate change critical storm duration or the 1 in 100 plus climate change critical storm duration, using FEH2022 as the rainfall model; and
 - Demonstrate that any flooding that occurs when taking into account climate change for the 1 in 100 critical storm event in accordance with the National Planning Policy Framework does not leave the site uncontrolled via overland flow routes.
- REASON: To ensure the flood risk is adequately addressed and not increased in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.
- REASON why pre-commencement condition: As measures to address the drainage requirements may require below grounds works that need to be undertaken at a very early stage in the development process.
14. No above ground development shall take place until a scheme to assess the impact of wind upon the development and its surroundings, including any measures to address and mitigate wind conditions, has been submitted to and approved in writing by the Local Planning Authority. Any agreed mitigation measures shall be implemented in full prior to first occupation of any part of the development and shall be maintained as such thereafter, unless otherwise agreed in writing by the Local Planning Authority.
- REASON: To ensure that the development creates a satisfactory urban environment for pedestrians in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.
15. No development shall take place until the Reserved Matters Energy Statement, referred to in the submitted Outline Energy Statement dated June 2023, detailing an energy strategy and a level of environmental performance consistent with the Outline Energy Statement, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.
- REASON: In the interests of environmental sustainability, in accordance with Policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030, Policies SDC1 and SDC2 of the submission Crawley Borough Local Plan 2024-2040, and the Planning and Climate Change Supplementary Planning Document.
- REASON why pre-commencement condition: As measures to address the energy needs of the site to an appropriate environmental performance may require below grounds works that need to be undertaken at a very early stage in the development process.
16. No development shall take place until details of the provisions made within the scheme design to enable the development to be capable of connection to a Town Centre District Heat Network, referred to in the submitted Outline Energy Statement dated June 2023, have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.
- REASON: In the interests of sustainable design and construction and efficient use of energy in accordance with Policies SD1 and ENV7 of the Crawley Borough Local Plan 2015-2030, Policies SD1 and SDC2 of the Draft Crawley Borough Local Plan 2024-2040, the Planning and Climate Change Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
- REASON why pre-commencement condition: As measures to address the energy needs of the site to an appropriate environmental performance may require below grounds works that need to be undertaken at a very early stage in the development process.
17. No building or structure forming part of the development hereby approved shall exceed 116.70m AOD.

REASON: Development exceeding this height would further penetrate the Obstacle Limitation Surface (OLS) surrounding London Gatwick airport and endanger aircraft movements and the safe operation of the aerodrome and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.

18. No above ground development shall commence until details of obstacle lighting for the completed buildings have been submitted to and approved in writing by the Local Planning Authority. Obstacle lighting must be in accordance with the requirements of regulation CS ADR-DSN Chapter Q 'Visual Aids for Denoting Obstacles,' unless otherwise agreed in writing by the Local Planning Authority.

REASON: Permanent illuminated obstacle lights are required on the development to avoid endangering the safe movement of aircraft and the operation of London Gatwick airport and in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.

19. No above ground development shall commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

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

REASON: It is necessary to manage the roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of London Gatwick airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.

20. No above ground development shall take place until an Acoustic Design, Ventilation and Overheating Strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed Strategy unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory residential environment, in terms of noise and thermal comfort, for future occupiers in accordance with Policies CH3 and ENV11 of the Crawley Borough Local Plan, Policy EP4 of the Draft Crawley Borough Local Plan 2024-2040 and the relevant paragraphs of the National Planning Policy Framework.

21. Prior to the first occupation of any of the flats (C2 or C3) hereby approved, a noise validation report demonstrating compliance with the noise criteria set out in the Acoustic Design, Ventilation and Overheating Strategy shall be submitted to and approved by the Local Planning Authority. This assessment shall be conducted in accordance with 'Professional Practice Guidance on Planning and Noise: New Residential Development' (May 2017) and the approved Strategy. Where compliance with the agreed Strategy has not been achieved in full, details of mitigation measures, along with a timescale for their implementation, shall be submitted to and approved in writing by the Local Planning Authority. All noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

REASON: To ensure a satisfactory residential environment, in terms of noise and thermal comfort, for future occupiers in accordance with Policies CH3 and ENV11 of the Crawley Borough Local Plan, Policy EP4 of the Draft Crawley Borough Local Plan 2024-2040 and the relevant paragraphs of the National Planning Policy Framework.

