

REFERENCE NO: CR/2018/0341/FUL

LOCATION: [CAR PARK ADJ CENTRAL SUSSEX COLLEGE, NORTHGATE AVENUE, NORTHGATE, CRAWLEY](#)
WARD: Three Bridges
PROPOSAL: ERECTION OF A PART 8/PART 6 STOREY BUILDING TO PROVIDE A TOTAL OF 98 FLATS, WITH ASSOCIATED PARKING, LANDSCAPING AND FRONTAGE SERVICE BAY

TARGET DECISION DATE: 7 August 2018

CASE OFFICER: Mr H. Walke

APPLICANTS NAME: Arcus PDC
AGENTS NAME: Ayre Chamberlain Gaunt Ltd

PLANS & DRAWINGS CONSIDERED:

200_PLN_NA_002, Existing Block Plan
200_PLN_NA_100, Proposed Block Plan
200_PLN_NA_200, Ground Floor Plan
200_PLN_NA_101, Proposed Ground Floor Site Plan
200_PLN_NA_330, Sections AA & BB
200_PLN_NA_020, Existing Site Plan
200_PLN_NA_030, Existing Elevations AA & BB
200_PLN_NA_031, Existing Elevations CC & DD
200_PLN_NA_001, Existing Location Plan
200_PLN_NA_201, First Floor Plan
200_PLN_NA_202, Second Floor Plan
200_PLN_NA_203, Third Floor Plan
200_PLN_NA_204, Fourth Floor Plan
200_PLN_NA_205, Fifth Floor Plan
200_PLN_NA_206, Sixth Floor Plan
200_PLN_NA_207, Seventh Floor Plan
200_PLN_NA_208, Roof Plan
200_PLN_NA_300, Proposed Elevations AA & BB
200_PLN_NA_301, Proposed Elevations CC & DD

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	Cycle Forum	Advice provided
2.	GAL - Aerodrome Safeguarding	No objection subject to conditions
3.	WSCC - Highways	No objection subject to conditions
4.	National Air Traffic Services (NATS)	No objection subject to conditions
5.	Thames Water	Advice provided
6.	Sussex Building Control Partnership	No response received
7.	Police	Advice provided
8.	CBC - Drainage Officer	No objection subject to conditions
9.	CBC - Property Division	No comments
10.	West Sussex Fire Brigade	No response received
11.	CBC - Housing Enabling & Development Manager	No response received
12.	UK Power Networks	Comments provided and objection raised on

		Party Wall Act grounds.
13.	CBC - Environment Team	No response received
14.	CBC - Contaminated Land	No response received
15.	CBC - Environmental Health	No response received
16.	CBC - Crawley Homes	No response received
17.	CBC - Refuse & Recycling Team	No objection
18.	Southern Water Ltd	No objection subject to condition
19.	CBC - FP - Energy Efficiency & Sustainability	No objection subject to conditions
20.	CBC - FP - Urban Design	Advice provided
21.	WSCC - Surface Water Drainage (SWD)	Advice provided
22.	CBC - FP - Housing	Advice provided
23.	NHS Crawley Clinical Commissioning Group	No objection but will seek a CIL contribution towards related NHS infrastructure improvements.
24.	CBC - Economic Development	No response received

NEIGHBOUR NOTIFICATIONS:-

A site notice was displayed at the site on 15 May 2018 (expiry 6 June). A press notice was published on 16 May 2018 (expiry 6 June).

RESPONSES RECEIVED:-

Two letters providing comments on the application were received.

The comments state that the public footpath across the front of the development should have pedestrian priority over the proposed vehicular access and measures taken to ensure that vehicles enter/exit at slow speeds. The area has parking problems and surrounding streets outside the Controlled Parking Zone are used for parking by people living within the zone. The proposal has 52 parking spaces for 98 flats, which would make the situation worse.

REASON FOR REPORTING TO COMMITTEE:-

This proposal is a major development.

THE APPLICATION SITE:-

- 1.1 The application site lies to the north-east of the Crawley College site on the corner of Northgate Avenue and College Road. The landmark College tower building is situated close to the western boundary of the application site. The College's tall boiler room chimney is situated to the south-west of the application site.
- 1.2 The application site has an area of 0.43 hectares. Until recently, the majority of the site was in use as a staff car park providing 79 spaces. Following the recent grant of planning permission on the site, it is now fenced off and no longer in use as a car park by the College. The site has also recently been cleared of some single storey buildings. A belt of trees runs along the eastern site boundary and there is a wide grass verge along Northgate Avenue.
- 1.3 There is an existing vehicular access into the application site from Northgate Avenue.
- 1.4 The neighbouring buildings are a mix of scales, with the most substantial being the main Central Sussex College tower building at eleven storeys. This is the tallest building in Crawley. There are smaller single, two and three storey College buildings adjoining the site to the south and west. Crawley Police Station (four storeys) is situated on the opposite side of Northgate Road and to the north west of the application site are the County Buildings (formerly Crawley Library).
- 1.5 Two storey residential properties are located to the east within Friars Rookery and Priors Walk. There is a public footpath/cyclepath running north-south to the east of the application site, which is

lined by a number of trees. There is an area of amenity land between the College site and Friars Rookery/Priors Walk, which contains a number of protected trees.

- 1.6 The boiler room for the College lies to the south-west of the application site. It, and adjoining buildings, contain the existing chimney and a number of other extraction/ventilation flues/ducts.
- 1.7 The site lies within the Town Centre boundary defined in the Crawley Borough Local Plan 2015-2030 and partially within a defined Priority Area for District Energy Networks.

