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**REFERENCE NO: CR/2017/0516/NCC**

**LOCATION:** [2 - 3 GATWICK ROAD, NORTHGATE, CRAWLEY](#)  
**PROPOSAL:** VARIATION OF CONDITION 2 (APPROVED PLANS) FOR MINOR MATERIAL AMENDMENT TO BUILDING ELEVATIONS AND FLOORPLANS INCLUDING LOSS OF ROOF OVERHANG ON BOTH BUILDINGS, REDUCTION IN ELEMENTS OF GLAZING AND ALTERATIONS TO FENESTRATION PATTERN, ALTERATIONS TO RED FIN DETAIL, ALTERATION TO LOADING DOORS, INTERNAL LAYOUT CHANGES, CURTAIN WALLING REDUCED & REPLACED WITH CLADDING, BRISE SOLEIL AMENDED OR REMOVED AND MINOR INCREASE IN BUILDING HEIGHT - PURSUANT TO CR/2016/1020/FUL FOR ERECTION OF ONE B1 OPERATIONS BUILDING AND ONE B1/D1 TRAINING AND OFFICE BUILDING, BOTH WITH ANCILLARY USES AND ASSOCIATED LANDSCAPING AND CAR PARKING

**TARGET DECISION DATE:** 27 September 2017

**CASE OFFICER:** Mrs J. McPherson

**APPLICANTS NAME:** Surrey County Council  
**AGENTS NAME:** Vail Williams LLP

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**PLANS & DRAWINGS CONSIDERED:**

16.045.A(00) 02 Rev B Site Survey, 16.045.A(00) 07 Rev C Proposed Street Scenes, 16.045.A(00) 10 Rev D Training Facility Ground Floor Plan, 16.045.A(00) 11 Rev E Training Facility First Floor Plan, 16.045.A(00) 12 Rev D Training Facility Second Floor Plan, 16.045.A(00) 13 Rev D Training Facility Roof Plan, 16.045.A(00) 14 Rev D Training Facility Elevations - Sheet 1 (North & South), 16.045.A(00) 15 Rev D Training Facility Elevations - Sheet 2 (East & West), 16.045.A(00) 16 Rev E Training Facility Sections - Sheet 1, 16.045.A(00) 17 Rev E Training Facility Sections - Sheet 2, 16.045.A(00) 18 Rev P04 Operations Building Ground Floor Plan, 16.045.A(00) 19 Rev D Operations Building First Floor Plan, 16.045.A(00) 20 Rev D Operations Building Second Floor Plan, 16.045.A(00) 21 Rev C Operations Building Roof Plan, 16.045.A(00) 22 Rev D Operations Building Elevations - Sheet 1 (North & South), 16.045.A(00) 23 Rev D Operations Building Elevations - Sheet 2 (East & West), 16.045.A(00) 24 Rev P05 Operations Building Sections - Sheet 1, 16.045.A(00) 25 Rev P05 Operations Building Sections - Sheet 2, 16.045.A(00) 26 Rev B Computer Generated Image 1, 16.045.A(00) 27 Rev B Computer Generated Image 2, 16.045.A(00) 28 Rev B Computer Generated Image 3

**CONSULTEE NOTIFICATIONS & RESPONSES:-**

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|----|---|---|
| 1. | GAL - Aerodrome Safeguarding                  | No objection subject to condition and informative   |
| 2. | WSCC Highways                                 | No objection  |
| 3. | Police  | No specific crime prevention comments regarding the design.   |
| 4. | CBC - FP - Energy Efficiency & Sustainability | No objection.   |
| 5. | Gatwick Diamond Grow Group                    | No comments received  |
| 6. | CBC - Economic Development                    | Supportive of application provided principles of MRSPD followed. Requested developer is encouraged to sign up to Developer and Partner Charter. |

**NEIGHBOUR NOTIFICATIONS:-**

The application was publicised by press notice and site notices.

### **RESPONSES RECEIVED:-**

No responses received.

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

The application is 'major' development.

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

- 1.1 The application site is a broadly rectangular 2.18 hectare parcel of brownfield land located on the northern side of Gatwick Road. It is the western portion of a larger site formerly occupied by Thales, the former building having been cleared and now subject to redevelopment. To the northeast of the site is a newly constructed 4 storey office building, to the north industrial units in the Sussex Manor Business Park, to the west Crawters Park (which includes the watercourse Crawters Brook) and to the south is Gatwick Road.
- 1.2 The site has vehicular access via 2 points onto Gatwick Road. Work has now commenced on the site to implement the training facility and operations building granted planning permission under CR/2016/1020/FUL. At the time of the site visit the groundworks were underway with various construction compounds and equipment in situ. Due to the size of the site it appears relatively level however, the land slopes gently away to the west towards the watercourse and north towards the industrial estate from its highest point adjacent to Gatwick Road.
- 1.3 The (south)western edge of the site is bounded by a retaining wall and fence, beyond the boundary is woodland and the land falls toward Crawters Park which is identified in the Local Plan as Structural Landscaping. The southernmost corner of the site at the location of existing access is just on the northern boundary of the Air Quality Management Area which affects Hazelwick roundabout a further 430m to the south.