22. No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Telford Place Highways Improvements General Arrangement' and numbered 5849/1001 Rev H unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of road safety, the amenities of the area and to ensure a satisfactory standard of access to the development in accordance with Policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.

23. No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for their designated use unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of road safety, the amenities of the area and to ensure a satisfactory standard of access to the development in accordance with Policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.
24. No part of the development hereby permitted shall be first occupied until car parking spaces, servicing areas and electric vehicle charging points have been constructed in accordance with details to be submitted through reserved matters application(s). The agreed parking spaces and related facilities shall thereafter be retained at all times for their designated purpose and the parking spaces shall be used only the parking of residents and staff living or working in the development and their visitors.
REASON: To ensure that adequate and satisfactory provision is made for the parking of vehicles clear of adjacent highways in accordance with Policies CH3 and IN3 of the Crawley Borough Local Plan 2015-2030, the Urban Design Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
25. No part of the development shall be first occupied until covered and secure cycle and motorcycle parking spaces and visitor cycle parking spaces have been provided in accordance with plans and details submitted and approved by the Local Planning Authority through reserved matters application(s). The approved provision shall be maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To provide high quality sustainable transport options in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030, the Urban Design Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
26. The residential units (use class C2 and C3) hereby approved shall not be first occupied until details have been submitted to the Local Planning Authority to demonstrate that they will achieve a water efficiency standard consistent with the submitted Water Neutrality Statement dated August 2023 by consuming not more than 85 litres per person per day maximum water consumption. The scheme shall be implemented in accordance with the agreed details prior to first occupation and maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with Policies SD1, ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030, Policies SDC1, SDC3, and SDC4 of the Draft Crawley Borough Local Plan 2024-2040, the Planning and Climate Change Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
27. The non-residential units within the development hereby approved shall not be first occupied until details have been submitted to the Local Planning Authority to demonstrate that they will achieve a water efficiency standard consistent with the submitted Water Neutrality Statement dated August 2023 by consuming not more than 28.39 litres per person per day maximum water consumption. The scheme shall be implemented in accordance with the agreed details prior to first occupation and maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of sustainable design and efficient use of water resources in accordance with Policies SD1, ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030, Policies SDC1, SDC3, and SDC4 of the Draft Crawley Borough Local Plan 2024-2040, the Planning and Climate Change Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
28. Prior to the first occupation of any part of the development hereby approved, a detailed verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme) shall be submitted to and approved in writing by the Local Planning Authority. The verification report shall include photographs of excavations and soil profiles/horizons, any installation of any surface water structure and control mechanisms.
REASON: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.

29. The development hereby approved shall not be first occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:
- a timetable for its implementation;
 - details of SuDS features and connecting drainage structures and maintenance requirement for each aspect;
 - details of SuDS features and connecting drainage structures and maintenance requirement for each aspect; and
 - a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public body or statutory undertaker or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- REASON: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.
30. No above ground development shall take place until a Biodiversity Enhancement Strategy for bespoke biodiversity enhancements has been submitted to and approved in writing by the Local Planning Authority. The content of the Biodiversity Enhancement Strategy shall include the following:
- Purpose and conservation objectives for the proposed enhancement measures;
 - detailed designs or product descriptions to achieve stated objectives;
 - locations, orientations and heights of proposed enhancement measures by appropriate maps and plans (where relevant);
 - persons responsible for implementing the enhancement measures; and
 - details of initial aftercare and long-term maintenance (where relevant).
- The works shall be implemented in accordance with the approved Biodiversity Enhancement Strategy and shall be retained in that manner thereafter unless otherwise agreed in writing by the Local Planning Authority.
- REASON: To enhance protected and Priority species & habitats and allow the Local Planning Authority to discharge its duties under the National Planning Policy Framework and s40 of the Natural Environment and Rural Communities Act 2006 and in accordance with Policy ENV2 of the Crawley Borough Local Plan 2015-2030 and the Green Infrastructure Supplementary Planning Document.
31. No above ground development shall take place until a Lighting Strategy for the development has been submitted to and approved in writing by the Local Planning Authority. The strategy shall:
- identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places;
 - set out measures to minimise light pollution arising from the development; and
 - set out measures to positively enhance the appearance of the development hereby approved.
- All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the agreed Strategy. No other external lighting be installed without prior consent from the Local Planning Authority.
- REASON: To ensure a high quality appearance to the development, to minimise light pollution and to allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with Policies CH2, CH3 and ENV2 of the Crawley Borough Local Plan 2015-2030, Policy EP6 of the Draft Crawley Borough Local Plan 2024-2040, the Green Infrastructure Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.