THE PROPOSED DEVELOPMENT:-

- 2.1 This application seeks planning permission for the development of a total of 98 flats consisting of 33 x 1 beds, 60 x 2 beds and 5 x 3 beds. The development is proposed to form a wholly social rented housing scheme.
- 2.2 The flats would be formed within a single 'L-shaped' block positioned on the northern and western edges of the application site. The tallest element, fronting Northgate Avenue, would comprise eight stories and have a height of 25.25 metres. The other section, along the western portion of the site, would be six stories tall and have a height of 18.5 metres.
- 2.3 The development would include a landscaped roof terrace located on the 6th floor, with pockets of ground level amenity space around the site. The proposal would provide a total of 52 car parking spaces which would be located centrally within the courtyard area and along the eastern site boundary. The car park would be accessed from Northgate Avenue. A further 162 secure cycle bays are to be provided within the proposed building and 16 visitor spaces in three locations around the building.
- 2.4 The applicant has submitted the following documents with the application:
 - Design and Access Statement
 - Affordable Housing Statement
 - Transport Assessment Addendum Note (in relation to the Transport Statement submitted with the previous application on the site)
 - Road Traffic Noise Assessment
 - Energy and Sustainability Statements
 - Flood Risk Assessment
 - Drainage Strategy
 - Arboricultural Method Statement
 - Bird Hazard Management Plan
 - Construction Management Plan

PLANNING HISTORY:-

- 3.1 Planning permission was recently granted, following completion of a Section 106 agreement, for:

CR/2016/0089/FUL – Erection of a part 8 and part 6 storey building to provide a total of 90 flats, with associated parking, landscaping and frontage service bay on car park land fronting Northgate Avenue.
- 3.2 Permission was granted on 13 March 2018. The Section 106 agreement secured an affordable housing contribution of £200,000, an open space contribution of £15,928, a tree planting contribution of £63,000, mitigation works relating to noisy plant/equipment at the college and an updated College Travel Plan.

PLANNING POLICY:-

- 4.1 National Planning Policy Framework (NPPF):

The National Planning Policy Framework (NPPF) was published in March 2012 and introduced 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 the policies in the NPPF.

The core planning principles of the NPPF (paragraph 17) state that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Part 6 applies specifically to delivering homes and seeks to significantly boost the supply of housing. Housing applications should be considered in the context of the presumption in favour of sustainable development and are to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Part 7 emphasises the importance of good design to achieve high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. Design codes can be used to achieve high quality outcomes, and decisions should promote and reinforce local distinctiveness without imposing forms, styles or particular tastes on development. Paragraph 56 states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

4.2 Crawley 2030: The Crawley Borough Local Plan 2015-2030

- Policy SD1 (Presumption in favour of Sustainable Development) in line with the planned approach to Crawley as a new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the Council will take a positive approach to approving development which is sustainable.
- Policy CH1 (Neighbourhood Principles) states that the neighbourhood principle would be enhanced by maintaining the neighbourhood structure of the town with a clear pattern land uses and arrangement of open spaces and landscape features.
- Policy CH2 (Principles of Good Urban Design) states that all proposals for development in Crawley will be required to respond to 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) states all proposals for development in Crawley will be required to make a positive contribution to the area; be of a high quality design, provide and retain a good standard of amenity for all nearby and future occupants of land and buildings and be able to meet its own operational requirements necessary for the safe and proper use of the site.
- 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) requires that development proposals should protect and/or enhance structural landscaping, which runs along the footpath to the east of the site.
- 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. Northgate Avenue and The Boulevard are defined as Linear Contained Views and the site is within the Long Distance View Splay from Tilgate Park.
- 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. The Central Sussex (East of Tower) site is identified for a mixed-use scheme comprising main town centre uses and/or residential development.
- Policy H1 (Housing Provision) the Council will positively consider proposals for the provision of housing to meet local housing needs.
- Policy H2 (Key Housing Sites) this policy demonstrates how the Local Plan makes provision for the delivery of a minimum of 5100 net additional dwellings in the borough between 2015 and 2030.
- 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 the following measures: i. development which protects and enhances Green Infrastructure; ii. Development proposals should take a positive approach to designing green infrastructure; and iii. Proposals which reduce, block or harm the functions of green infrastructure will be required to be adequately justified.
- Policy ENV5 requires development to make provision for open space and recreational facilities.
- Policy ENV6 (Sustainable Design and Construction) requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes and also specifically to achieve BREEAM excellent for water and energy credits where viable.
- Policy ENV7 (District Energy Networks) requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8 (Development and Flood Risk) advises that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9 (Tackling Water Stress) requires all new dwellings to achieve the new 'optional' water efficiency standard introduced into part G of the Building Regulations in 2015, subject to viability and technical feasibility.
- Policy ENV11 (Development and Noise): Advises that residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will

not be exposed to unacceptable noise disturbance from existing or future uses. To achieve this, this policy should be read in conjunction with the Local Plan Noise Annex.