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

- 2.1 This application is a Minor Material Amendment (under Section 73 of the Town and Country Planning Act 1990) to condition 2 of planning permission CR/2016/1020/FUL to vary the building elevations and internal floor layout of the development. The building footprints and siting, site levels, level of parking provision and means of access all remain unchanged.
- 2.2 The proposed changes relate to both buildings proposed for the site and are as follows:

#### **Training building 'Building 1'– located on the southern portion of the site**

- 2.3 The key changes to the building are as follows:
  - Roof overhang detail removed from all elevations;
  - Red fins reduced in projection by from 0.8m to 0.4m and the spacing between the fins increased. The glazing behind the red fins is proposed to be replaced with horizontal cladding;
  - The fenestration pattern on the building would be altered and the level of glazing reduced overall;
  - The cladding pattern for the building is proposed to be altered;
  - The building height on lower sections of roof has increased from 14.4m to 15.2m. The highest part of the roof and height of roof plant enclosure remains the same. There is proposed a reduction in the width of the plant enclosure by 4.2m and removal of handrail from the roof edge. The roof profile has also been altered with the introduction of a shallow pitch to the design and an introduction in the number of rooflights.

#### **Front elevation**

- Main entrance door widened 0.5m;

- Number of fins around top of building reduced with cladding replacing glazing behind the fins and removal of brise soleil;
- Fenestration pattern altered on full glazing either side of entrance to building (wider window panels);
- Reduction in brise soleil feature over entrance.

#### Rear elevation

- Alteration to fenestration pattern in centrally glazed part of the building and reduction in glazing;
- Reduction in height of vertical glazing in stairwells (either side of entrance);
- Alteration to glazing pattern to side of building (beyond stairwells) reduction in amount of glazing.

#### East elevation

- Extension of clad wall at northern end of building by 10.5m (replacing full glazing to north of second (northernmost) maintenance door);
- Number of fins around top of building reduced with cladding replacing glazing behind the fins;
- Change of fenestration pattern for all windows in elevation;
- Reduction in width of maintenance doors by 1m and alteration to fenestration pattern on the doors.

#### West elevation

- Extension of clad wall at northern end of building by 10.5m (replacing full glazing to north of second (northernmost) maintenance door);
- Number of fins around top of building reduced with cladding replacing glazing behind the fins;
- Change of fenestration pattern for all windows in elevation;
- Reduction in width of loading doors and alteration to fenestration pattern. One loading door to be solid rather than glazed.

#### Internally

- Stairs from simulator areas to upper floors would be re-aligned;
- The layout of internal office / ancillary facilities would be re-arranged but remain within core on all floors;
- The ground floor area of the building would be increased by 41 sq m however there is no increase in the footprint of the building;
- Overall increase in floorspace from 6932 sq m to 6980 sq m.

#### Operations Building 'Building 2' – located on northern part of site

2.4 The key changes to the building are as follows:

- Roof overhang detail deleted from building design;
- Red fins reduced in projection from 0.8m to 0.4m. The glazing behind the red fins is proposed to be replaced with horizontal cladding other than where used on a section of full height glazing;
- Brise soleil removed from building;
- Building height increased from 14.1m to 15.3m;
- Tallest section of building increased from 17.6m to 18.1m;
- The fenestration pattern on the building would be altered and the level of glazing reduced overall;
- The cladding pattern for the building is proposed to be altered;
- Introduction of a shallow pitch roof behind a parapet wall and number of rooflights reduced / positions altered.

#### Front elevation

- Removal of full height glazing, brise soleil and decorative fins either side of loading door and removal of overhang roof detail framing these windows. Replacement of windows with revised fenestration pattern (each feature 1m narrower and 5.8m shorter);
- Increase in height of main loading door in elevation to same height as revised glazing;
- The glazing over main pedestrian entrance brise soleil with glazing behind removed and replaced with cladding, fins reduced in depth and repositioned and number of fins increased. The overall height of glazing has been reduced;
- Full height vertical window adjacent to pedestrian entrance has been reduced in height and widened.

### Rear elevation

- 2 sections of full height glazing removed, 2 vertical feature windows removed;
- 2 remaining vertical windows reduced in height and one repositioned over ground floor door.

### East elevation

- Entrance corner feature narrowed by 1.2m and full height glazing reduced;
- Floor to ceiling glazed feature reduced in width from 15m to 6m and surround detail removed position of fins revised to reflect extent of full glazing;
- Double width windows in elevation altered in proportions.

### West elevation

- 31 Single width pane vertical windows ( 10m high x 0.7m width ) replaced by 11 double pane 7.9m high x 2.9m width) windows;
- Removal of 2 windows serving stairwells at each end of the elevation.