32. No works above ground level shall be carried out unless and until a schedule of all materials and finishes, together with samples of such materials and finishes, to be used for the external walls, glazing and roofs of the proposed buildings and for the external hard landscaping have been submitted to and approved by the Local Planning Authority. The development shall be implemented in strict accordance with the approved details.
REASON: To enable the Local Planning Authority to control the development in detail by endeavouring to achieve a building of high visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
33. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the external 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 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.
34. No above ground development shall take place until an Emissions Mitigation Plan has been submitted to and approved in writing by the Planning Authority. The Emissions Mitigation Plan shall set measures to mitigate the impact on air quality arising from the development. The mitigation measures shall be implemented in full prior to the first occupation of the development hereby approved and shall be maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To offset the transport emissions and related air quality implications associated with the development in accordance with Policies SD1 and ENV12 of the Crawley Borough Local Plan 2015-2030, Policies SD1 and EP5 of the Draft Crawley Borough Local Plan 2024-2040 and the relevant paragraphs of the National Planning Policy Framework.
35. No above ground development shall take place until details, including a Glint and Glare Assessment, of the solar PV panels to be installed on the roof of the proposed development have been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The solar PV panels shall be implemented as approved prior to the first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of London Gatwick airport through interference with communication, navigation and surveillance equipment or through glint and glare issues and to ensure the delivery of a sustainable development in accordance with Policies SD1, ENV6 and IN1 of the Crawley Borough Local Plan 2015-2030, Policies SD1, SDC1 and IN1 of the Draft Crawley Borough Local Plan 2024-2040, the Planning and Climate Change Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
36. The development shall not be occupied until details of the post-planning evaluation of the appropriateness of connecting to a Town Centre District Heat Network, referred to in the submitted Outline Energy Statement dated June 2023, have been submitted to and agreed in writing by the Local Planning Authority.
REASON: In the interests of sustainable design and construction and efficient use of energy in accordance with Policies SD1 and ENV7 of the Crawley Borough Local Plan 2015-2030, Policies SD1 and SDC2 of the Draft Crawley Borough Local Plan 2024-2040, the Planning and Climate Change Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.
37. Prior to the non-residential units within the development hereby permitted being first brought into use, a post-construction report verifying that the units have achieved the minimum Energy and Water standards for BREEAM 'Excellent', shall have been submitted to and been approved in writing by the Local Planning Authority.
REASON: In the interests of sustainable design and construction, in accordance with Policies SD1, ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030, Policies SD1, SDC1 and SDC3 of the Draft Crawley Borough Local Plan 2024-2040, the Planning and Climate Change Supplementary Planning Document and the relevant paragraphs of the National Planning Policy Framework.

38. No above ground development shall take place until a Fire Strategy has been submitted to and agreed in writing by the Local Planning Authority. The development shall be constructed and thereafter operated in strict accordance with the agreed Fire Strategy unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure a safe environment for residents and staff within the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
39. All dwellings, whether in use class C2 or C3, within the residential development hereby approved shall comply with the minimum sizes set out in the Nationally Described Space Standards.
REASON: To ensure a satisfactory level of amenity for future residents in accordance with Policy CH5 of the Crawley Borough Local Plan 2015-2030, Policy DD3 of the Draft Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.
40. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
REASON: In the interests of amenity and of the environment of the development in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the relevant paragraphs of the National Planning Policy Framework.
41. No part of the development hereby approved shall be first occupied until a Security Strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter maintained in strict accordance with the agreed Security Strategy unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that a high quality, safe and secure residential environment is created for future occupants and in accordance with Policy CH3 of the Crawley Borough Local Plan and the relevant paragraphs of the National Planning Policy Framework.
42. No above ground development shall take place 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 and Policy IN3 of the Draft Crawley Borough Local Plan 2024-2040.
43. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order amending, revoking or re-enacting this Order with or without modification, no development, telecommunications equipment, renewable energy equipment, other equipment or advertisements other than those shown on the drawings hereby approved shall be installed or carried out on the roof of the development hereby permitted without the prior, express 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.