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

4.3 Supplementary Planning Guidance and Documents

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

- Planning and Climate Change (adopted October 2016) – Sets out a range of guidance seeking to reduce energy consumption, minimise carbon emissions during development, supporting District Energy Networks, using low carbon or renewable energy sources, tackling water stress, coping with future temperature extremes, dealing with flood risk and promoting sustainable transport.
- Urban Design (adopted October 2016) – With specific reference to Crawley's character, the SPD addresses in more detail the seven key principles of good urban design identified in Local Plan Policy CH2. The principles cover Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility, Adaptability and Diversity. The document also sets out the car and cycle parking standards for the Borough.
- Green Infrastructure (adopted October 2016) – Sets out the Council's approach to trees, open space and biodiversity. The Local Plan identifies Northgate Avenue as a key Structural Landscaping link into the town centre from the north-east 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 and to cover net tree loss.
- Town Centre (adopted October 2016) – Supports regeneration and development to promote the economic growth, vitality and viability of the town centre, which forms a sustainable location for development. The SPD specifically identifies the Central Sussex College (East of Tower) site as suitable for mixed use development comprising main town centre uses and/or residential development. Design principles are set out, including creating a gateway to the town centre, forming a medium rise, dense development to complement the College tower and establishing a stronger Northgate Avenue frontage.
- Developer Contributions Guidance Note (adopted July 2016) Following the introduction of the Community Infrastructure Levy, this guidance note sets out the Council's approach to securing contributions towards infrastructure provision.
- Affordable Housing (adopted November 2017) – This SPD includes further guidance on affordable housing policies within the Local Plan.

4.4 Crawley Community Infrastructure Levy Charging Schedule 2016

The Crawley CIL Charging Schedule is in effect from 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 the development
- Impact upon the operational needs of the College
- Design and impact on visual amenity
- Impact upon neighbouring residential amenity
- The adequacy of accommodation and living environment for future occupiers
- Highway and parking
- Sustainability
- Drainage
- Affordable housing
- Infrastructure contributions

Principle of the development

5.2 The site is situated in a highly sustainable location on the edge of the town centre, where residential use is encouraged by the NPPF. Policy EC6 and the Town Centre SPD specifically identify the site as being suitable for a mixed-use scheme comprising main town centre uses and/or residential development. The proposed development accords with this Local Plan policy and the SPD. The site also already benefits from a recent planning permission for residential development. Given all these factors, the proposal is considered to be acceptable in principle.

Impact upon the operational needs of the College

- 5.3 The proposal would involve the loss of a site that, until very recently, formed a car park providing 79 staff parking spaces for Central Sussex/Crawley College. Two single storey buildings, which appear to have been in use for building trade related training, have also been demolished.
- 5.4 Central Sussex/Crawley College adopted a Travel Plan for the site in 2012. This states that the existing North car park is used by assessors and construction/maintenance staff. The College considers the Travel Plan to have been a success in encouraging travel by sustainable means and reducing car travel. As a result, they considered that the car park is no longer needed and that the implications of the loss of the car parking spaces can be addressed through the Travel Plan. The Local Highway Authority accepted this view in assessing the previous application and recommended securing the implementation of the Travel Plan by appropriate means. No Travel Plan has since been submitted by the College, so this requirement is recommended to be included within a Section 106 agreement for the current application.
- 5.5 The Local Highway Authority has requested that the same conditions be applied to cover highways issues associated with this current application as for the previous application CR/2016/0089/FUL. Although the College has sold the site in the intervening period, no revised Travel Plan has been submitted, as required by the signed Section 106 agreement. It is therefore considered that a new Section 106 agreement, signed by the College, will be required to address the loss of car parking and its impact upon the College's operations.
- 5.6 There are also a number of College related ventilation/extraction ducts/flues, including the tall Boiler House chimney on walls/roofs adjacent to the application site. It was recognised through the previous application that these would need to be relocated or their noise levels mitigated before occupation of any flats. Although it appears that some works have been undertaken, no details have been submitted to the Local Planning Authority. Consequently, it is considered that any approval would need to be subject to an obligation signed by the College to ensure that appropriate mitigation would be in place before the proposed flats were occupied. The noise issues themselves are addressed later in this report.

Design and impact on visual amenity

- 5.7 The proposed building footprint forms an 'L' shape which consists of two distinct sections. The north-eastern section of the building (fronting Northgate Avenue) would be primarily eight storeys tall with a height of 25.25 metres, while the south-western section of the building (closest to the adjacent college building) would be six storeys tall with a height of 18.5 metres. The Town Centre SPD seeks a building on this site that relates well to the main Central Sussex College building, which is an 11 storey tower, and that also forms a gateway on this edge of town centre site. The height of the building is considered appropriate in this context, creating a clear increase in density and mass to highlight the approach to the town centre along Northgate Avenue. The scale of the building is considered appropriate and in keeping with its neighbours, which have a broad mix of scales and include the tallest building in Crawley.
- 5.8 In terms of siting, the building is considered appropriately set back from the Northgate Avenue frontage. There is a wide grass verge at this point and the proposed building would be set back 4.6 metres from the pavement. This would contribute to a good sense of openness, which is characteristic of this part of Northgate Avenue and would satisfactorily address the street scene.
- 5.9 In terms of detailed design and appearance, the previous scheme had horizontal concrete bands marking the floor levels, with brick panels between. The brickwork would generally have been laid horizontally, but with some vertical brickwork add significant visual interest. The previously proposed windows were bronze powder coated aluminium.
- 5.10 The current proposal has removed the vertical brickwork, proposes a 'light horizontal feature band' instead of the previously proposed concrete and would use uPVC windows in place of the bronze powder coated aluminium. Officers have raised concerns that these revisions all serve to reduce the design quality of the scheme and its appreciation of Crawley's character. The applicant has been asked to consider officers' criticisms and seek to improve the appearance and visual interest of this potentially very prominent building. Officers hope to be able to provide a positive update on these issues at the committee meeting.
- 5.11 The building's entrance would be extensively glazed, helping to create an active frontage, and the building would sit over the vehicular entrance providing some screening for the car park behind. Most flats would have a recessed balcony, providing visual interest and relief to the building. Given the prominence of the building and the lack of detail shown on the elevation drawings, it is also appropriate to restrict the potential installation of pipework, flues and other features that could have a significant and discordant visual impact on the overall scheme.
- 5.12 The existing College tower building is located in a prominent location, visible from some distance and it forms a landmark building at the eastern end of The Boulevard. The proposed block of flats is considered to be of a compatible design which would sit comfortably alongside the tower.
- 5.13 The proposed building is of an identical height, scale and massing of the previous scheme, which has an extant planning permission. Officers consider that the proposed building could, subject to the applicant's response on detailed design and materials issues, represent a significant visual enhancement of the site and are satisfied that the size, height, and scale of the building would be appropriate, as previously approved. The building would create an improved frontage to Northgate Avenue and create visual interest at this entrance to the town centre. Officers will provide an update on detailed design at Planning Committee.