### Internally

- Stairs from simulator areas to upper floors would be re-aligned;
- The layout internal facilities within the building slightly rearranged but remain on outer walls of the building;
- Second floor accommodation facing Crawters Brook replaces offices with storage;
- The ground floor area of the building would be increased by 40 sq m however there is no increase in the footprint of the building;
- A further 60 sq m of floorspace is provided within the first and second floors of the building.
- Overall increase in floorspace from 7,898 sq m to 7,979 sq m

## **PLANNING HISTORY:-**

- 3.1 Application CR/2016/1020/FUL was granted planning permission on 19<sup>th</sup> May 2017 for redevelopment of this site for "Erection of one B1 operations building and one B1/D1 training & office building, both with ancillary uses and associated landscaping and car parking". The permission was subject to compliance with various obligations in a related S106 Agreement and 26 planning conditions.
- 3.2 In May 2017 the applicant submitted a request under reference CR/2016/1020/CC1 to discharge the pre-commencement conditions on the planning permission. These have allowed discharge or partial discharge of these conditions to enable the works to commence.
- 3.3 In June 2017 a report was considered by the Planning Committee for a proposed Deed of Variation to two Section 106 Agreements entered into under CR/2016/1020/FUL and CR/2014/0764/OUT (the latter of which also related to the site and was a hybrid planning application for redevelopment of the wider Thales site). The variation altered the triggers for the delivery of the highway works associated with parcel 1 (the application site) and parcel 2 (the new office headquarters building to the north) and also swapped over the delivery of the roundabout junctions associated with each land parcel. It was also agreed to add a form of wording to the legal agreement to allow minor changes to the development which may arise as a result of subsequent applications under Section 73 of the Town and Country Planning Act 1990 to be accommodated without the need for a further Deed of Variation, this was completed on the 6<sup>th</sup> September 2017.
- 3.4 A Screening Opinion was submitted for the application CR/2016/1020/FUL in December 2016 (reference CR/2016/3005/EIA) when it was determined that the development did not require an Environmental Impact Assessment. It is not considered that the proposed changes in this current application would trigger the need for an Environmental Impact Assessment.

## **PLANNING POLICY:-**

### National Planning Policy Framework

- 4.1 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.

- 4.2 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.
- 4.3 Section 1 emphasises the need for the planning system to deliver sustainable economic growth, support existing business sectors and plan positively for employment generation and regeneration.
- 4.4 The NPPF attaches great importance to 'good design' for high quality buildings and spaces and supports innovative design which may raise the standard of design more generally in the area. (paragraphs 56 and 63). Measures to use renewable and low carbon sources, energy efficiency measures, green energy etc. are all encouraged.

#### The Development Plan – Crawley Borough Local Plan 2015-2030 (adopted December 2015)

- 4.5 Policy SD1 states that in line with the planned approach to Crawley 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.
- 4.6 Policy CH2 sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley. Amongst other things development will be required to: "create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas" and provide information to demonstrate how the policy principles are achieved through the development.
- 4.7 Policy CH3 requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how 'Secure by Design' principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access, circulation, manoeuvring, loading etc. and to comply with all relevant Supplementary Planning Guidance (such as the Manor Royal SPD).
- 4.8 Policy CH6 deals with tree planting and replacement standards and refers to the Manor Royal SPD for the relevant tree planting standards in Manor Royal.
- 4.9 Policy CH7 'Structural Landscaping' seeks to protect areas of soft landscape that make an important contribution to the town and its neighbourhoods. Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping, where appropriate.
- 4.10 Policy EC1 states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The policy seeks to build and protect the established role of Manor Royal as the key business location (for B Use Classes) and encourage main employment areas as the focus for sustainable economic growth.
- 4.11 Policy EC2 identifies Manor Royal as a main employment area and states proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area.
- 4.12 Policy EC3 deals specifically with Manor Royal and states that development compatible with the area's economic function and role will be permitted if it falls within a B Use Class and would result in the reuse, intensification or change of use of the land or buildings. Proposals that are not for B Use

Class development will be permitted if it can be demonstrated that are of a scale and function that enhances the established role and function of Manor Royal and would not undermine the business district. All development should contribute positively to the overall setting and environment of the Main Employment area as a business district through high quality design and landscaping in accordance with the Manor Royal SPD (MRSPD).

- 4.13 Policy ENV1 states that Crawley's multi-functional green infrastructure network will be conserved and enhanced through a number of measures including maximising opportunities to maintain and extend infrastructure links and requiring large proposals to provide new and or create links to green infrastructure where possible. Proposals which reduce, block or harm the functions of green infrastructure will need to be adequately justified or mitigated.
- 4.14 ENV2 requires all development proposals to incorporate features to encourage biodiversity where appropriate.
- 4.15 ENV6 states proposals for new non-domestic buildings should achieve BREEAM Excellent (for energy and water credits) where technically and financially viable. All development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.
- 4.16 ENV7 identifies Manor Royal as a priority area for the delivery of a District Energy Network and requires any major development to demonstrate they have considered this technology though a)- considering developing its own system, or b) – consider how it may include site-wide communal energy systems or be 'network ready' to connect to a future system.
- 4.17 ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk and must not increase the risk of flooding elsewhere.
- 4.18 ENV9 identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits.
- 4.19 ENV10 seeks to prevent unacceptable risks from environmental pollution and land contamination. Uses must not lead to a significant increase in levels of pollution or hazards and any impacts must be appropriately mitigated and must be located to avoid unacceptable disturbance or nuisance to the amenities of adjoining land uses and occupiers.
- 4.20 ENV11 seeks to protect people's quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses will not be exposed to noise impact that would adversely affect the amenity of existing and future users.
- 4.21 Policy ENV12 – Air Quality states that development proposals that do not result in a material negative impact on air quality will normally be permitted.
- 4.22 Policy IN1 deals with infrastructure provision and 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.
- 4.23 Policy IN2 requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.
- 4.24 Policy IN3 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.
- 4.25 Policy IN4 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.