INFORMATIVES

1. Within the boundaries of Crawley Borough Council, the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:
0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

No noisy construction work shall take place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall employ at all times the best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'.

Any exemptions to the above hours must be agreed with the Environmental Health Team in advance.

2. The applicant is reminded that, under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended), it is an offence to (amongst other things): deliberately capture, disturb, injure, or kill great crested newts; damage or destroy a breeding or resting place; intentionally or recklessly obstruct access to a resting or sheltering place. Planning permission for a development does not provide a defence against prosecution under this legislation. Should great crested newts be found at any stage of the development works, then all works should cease, and a professional and/or suitably qualified and experienced ecologist (or Natural England) should be contacted for advice on any special precautions before continuing, including the need for a licence.
3. Given the nature of the proposed development, it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. London Gatwick requires a minimum of four weeks' notice. For crane queries/applications, please visit <https://business.gatwickairport.com/b2b/aerodrome/crane-permits/> or email cranes@gatwickairport.com
4. The applicant is advised that the Local Planning Authority would expect the Acoustic Design, Ventilation and Overheating Strategy to include:
 - (a) the means by which the noise level within any (unoccupied) domestic living room (including kitchen/diners and open plan studio flats) or bedroom, with windows open, shall be no more than 35 dB LAeq16hr (between 0700 and 2300 - day) and no more than 30dB LAeq,8hr (between 2300 and 0700 - night);
 - (b) the means by which the noise level within any (unoccupied) domestic bedroom (or studio flats), with windows open, shall not normally exceed 45 dB(A) LAfMax between 2300 and 0700; and
 - (c) the means by which noise exposure for the balcony and amenity areas is reasonably reduced to a minimum and in no event exceed 55LAeq12hr (07:00 to 19:00) and 50 LAeq 4hr (19:00 to 23:00).

Where the standards in (a) and/or (b) above cannot be achieved with windows open, the scheme must show how those standards will be met with windows shut and the means by which adequate ventilation will be provided.

For these purposes, 'adequate ventilation' would include the provision of acoustically attenuated passive ventilation or mechanical ventilation which can effectively deal with spring, autumn and summer overheating without the necessity of opening the windows.

5. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact the Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
6. The applicant is advised that the above condition on land contamination has been imposed because the site is known to be or suspected to be contaminated. Please be aware that the responsibility for the safe development and secure occupancy of the site rests with the developer.

To satisfy the condition, a desktop study, including conceptual model, shall be the very minimum standard accepted. Pending the results of the desk top study, the applicant may have to satisfy the further requirements of the condition.

It is strongly recommended that in submitting details in accordance with this condition, the applicant has reference to Land Contamination Risk Management (LCRM). This is available on the .GOV website below (last updated April 2021) :-

<https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

7. The applicant is advised that that the Emissions Mitigation Plan required by condition 32 above shall outline a package of mitigation measures to the value of £20,951, as set out in the Air Quality Assessment submitted with the application. The mitigation measures must exceed minimum policy requirements in relation to issues such as cycle parking and EV charging provision. The Emissions Mitigation Plan should include itemised costing for each proposed mitigation option.
8. To make an application for a water connection, visit Southern Water's Get Connected service: developerservices.southernwater.co.uk and please read our New Connections Charging Arrangements documents which are available to read on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements
For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).
Website: southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk
9. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
10. As required by Building Regulations Part H, paragraph 2.36, Thames Water requests that the applicant should incorporate within their proposal protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If, as part of the basement development, there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 0203 577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
11. 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.

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

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



ArcGIS Web Map



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