Impact upon neighbouring residential amenity

- 5.14 The siting of the proposed building has not changed from the previous application. The nearest residential properties are located to the east within Friars Rookery and Priors Walk. At its closest point to these properties, the proposed building would be 47 metres from No. 17 Friars Rookery. Windows are proposed on the east elevation, which would light bedrooms and living areas. The eastern side elevation of the proposed building would provide a minimum window to window separation distance of 49.5 metres to houses in Friars Rookery. In itself, this separation distance is considered sufficient to avoid overlooking. However, in addition to the physical separation, the

eastern side boundary of the site is defined by a belt of semi-mature trees. The amenity land between the houses in Priors Walk/Friars Rookery and the application site also has a number of mature trees of substantial height. The presence of these significant trees, up to 22 metres in height and defined as Structural Landscaping in the Local Plan, would provide a significant degree of natural screening and a visual barrier. The separation distances and the substantial vegetation screening combine to mean that no significant loss of privacy would result, despite the step change in scale proposed on this edge of town centre site.

- 5.15 The applicant has also provided some shading diagrams to assess impact of any loss of light. These diagrams demonstrate that the existing trees already cause some shadowing on the houses to the east. The proposed building would cast an afternoon shadow to the east, but not sufficient to further affect the houses in Friars Rookery.
- 5.16 Other adjoining properties are in commercial, education or public sector uses. The shading drawings show limited overshadowing impact to the north, other than to a small part of the County Buildings site on winter mornings. The separation distances, upwards of 36 metres from the Sussex Police building and over Northgate Avenue, are sufficient to avoid any overlooking issue. There would be no shadowing of the College site. Habitable room windows of the proposed flats would overlook the College site. However, the College tower windows would be at least 40 metres away and most other buildings in the adjacent part of the site have no windows looking towards the application site. It is not considered that the proposed building would cause any loss of amenity to the adjoining non-residential uses.
- 5.17 Overall, the proposed development is not considered to adversely impact upon the amenities enjoyed by the occupants of neighbouring properties. The proposed building, whilst of a considerable size, would not result in significant loss of privacy, overbearing impact or loss of light to the occupants of adjoining properties, in particular to the residents within Friars Rookery.

The adequacy of accommodation and living environment for future occupiers

- 5.18 Policy CH5 (Standards for All New Dwellings (including conversions) of the Crawley Borough Local Plan 2015-2030 advises 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. The Design and Access Statement confirms that all flats would meet the Nationally Described Space Standards, as required by Policy CH5.
- 5.19 As with the previous scheme, the submitted plans show that the development has incorporated landscaped amenity areas around the site. At the site frontage along the northern elevation, a paved seating area is proposed in addition to a rectangular strip of grassed amenity land. The largest section of private amenity space would be provided immediately around the six storey block towards the south western corner of the site. Whilst varying parts of this would be in shadow through the day, it would be segregated from road noise and provide some communal outdoor space for residents and some private outdoor space for three ground floor flats. In addition to this an external courtyard area is proposed on the roof of the six storey building. The landscaped roof terrace on the 6th floor would have an area of around 163m² and its implementation pre-occupation can be secured by condition.
- 5.20 The two/three bedroom apartments would each have recessed accessible balconies which would provide a degree of private amenity space. It is considered that the recessed balconies are an appropriate form of amenity space for future occupants given the site's location. The one bedroom flats would all have a Juliet balcony.
- 5.21 In addition to the areas of soft landscaping and the provision of a number of balconies, it is noted that Memorial Gardens is located a short walk away from the development site which would provide the occupants of the development with easily accessible public amenity space. In accordance with the Council's policy requirements, a contribution towards enhancement of children's play space is sought.