## Supplementary Planning Documents

### Manor Royal SPD July 2013

- 4.26 This document aims to support economic growth in Manor Royal, providing guidance to ensure new development makes a significant contribution to the uplift of the area and secures delivery of high quality development which supports the key business function. It requires all development to demonstrate the following:
- New buildings to be of high quality design and urban design
  - Proposals seek to provide active frontages to routes
  - Materials and finishes of good quality and support the principles of identity and sustainability
  - Proposals to achieve a high level of security
  - Surface Water drainage considered
  - Water efficiency measures considered
  - The development must positively contribute to the landscape and identity of Manor Royal.
- 4.27 The document emphasises the importance of landscaping as a key consideration in creating a sense of place for Manor Royal and improving the quality of the public realm. A key approach to this is through achieving robust and consistent frontages along Manor Royal to improve the quality of the environment. It requires parking and servicing to be adequate to meet the needs of the development and to consider landscaping and seek to reduce monotonous surfacing of parking areas. Boundary treatments must be appropriate in scale and context, landscaping to reduce the visual impact of fences and barriers is encouraged.
- 4.28 Gatwick Road is identified as a primary road within Manor Royal and the application site forms part of the 'Central Section (Fleming Way to Manor Royal)'. Gatwick Road in this location is around 12-15m in width with no highway verges and is considered visually dominant and detrimental to the street scene, furthermore the quality of the public realm is poor. To mitigate this impact the SPD requires the *'creation of a higher quality streetscene, the minimum depth of on-site frontage planting requirement on the western side of Gatwick Road is for 10m of planting along the entire primary route. The planting scheme should include a row of large-scale trees at 15m spacing.'*
- 4.29 The site is also identified as being within area D2 – 'Thales Gatwick Road' and specific guidance for the area requires that any development proposals should be of high quality design with high quality spaces and open spaces to meet the needs of employees. The development must also contribute towards creating a step change in the appearance of the area and a positive sense of place. Development should provide active frontages and robust landscaping along Gatwick Road and particular attention should be paid to the southwest corner of the site with is visible from the Manor Royal roundabout and forms a gateway corner to the site. With regard to Crawters Brook to the west, the SPD identifies the potential to create improvements and linkages into Crawters Brook, requires redevelopment proposals to enhance the area by increasing natural surveillance over the brook and through the creation of active frontages and demonstrate how they will deliver a significant net gain in biodiversity. Any proposals must not impact upon the ecology or the quality of the watercourse and must work towards the its improvement.

### Urban Design SPD – October 2016

- 4.30 This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, the public realm, street design and parking, and, sustainable design.
- 4.31 In respect of non-residential development para 3.62 states:  
*"The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start"*.

- 4.32 For industrial and commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and use of landscaping.
- 4.33 Annex 1 contains the Borough's indicative minimum parking standards. For B1 offices the requirements are:
- Car parking – 1 space per 31 sq m
  - Disabled parking 1 space or 5% total provision
  - Cycle parking – 1 space per 150 sq m for staff and 1 space per 500 sq m for visitors
  - Motorcycle parking – 1 space per 10 parking spaces
- There are no minimum standards for Class D1 uses, these are assessed on a case by case basis.

#### Planning and Climate Change SPD

- 4.34 This provides further guidance on addressing the sustainability policies within the Local Plan, with examples of best practice and how to demonstrate compliance with the policies.

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

- 4.35 This sets out the Council's approach to developer contributions post the introduction of CIL by providing details about this charge and when S106 contributions will be sought. The document also sets out the Manor Royal contribution requirement towards public realm in this area.

#### **PLANNING CONSIDERATIONS:-**

- 5.1 The principle of the development has already been established and this application seeks approval as a minor material amendment for the changes to the exterior appearance of the buildings and floor layouts as described in Section 2 of this report. The key issues are
- the acceptability of the design changes on the appearance of the development;
  - the impact of internal layout changes and increase in floorspace;
  - the impact of the design changes on neighbouring properties and the street scene;
  - the impact of any additional floorspace on operational requirements such as parking.