- 5.22 Four ground and first floor flats on the west elevation, whilst benefitting at ground level from private outdoor amenity space, would have a relatively poor outlook. These flats' windows all face west, approximately five metres from a solid brick wall approximately five metres in height. The outlook would be somewhat oppressive and the amenity area outside the flat would be significantly overshadowed. Three other flats in this part of the building would have windows/patios opening directly onto communal amenity space. To the front of the building, two ground floor flats would have front windows set back only 4.5 metres from the pavement. These two flats would also have rear windows, but these would be below the undercroft and fairly shaded. Whilst these issues are recognised and are not ideal in amenity terms, they relate to a limited number of the proposed flats and should be considered in the context of the overall scheme.
- 5.23 The College has a range of existing extraction and ventilation equipment on and around its adjoining buildings, which include a kitchen, classrooms and a boiler room. For the previous application, a Noise Assessment was commissioned to investigate likely noise levels within the proposed flats. The Assessment found predicted noise levels exceeding the World Health Organisation (WHO) guideline levels for different rooms of 35 dBA (day) and 30 dBA (night). The dominant source of noise, mainly affecting proposed flats on the south elevation, was the kitchen range hood supply fan and duct situated on the adjacent flat roof to the west. The noise report recommended fitting silencers both outside (for the benefit of the proposed flats) and inside (for employees within the kitchen) to reduce noise levels. Other noisy equipment was also identified during a site visit and the site was in close proximity to a number of construction related classrooms that could also have caused noise disturbance. Mitigation measures were required and the College was a party to a Section 106 agreement which secured these. Since the previous application was determined, the College may have undertaken some works, but this has not been confirmed to the Local Planning Authority.
- 5.24 The previous applicant's planning statement also acknowledged an issue regarding noise from the nearby classrooms which are used for building, woodwork and joinery. The College proposed to relocate these teaching spaces, and associated ventilation systems, elsewhere as part of the preparations for developing the car park site. The existing adjoining classrooms would then be used for quieter teaching activities prior to occupation of the development. The College appears to have had a contractual obligation to implement these measures as part of the agreement to sell the site to the developer. However, it is also appropriate that the implementation of this relocation to address potential noise issues is formally secured through the planning process.
- 5.25 The College is not now the landowner of the application site and no acoustic assessment of the plant or classroom noise has been submitted with the current planning application. Given this situation, officers recommend that the mitigation measures again be secured through a legal agreement to reduce noise levels sufficiently to allow natural ventilation using windows within the flats. However, the adjoining equipment and classrooms lie outside the current application site and so the measures cannot be controlled by planning condition. The College can though, as an adjoining landowner, be party to a Section 106 agreement to secure implementation of the recommended works. The recommendation later in the report is made on this basis.
- 5.26 Noise assessment work has also identified an issue with road traffic noise from Northgate Avenue. The study found that predicted daytime noise levels on some flats on the proposed Northgate Avenue elevation would be up to 64 dBA, exceeding the WHO level. The applicant's report states that the required sound reduction index (SRI) can be achieved through "readily-available glazing configurations and with off the shelf attenuated ventilators." Environmental Health previously reviewed these findings and agreed that, subject to a condition requiring details and subsequent implementation of these attenuation measures, an acceptable environment would be created for future residents of the flats. Balconies may be subject to road noise levels above the WHO guidelines, but residents will have choice in when they use the balconies. Predominant use is likely to be at times when traffic levels on Northgate Avenue may be lower. The proposed roof terrace at seventh floor level would not suffer traffic noise levels in excess of the WHO guidelines. The required works would be within the proposed flats themselves and can be addressed by condition.

- 5.27 Overall, subject to both conditions and provisions within a Section 106 agreement, the road, equipment and teaching related noise issues can be satisfactorily addressed to create an acceptable living environment within the proposed flats.

Highway, access parking and servicing

- 5.28 The application site has an existing vehicular access from Northgate Avenue (A2004) serving the former College car park. This access currently takes the form of a priority junction with a short length of right turning lane for vehicles entering the site from the west. As part of the development, the access is proposed to be relocated a short distance eastwards and is unchanged from the previous application. West Sussex County Council (WSSCC), as highway authority, has advised that, based on the information supplied within the Transport Assessment, there would be no significant intensification of use as a consequence of this proposal. The application demonstrates visibility splays of 2.4 by 43 metres. In light of the 30mph speed limit and the wide verges/footways adjoining the access, it is apparent that more than adequate visibility can be achieved.
- 5.29 The previous application was accompanied by a Transport Assessment (TA) and a Framework Travel Plan. The current application has supplemented these with a Transport Assessment Addendum Note. The revised proposal, with eight additional flats, would not significantly increase the number of vehicle movements and the Local Highway Authority is satisfied that there would be no severe highway impact on the surrounding network.
- 5.30 A lay-by was approved with the previous scheme to allow refuse/recycling collection and servicing. The approved lay-by incorporated measures to prevent vehicles approaching from the west along Northgate Avenue from turning directly into it. Due to the costs associated with underground infrastructure, the location of the lay-by has now been moved westwards. This relocation helps reduce potential conflict with vehicles using Woodfield Road. Measures to prevent vehicles turning right into the relocated lay-by and to form a new pedestrian/cycle crossover have been discussed by the applicant and highway authority at a site visit. At the request of WSSCC, the applicant has undertaken a Stage One Road Safety Audit to support the proposed amendments to the servicing lay-by. WSSCC is satisfied with these changes and they can be secured through planning conditions and a Section 278 agreement.
- 5.31 The proposal would provide a total of 52 parking spaces (3 disabled). The Council's indicative minimum standards would seek provision of 90 car parking spaces on site for the flats. The development site is located in a highly accessible location with a wide range of services, including frequent public transport services, within a short walking distance. Residents of the proposed development would have realistic alternative transport choices for all day to day requirements, and would not be reliant upon the use of the private car, which may result in lower car ownership levels. The area around the application site is within the Crawley Controlled Parking Zone and parking is restricted at all times along Northgate Avenue. A Travel Plan for residents to promote more sustainable means of transport can be secured by condition.
- 5.32 In addition to the 52 parking spaces, the development would include the provision of cycle stores which would provide the secure storage of 150 cycles and there would be a further 18 visitor spaces externally. The Urban Design SPD requires one cycle per one bedroom flat and two per two bedroom flat, with an additional one space per eight dwellings for visitors. The applicant has been asked to provide a further eight spaces to meet the Council's standard of 176 spaces.
- 5.33 The application site formed Crawley College's staff car park until recently. Since it was vacated by the College, there has been a resultant loss of 79 parking spaces. With regard to staff car parking, the College considered that the Travel Plan adopted in 2012 was sufficiently successful that the existing staff parking spaces were no longer required. This resulted in the sale of the land. The 2012 Travel Plan states in paragraph 1.8:

"The area of North car park over which the new residential building will extend will not result in significant loss of parking spaces, as this is currently used by assessors and construction/maintenance staff for ease of access only and not because parking does not exist elsewhere. The new capital proposals if successful will include an element of

reconfiguration of the car park to provide the same parking spaces and also prioritise staff permit parking with student parking continuing to be offered at the same levels whilst also offering alternative travel arrangements.”

- 5.34 The Travel Plan demonstrates a keenness to support sustainable travel, through measures such as promotion of travel information and journey planning, car sharing, cycling to work and other measures. The College also has a permit system to control use of car parks. The loss of the staff car park is considered acceptable, as with the previous application, subject to securing the review and implementation of the College's Travel Plan.
- 5.35 Subject to the imposition of conditions and S106 provisions relating to highway safety issues, a Construction Management Plan and to secure the Travel Plans for the College campus and the proposed residential development, the proposal would not have a detrimental impact on the highway network and the overall parking provision is considered acceptable. In the absence of objection from the Highway Authority, the proposed development is considered acceptable in this regard.

Sustainability

- 5.36 Local policy is contained within policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030 and the related Planning and Climate Change SPD.
- 5.37 In support of this application the applicant has provided an 'Energy and Sustainability Statement'. The Statement sets out the sustainable features to be incorporated, to improve overall environmental performance, through fabric and building services efficiency measures. It states that the proposed design would offer around an 11.67% reduction in energy consumption and 24.1% reduction in CO₂ emissions compared to the baseline standards of the Building Regulations. The scheme is further enhanced through the proposed use of a PV array, which will result in a total reduction of 28.6% in energy consumption and 31.9% in CO₂ emissions.
- 5.38 The application proposes a communal gas-fired Combined Heat and Power plant to serve the development, instead of the individual gas boilers previously specified. The communal system will provide heating, hot water and electricity more efficiently and does address local policy.
- 5.39 However, there are fairly advanced proposals, and a current undetermined planning application, for a District Heat Network in close proximity to the site. The District Heating Network is proposed under policy ENV7 of the Crawley Borough Local Plan and the Planning and Climate Change SPD. The Sustainability Statement confirms that “the infrastructure for future connection to the energy centre is to be provided.” Further details can be secured by condition to ensure that integration with the District Heat Network takes place once the system becomes operational.
- 5.40 The previous scheme included a PV array. The current scheme does not include PV panels. The Sustainability Statement confirms that panels have not been included due to anticipated CO₂ emissions associated with the proposed heating system and for cost reasons. This is unfortunate as renewable energy sources are clearly preferable in environmental terms to ones emitting CO₂. However, the Sustainability Statement does address local planning policies and it is not considered that refusal could be sustained on this basis.

Drainage

- 5.41 The application has been accompanied by a Drainage Strategy, which confirms that ground attenuation would be used to restrict the run off from the development to 50% of pre-development rates. In considering the acceptability of the drainage strategy, WSCC, as the Lead Local Flood Authority states that the proposed strategy would meet the requirements of the NPPF, PPG and associated guidance documents. The Borough Council's Drainage Engineer supports the proposed reduction in 1:100 year flood flows from the site. However, he has raised some issues regarding impact of any flow of flood water off-site including on the adjacent Thames Water system, appropriate allowance for climate change, water quality and ongoing maintenance of the implemented drainage system. Both WSCC and the Borough's engineer are satisfied that drainage

issues can be addressed by conditions requiring finalised detailed surface water drainage designs for the site, based on sustainable drainage principles, demonstrating that the surface water runoff generated up to and including the 100 year, plus 40% for climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.

- 5.42 Southern Water and Thames Water have raised no objections on water supply and foul sewage grounds, again subject to conditions/informatives.

Affordable Housing

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

- 5.44 A Viability Assessment was submitted with the previous application, which was independently scrutinised by the DVS (District Valuer Services). The appraisal confirmed that on-site affordable provision could not be supported and, instead, a contribution of £200,000 towards off-site provision was secured.

- 5.45 Since that permission, the site has been sold to the Borough Council, which proposes to develop a wholly affordable scheme on the site. This represents a significant improvement upon the previously approved scheme and will help to address Crawley's affordable housing needs. Provision of a minimum of 40% affordable housing, in line with Policy H4, can be secured through a Section 106 agreement.

- 5.46 Policy H3 requires housing development to provide a mix of dwelling types and sizes to address local housing needs and market demands. The scheme would provide 33 one bed, 60 two bed and 5 three bed units. A significant proportion of local need is for smaller units, but the provision of larger, family sized units in the town centre is welcomed too. It is considered that the proposal represents an acceptable mix on this sustainable town centre site.