#### Design and appearance of the development

- 5.2 It is considered the main proposed change to the buildings is the removal of the roof overhang which is a key feature on the original design. The simpler roof form has made both buildings more 'box shaped' and removed some of the three dimensional definition from the original design, with the knock-on effect that the red fin design has also had to be reconsidered. The removal of the roof overhang and reduction in the size and number of red fins has removed the visual detailing from these buildings and simplified its articulation. The fins also no longer line up with the glazing frames on the lower floors. In addition, the floor to ceiling glazing from behind the fins has been replaced by cladding and the removal of the brise soleil has given the operations building in particular a more horizontal emphasis. It is considered that the revised fin detail and cladding behind would need to be carefully designed to ensure this results in a quality feature on the buildings. A condition to ensure the design approach is appropriate in terms of material and detail is therefore considered expedient.
- 5.3 There has been a reduction in glazing on many of the elevations of the building and a more standardised approach to the fenestration style has been adopted. On the operations building in particular this has had a negative impact on the design detail and visual articulation originally agreed for the building with this now appearing to be a design and style typical of a more standard B1 light industrial construction. Notwithstanding these changes, the building is still considered to be of an appropriate design given its less prominent position at the rear of the site with adequate detail on the most visible elevations.
- 5.4 The originally designed development was considered of a high quality design and resulted in 2 well articulated buildings which related well to each other in terms of their appearance and detailing.



The proposed changes are considered to erode the design connectively between the buildings to some extent through the reduction in the glazing, in particular on the eastern elevation. However, it is still considered that the buildings read as a pair and relate well to each other and there is sufficient architectural articulation between them especially at the entrances and along the more visible east elevation. The key design feature which are the views into the training building of the simulators are retained.

- 5.5 In terms of the building height, the changes would not materially alter the appearance of the buildings, the alterations to the roof design would also not be readily noticeable from street level and on this basis are considered acceptable.
- 5.6 Overall, the design changes are considered to be acceptable design which would still address the requirements of the MRSPD for buildings of a modern style that would positively contribute to the identity of Manor Royal. The proposal is considered to comply with policies CH2 and CH3 in the Crawley Borough Local Plan and the requirements of the MRSPD.

#### Impact of internal layout changes and increase in floorspace

- 5.7 The internal floorspace within training building has increased by 48 sq m and the operational building by 81 sq m while the overall footprint of the buildings are unchanged. The applicants have confirmed the floorspace has increased as the design evolution of the building has progressed resulting in alterations such as changes to the thickness of internal walls and evolution of accommodation requirements. The additional floorspace is acceptable and is minor in relation to the overall floor area provided by the development.
- 5.8 Overall the changes to the accommodation layout are considered acceptable however, the changes of the 2<sup>nd</sup> floor of the operations building from offices to storage facing Crawters Brook would reduce the level of natural surveillance over the adjoining park. It is noted that offices are still proposed on this side of the building at first floor level and this is a requirement of the MRSPD. The level of glazing in the elevation facing the park while reduced also is considered adequate to maintain natural surveillance.

#### Impact on street scene and neighbouring properties

- 5.9 When the buildings were originally designed it was considered that the applicants had carefully considered the site context and surroundings in determining their design and have orientated both buildings to sit on an axis similar to the newly completed office development on parcel 2 to the north east which accorded with the masterplan for the site. There were also some similarities in the architectural language of this development and the adjoining office building however this visual connection is considered to have been weakened by the proposed changes in particular with the revisions to the roof form. The revised design however, does not appear out of character in the street context to such a degree that it would be deemed detrimental to the character of the street scene. A visually interesting and active frontage to Gatwick Road is still maintained as required in the MRSPD.
- 5.10 The levels and siting of the buildings would remain unaltered and there is not considered to be any detrimental impact from the design changes on neighbouring properties (either the office building to the north east or the industrial units beyond the northern boundary). There is no harm from the slight increase to the overall height of the buildings.

#### Operational Considerations

- 5.11 The parking layout, cycle arrangements and site access remain unchanged. The design alterations would result in 129 sq m of additional floorspace being created on the site which, based on the B1 parking standard, would result in a requirement for an additional 4 parking spaces. The development has been laid out with 286 parking spaces. Based on the total floor area within the building the parking standard based on the B1 requirements is significantly short on spaces however, the applicants as part of the original planning application set out further information on their specific business model, number of employees and nature of the training facility. While the training building is

of significant scale, the capacity for training is a maximum of 32 people (trainers and trainees) at any one time. The internal revisions to the floorspace have not increased the capacity for training or number of simulators. An allowance has been made of 64 parking spaces for the use at cross-over time and a further 31 spaces for other staff in the office. The operations building proposes 192 spaces and includes assembly hall and storage uses alongside offices. The applicants state that around 256 people would be employed on site and based on this information, it is considered the parking is adequate to meet the operational needs of the use and that the additional shortfall of 4 parking spaces as result of these proposed changes is not harmful to the level of parking provision on site.

#### Other

- 5.12 The applicants have confirmed that the design changes proposed have not adversely impacted upon the sustainability targets for the building which at the original design stage sought to achieve BREEAM 'very good' for both buildings and BREEAM 'Excellent' for energy and water credits in line with policy ENV6 which seeks this standard where technically and financially viable.
- 5.13 The effect of an application under S73 of the Town and Country Planning Act 1990 is in effect a new planning permission and therefore all relevant conditions from the original permission need to be reapplied. These cover off all other planning considerations and impacts considered as part of the original planning permission.
- 5.14 The provisions secured by the S106 Agreement also remain valid to this application and secured via the wording in the Deed of Variation signed on 6<sup>th</sup> September 2017.

#### **CONCLUSIONS:-**

- 6.1 The revisions are acceptable in design terms although the quality of the design has been negatively impacted when compared to the originally permitted scheme. The proposed alterations have reduced the visual quality of the building however, it is considered still acceptable within the streetscene and the changes have no negative impact on neighbouring occupiers or the operational requirements of the site. They are therefore considered acceptable as a minor material amendment to the previously approved scheme.

#### **RECOMMENDATION RE: CR/2017/0516/NCC**

Permit subject to the following conditions.

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter. The approved plans consist of:  
(Drawing numbers to be added)  
REASON: For the avoidance of doubt and in the interests of proper planning.
2. The proposed finished land levels and building floor levels of the development hereby permitted shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 3) 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 in accordance with Policy CH3 of the Crawley Borough Plan 2015-2030.
3. The surface water drainage design for the development shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 5) unless otherwise approved in writing by the Local Planning Authority.  
REASON: To ensure the development is adequately drained and to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

4. The maintenance and management of the surface water drainage design / SUDS system for the development shall be implemented, managed and maintained in strict accordance with the report titled 'Discharge of Planning Condition – dated April 2017' agreed on 7th July 2017 under planning reference CR/2016/1020/CC1.  
REASON: To ensure the long-term maintenance and management of the drainage system, to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
5. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority in consultation with the Environment Agency.  
REASON: There is always the potential for unexpected contamination to be identified during development ground works in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.
6. The drainage systems for the infiltration of surface water to serve the development hereby permitted shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 7).  
REASON: Infiltrating water has the potential to cause remobilisation of contaminants present in the shallow soil/made ground which could ultimately cause pollution of groundwater in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.
7. The piling and foundation designs for the development hereby permitted shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 8) which include a risk assessment and proposed monitoring measures.  
REASON: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying ground waters in accordance with policy ENV10 of the Crawley Borough Local Plan 2015-2030.
8. The monitoring and maintenance of ground water contamination on the site shall be implemented in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 9). Reports as specified in the approved plans/ documents, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term monitoring requirements and targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.  
REASON: For the protection of Controlled Waters. National Planning Policy Framework paragraph 109 states that the planning systems should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put a unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.
9. With the exception of foundation and ground works, development shall not commence unless and until a schedule of materials and finishes and, where so required by the Local Planning Authority, samples of such materials and finishes to be used for external walls and roofs of the proposed buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed details.  
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
10. No doors and windows shall be installed until precise details showing the door and window profiles for the buildings (including a 1:20 section of the glazing details) have been submitted to and approved in

writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the agreed details.

REASON: To control the development in detail and to ensure a high-quality development in accordance with policies CH2 and CH3 of the Crawley Borough Local Plan 2015-2030

11. With the exemption of the foundation and ground works no development shall be carried out until precise details showing the cladding and fin profile and dimensions (including a 1.20 section of the cladding and fin detail) for the buildings has been submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.  
REASON: To control the development in detail and to ensure a high quality development in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
12. The Bird Management Plan dated 6th December 2016 as approved on 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 12) shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.  
REASON: It is necessary to manage the roofs in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds.
13. The measured or calculated noise rating level (when assessed using BS4142:2014) for the combined effect of all the air-handling units associated with the proposed use, shall not exceed 37dB (LAeq1hr) one metre from the façade of any noise sensitive premises between the hours of 07.00 and 23.00 and shall not exceed 28dB (LAeq15mins) between the hours of 23:00 and 07:00.  
After installation, a survey, involving the measurement and calculation of noise emissions shall be undertaken not less than 3 months after occupation. A written report of the findings, identifying the level of compliance shall be submitted to the Local Planning Authority within 1 month of the survey completion.  
REASON: In order to control the development in the interests of amenity in accordance with policy ENV11 of the Crawley Borough Local Plan 2015-2030.
14. No building shall be brought into use until a post construction report for that building has been submitted to and have been agreed in writing by the Local Planning Authority verifying that the development of that unit has sought to achieve the minimum Energy and Water standards for BREEAM 'Excellent'.  
REASON: In the interests of sustainable design and construction in accordance with Local Plan Policies ENV6 and ENV9.
15. The development shall be implemented incorporating the duct work and its routing shown on drawing 16.045.A(00)\_- Proposed Site Plan (as approved under planning application CR/2016/1020/FUL) to enable the development to be connected to a District Energy Network.  
REASON: In the interests of climate change mitigation and to enable the development to be connected to any future District Energy network in accordance with Local Plan Policy ENV7.
16. The buildings hereby permitted shall not be occupied unless and until the access hereby approved onto Gatwick Road has been designed, laid out and constructed in accordance with full details that have been submitted to the Local Planning Authority for approval and agreed in writing.  
REASON: To ensure the operational requirements of the site are met and in the interests of highway safety in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
17. The buildings hereby permitted shall not be occupied unless and until the parking spaces on the site have been designed, laid out and constructed in accordance with drawing number 16.045.A(00)\_05 Rev B (as approved under planning application CR/2016/1020/FUL) and thereafter retained for such use.  
REASON: To ensure the operational requirements of the site are met and in the interests of highway safety and adequate on-site parking is met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
18. Prior to first occupation of the second building to be completed on the site, the accesses to the site other than that hereby approved shall be closed and obliterated in accordance with details to be