Infrastructure Contributions

- 5.47 Policy IN1 of the Crawley Borough Local Plan 2015-2030 requires developments to make provision for their on and off site infrastructure needs and confirms that the Council will be implementing a Community Infrastructure Levy (CIL). Crawley's CIL took effect from 17 August 2016. In this case, if a 100% affordable scheme is delivered, CIL would not be payable.

- 5.48 For other contributions, the Borough Council seeks £25,228 towards open space to be spent enhancing Memorial Gardens and/or Southgate play areas. As set out in the Green Infrastructure SPD, up to 99 trees would need to be provided on site or as payment in lieu (£700 per tree) of this provision. On this basis, a contribution a formula for payment will need to be included in the S106 Agreement as the basis for the commuted sum (98 units plus the one tree to be lost on site minus the number of trees to be provided on site x £700). This would give a maximum contribution of £69,300.

CONCLUSIONS:-

- 6.1 The application site has been identified for development as one of four key opportunity sites in the Crawley Local Plan 2015-2030 and the Town Centre SPD. The proposal generally accords with the policy requirements and would provide a significant number of new residential units in a sustainable location on the edge of the town centre. The proposed building is similar to the previously approved scheme, but with an added social benefit now that it is proposed to be a wholly affordable scheme.

The proposal would be in a prominent location and, subject to appropriate detailing and materials, could form an attractive landmark building at this entrance to the town centre. The proposed development is policy compliant in terms of its use, design and residential standards and, subject to measures to address noise impacts, would create a satisfactory residential environment. The proposal, subject to appropriate controls, is also acceptable in highways and parking terms.

6.2 It is concluded that the development would meet the objectives of the NPPF and would comply with the policies in the Local Plan. Having weighed up the social, environmental and economic impacts of the proposal, it would represent a sustainable development. It is therefore recommended that the scheme is granted planning permission subject to the conclusion of a Section 106 Agreement to secure

- Provision of a minimum of 40% affordable housing within the scheme;
- the open space (£25,228) and tree mitigation (up to £69,300) infrastructure contributions;
- implementation of measures, including the relocation or mitigation of existing College related intake fans, ducts and flues and the relocation of existing teaching space for potentially noisier activities such as joinery, to prevent noise and other disturbance to future residents; and
- the implementation of measures through a Travel Plan to address the resultant loss of car parking for the College's staff members.

6.3 However, in the event that the Section 106 Agreement is not completed by 2 January 2019 and unless there are exceptional reasons for the delay agreed in writing with the applicant, the Head of Economic and Environmental Services be authorised to refuse planning permission for the following reason:

- 1 An agreement is not in place to ensure that the appropriate infrastructure provisions to support the development and the development is therefore contrary Policies IN1, CH6 and H4 of the Crawley Borough Council Local Plan 2015-2030 and the Green Infrastructure SPD.

RECOMMENDATION RE: CR/2016/0089/FUL

PERMIT - Subject to the conclusion of a Section 106 agreement to secure the infrastructure contributions and provisions set out in paragraph 6.2 and the following conditions:-

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No above ground development shall be carried out unless and until a schedule and samples of materials and finishes to be used for external walls and roofs of the proposed building have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. No above ground development shall be carried out unless and until detailed elevational and section drawings, at appropriate scales of not more than 1:20, showing the proposed walls, fenestration and materials, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.
REASON: As insufficient detail has been provided and to enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

5. No cables, wires, aerials, pipework (except rainwater downpipes as shown on the approved plans), meter boxes or flues shall be fixed to the North, West or East elevations of the development hereby approved unless details have been submitted to and approved in writing by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
6. Before any work for the implementation of this permission commences, detailed plans and particulars of the land levels and the finished floor levels of the dwellings shall be submitted to and approved in writing by the Local Planning Authority, and the building shall be constructed in accordance with the approved levels.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
7. No construction shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the Local Planning Authority.
REASON: In the interests of aircraft safety and the operations of NATS En-route PLC in accordance with policy IN1 of the Crawley Borough Local Plan 2015-2030.
8. No construction work shall be carried out above 12m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved scheme.
REASON: In the interests of aircraft safety and the operations of NATS En-route PLC in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
9. The Bird Hazard Management Plan dated 21 May 2018 shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
10. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:
- the anticipated number, frequency and types of vehicles used during construction;
 - the method of access and routing of vehicles during construction;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - 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); and
 - details of public engagement both prior to and during construction works.
 - Details of cranes and other tall construction equipment (including the details of obstacle lighting) along with assurances that a crane permit has been obtained from Gatwick Airport Ltd – Such schemes shall comply with Advice Note 4 ‘Cranes and Other Construction Issues’, available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>.
- The approved strategy, or any variation approved in writing by the Local Planning Authority, shall be implemented for the duration of the construction period.
REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and in the interests of highway safety and the amenities of the area and to accord with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