submitted to and approved in writing by the Local Planning Authority. The details shall include full details of the bund and landscaping to integrate with the landscaping to the east of the site. Any trees or plants which within a period of 10 years from the completion of the works, dies are removed or become seriously damaged or diseased shall be replaced in the next planting season with other of the same size and species. The works shall be implemented in accordance with the agreed details.  
REASON: To ensure the operational requirements of the site are met and in the interests of highway safety and to ensure comprehensive development of the structural landscaping along Gatwick Road in accordance with the Manor Royal SPD and policy CH3 of the Crawley Borough Local Plan 2015-2030.

19. Within 3 months of first occupation a Travel Plan shall have been submitted to the Local Planning Authority for its agreement in writing. The Travel Plan once approved shall be fully implemented and thereafter maintained and operated as specified in the approved document.  
REASON: To encourage sustainable transport modes in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
20. The development shall be implemented in accordance with the Construction Management Plan as agreed on XXXX reference CR/2016/1020/CC1 (condition 20). The approved Plan shall be implemented and adhered to throughout the entire construction period.  
REASON: To minimise any impact on highway users and amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
21. Prior to the occupation of each building the secure cycle parking provision as shown on the site layout drawing 16.045.A (00)\_5 Rev B which serves that building and as designed on drawing 16.045.A (00)\_31 Rev A (both plans as approved under planning application CR/2016/1020/FUL) shall be constructed and made available for employees. The cycle parking shall thereafter be retained in accordance with the approved details.  
REASON: In order to ensure the operational requirements of the development are met in accordance with policies CH3 and IN4 of the Crawley Borough Local Plan 2015-2030 and the Urban Design SPD.
22. Prior to the occupation of each building the bin store as shown on the site layout drawing 16.045.A (00)\_5 Rev B which serves that building and as designed on drawing 16.045.A (00)\_30 Rev A (both plans as approved under planning application CR/2016/1020/FUL) shall be constructed and available for building occupiers, such provision shall thereafter be retained in accordance with the approved details.  
REASON: In order to ensure the operational requirements of the development are met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.
23. The tree protection measures shall remain implemented and maintained for the duration of the construction works of the development in strict accordance with the plans and documents agreed on the 7th July 2017 under planning reference CR/2016/1020/CC1 (condition 23).  
REASON: To safeguard adjoining trees and habitat in the interests of ecology and the visual amenities of the area in accordance with policies ENV2 and CH3 of the Crawley Borough Local Plan 2015-2030.
24. No building shall be occupied until a landscaping scheme has been submitted to, and been approved in writing by the Local Planning Authority Gatwick Safeguarding. The landscaping scheme shall include the following:
  1. Details of all soft planting (species, numbers of specimens, plant size, spacing, medium for planting and method of implementation);
  2. Details of paving /surfacing;
  3. Details of all fencing (and method of installation);
  4. Details of the retaining wall structures and landscaping thereof;
  5. Details of any external lighting (to accord with the recommendations in the submitted Ecological and Biodiversity appraisal submitted with application CR/2016/1020/FUL);
  6. Details of any other street furniture or fixtures within the site (excluding the secure cycle provision, refuse provision and substations);
  7. Details of the enhancement opportunities provided within the layout to address the requirements in 5.5.3 in the submitted Ecological and Biodiversity appraisal (submitted with application CR/2016/1020/FUL);

8. Details of any hard and soft landscaping proposed in the area safeguarded for the Crawters Brook access.

The scheme shall be implemented in accordance with the agreed details and the soft landscaping shall be carried out in the first planting and seeding season, following the first 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 development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of Gatwick Safeguarding and the amenity and of the environment of the development in accordance with policy CH3 and CH7 of the Crawley Borough Local Plan 2015 - 2030.

25. No building shall not be occupied until a landscape management plan which covers a period of no less than 15 years has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall include a programme for implementation, long term design objectives, long term management responsibility and maintenance schedules for all landscaped areas. The development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity of the area in accordance with policy CH3 of the Crawley Borough Local Plan and the Manor Royal SPD.

26. The potential future access onto Crawters Brook as shown on drawing 16.045.A(00)\_05 Rev B as approved under planning application CR/2016/1020/FUL shall be retained for this purpose unless otherwise agreed in writing by the Local Planning Authority.

REASON: To allow for further improvements to Crawters Brook in accordance with the Manor Royal SPD.

#### INFORMATIVES

1. A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water - Tel 0330 303 0119 or [www.southernwater.co.uk](http://www.southernwater.co.uk)
2. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email [gal.safeguarding@gatwickairport.com](mailto:gal.safeguarding@gatwickairport.com). The crane process is explained further in Advice Note 4 'Cranes and Other Construction Issues' available at [www.aoa.org.uk/policy-campaigns/operations-safety/](http://www.aoa.org.uk/policy-campaigns/operations-safety/)
3. 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 that noisy works are permitted. (N.B. noisy works would include any noise that is distinct and discernible at the nearest residential premises.)

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 at all times employ 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.

The applicant must make all contractors and subcontractors aware of these times.

4. The applicants will be required to enter into a S278/38 agreement for the construction of the new access onto Gatwick Road.

5. The applicants attention is drawn to the comments of Crawley Cycle Forum (made in response to application CR/2016/1020/FUL) in particular in respect of the suggested modifications to the cycle shelter design and the suggested additional facilities and fittings which could be incorporated within the final design and layout which may encourage cycling as an alternative means of travel for future employees and visitors.
  
1. In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:
  - Providing advice in a timely and manner through pre-application discussions/correspondence.
  - Liaising with consultees/agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
  - Seeking 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. NPPF Statement.



Crawley Borough Council,  
Town Hall,  
The Boulevard,  
Crawley,  
West Sussex RH10 1UZ

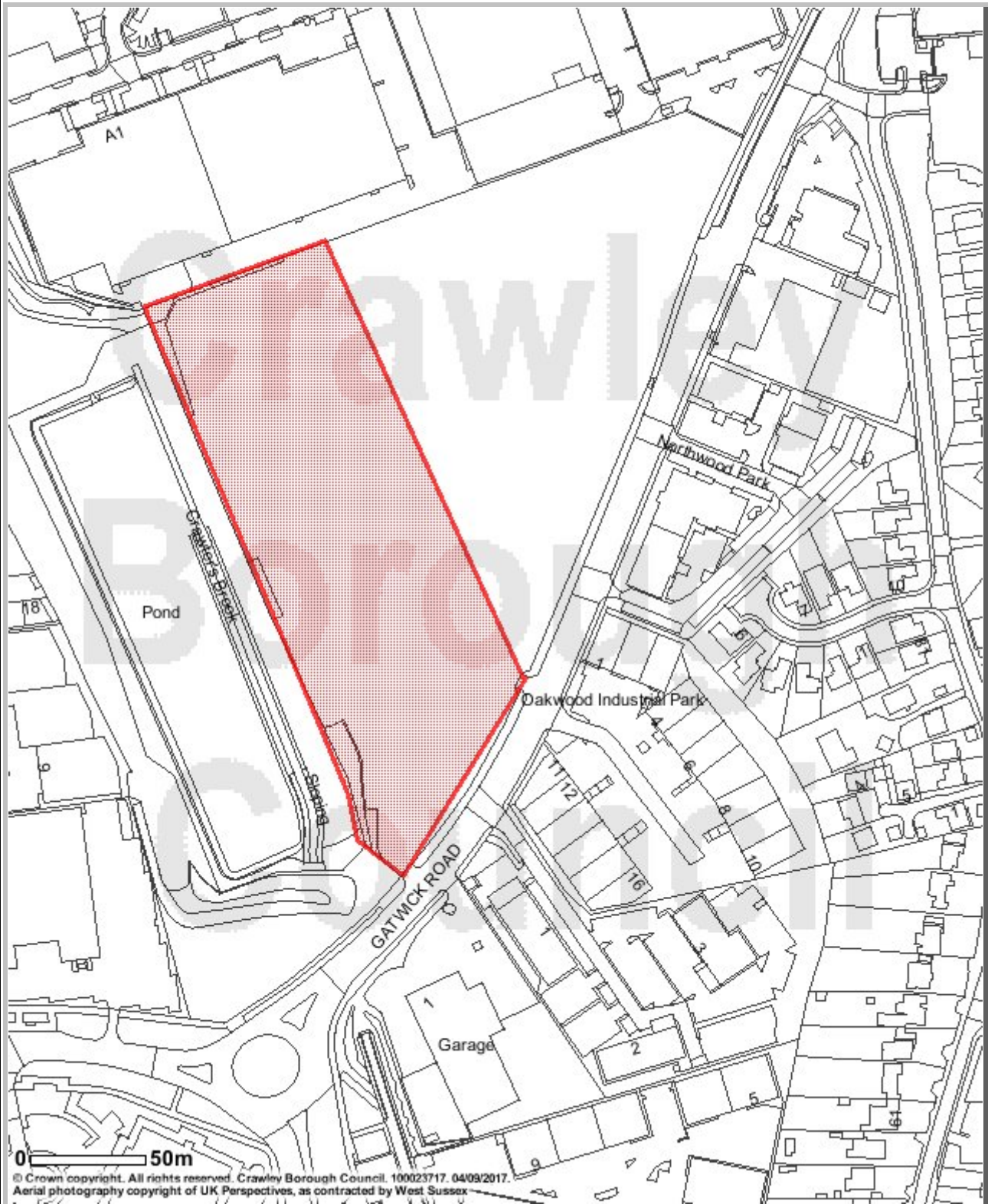
Tel: 01293 438000  
Fax: 01293 438603

**CR/2017/0516/NCC**

Date 4 September 2017

Approx. Scale 1:1,250

**2 - 3 GATWICK ROAD, NORTHGATE, CRAWLEY**



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