11. No crane shall be installed on the site until the developer has agreed a Crane Operation Plan which has been submitted to and approved in writing by the Local Planning Authority. Construction at the site shall only thereafter be operated in accordance with the approved Crane Operation Plan.
REASON: In the interests of aircraft safety and the operations of NATS En-route PLC in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
12. No burning of materials or waste obtained by site clearance or from any other source shall take place within the site.
REASON: To protect trees and vegetation from fire damage and to protect residential amenity in accordance with policies CH3 and CH7 of the Crawley Borough Local Plan 2015 - 2030.
13. Development should not commence until finalised detailed surface water drainage designs for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 100 year, plus 40% for climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.
REASON: To prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
14. Development shall not commence until full details of the maintenance and management of the SUDS system is set out in a site-specific maintenance manual and submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented and maintained in accordance with the approved details.
REASON: To ensure the long term maintenance of the drainage system, prevent the increased risk of flooding and in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
15. No development shall take place until a scheme to protect or divert the public water supply main and a timetable for implementation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority.
REASON: To protect existing water infrastructure in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
16. No above ground development shall take place unless and until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, hard and soft, which shall include indications of all existing trees and hedgerows on the land and details of any to be retained.
REASON: In the interests of amenity and of the environment of the development in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
17. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected 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 is an important feature of the area in accordance with policy CH7 of the Crawley Borough Local Plan 2015 - 2030.
18. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of amenity and of the environment of the development in the accordance with policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

19. No part of the development shall be first occupied until the covered and secure cycle parking spaces shown on the approved drawings have been fully provided and made available for use by residents.
REASON: To encourage sustainable travel options and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030 and the parking standards set out in the Urban Design SPD 2016.
20. The building shall not be occupied until the parking spaces, manoeuvring and turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking, manoeuvring and turning of vehicles.
REASON: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the parking standards set out in the Urban Design SPD.
21. No part of the development shall be first occupied until a Travel Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
REASON: To encourage and promote sustainable transport and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015 - 2030.
22. No part of the development shall be first occupied until such time as the servicing lay-by and other highways measures have been provided on Northgate Avenue in accordance with plans, details and a combined Stage 1 and 2 Road Safety Audit that have been submitted to and approved in writing by the Local Planning Authority. The design shall incorporate suitable measures to restrict right turning movements into the lay-by from the eastbound carriageway of Northgate Avenue, the provision of a pedestrian refuge to the east of the site access onto Northgate Avenue, and appropriate measures to secure the lay-by for the purposes of loading and unloading only.
REASON: In the interest of highway safety and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
23. No above ground development shall commence until a scheme has been submitted to and approved in writing by the Local Planning Authority to protect dwellings against the noise from Northgate Avenue. For the purposes of this condition the scheme shall include:
(a) the means by which the noise level within any (unoccupied) domestic living room or bedroom, with windows open, shall be no more than 35 dB(A) Leq16hr (between 0700 and 2300) and no more than 30dB(A) Leq 8hr (between 2300 and 0700); and
(b) the means by which the noise level within any (unoccupied) domestic bedroom, with windows open, shall not normally exceed 45 dB(A) LAFMax between 2300 and 0700. 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. No dwelling hereby permitted shall be occupied until the approved scheme has been implemented in respect of that dwelling. For the purposes of this condition 'adequate ventilation' would include the provision of mechanical ventilation which can effectively deal with summer warming and purge ventilation.
REASON: In the interests of residential amenity by ensuring an acceptable noise level for future occupants and in accordance with policies CH3 and ENV11 of the Crawley Borough Local Plan 2015 - 2030.
24. Prior to the first occupation of the flats hereby approved, the sixth floor outdoor landscaped terrace and the ground level outdoor amenity areas shall be fully implemented and made available for use by residents. The terrace and amenity space areas shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To create a high quality residential environment for future residents and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015 - 2030.

25. The residential units shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to demonstrate that each unit shall achieve a water efficiency standard by consuming not more than 110 litres per person per day maximum water consumption.
Reason: In the interests of sustainable design and efficient use of water resources in accordance with Policy ENV9 of the Crawley Borough Local Plan 2015-2030.
26. Before any above ground development is carried out, a feasibility report for the connection of the development to a District Energy Network shall be submitted to and approved in writing by the Local Planning Authority. Should the report demonstrate that a connection is technically and practically feasible, full details of the connection and related infrastructure shall be submitted to and approved in writing by the Local Planning Authority and the agreed connection made operational prior to the occupation of the development. Should the report demonstrate that a connection is not technically and practically feasible, full details of the proposed Combined Heat and Power system referred to in the Method Consulting Energy and Sustainability Statements shall be submitted to and approved in writing by the Local Planning Authority and the agreed Combined Heat and Power system made operational prior to the occupation of the development.
REASON: In the interests of environmental sustainability in accordance with Policy ENV7 of the Crawley Borough Local Plan 2015-2030.
27. No development shall commence until a scheme to provide combined television reception facilities and superfast broadband for all dwellings within the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details prior to first occupation of the development hereby approved unless otherwise agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity, to help reduce social exclusion and to allow good access to services in accordance with policies CH3 and IN2 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVES

1. The water efficiency standard required under condition 25 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015) at Appendix A paragraph A1.
2. The proposed development is located within 15 metres of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read the guide 'Working Near Our Assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
3. A formal application for connection to the water supply is required to service the development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
4. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours the noisy works are permitted.

The permitted hours for noisy construction work in the Borough of Crawley are as follows:

0800 to 1800 Monday to Friday and

0800 to 1300 on Saturday.

With no noisy construction works taking place on Sundays, Bank Holidays, Public Holidays, Christmas Day, Boxing Day or New Years' Day.

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

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

5. The applicant is advised to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with the proposed 'No Entry' and 'Unloading and Loading' restrictions for the servicing lay-by. The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.
6. The applicant is advised to enter into a legal agreement with 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.
7. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

1. NPPF Statement

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

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with the applicant and 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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Tel: 01293 438000



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